



ARKANSAS RAILROADER



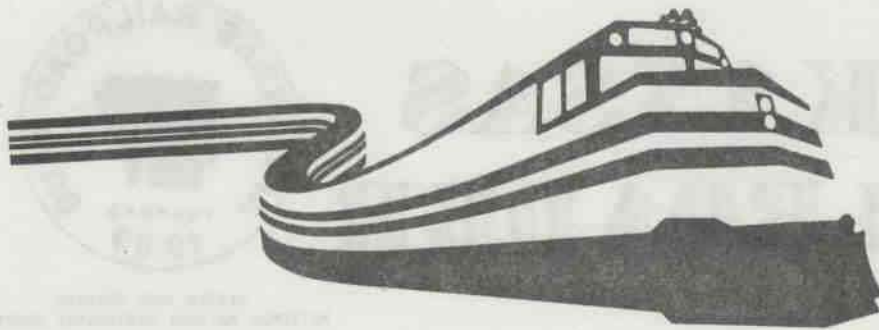
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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AUGUST 1990



ST. LOUIS UNION STATION - Friday, June 15, 1990 - Four OPERATIONAL steam engines are on display for the National Railway Historical Society's national convention (June 14-17). From left to right - COTTON BELT 819, NORFORK & WESTERN 1218, UNION PACIFIC 844, and FRISCO 1522. All four of these engines ran excursions before, during, and/or after the convention. (Photo by Ken Ziegenbein)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1990 OFFICERS OF THE ARKANSAS RAILROAD CLUB

| | |
|--|--|
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BUS/RAIL TRIP POSSIBLE...that is, if enough interest exists to have it. This would be a club trip to Van Buren and back to ride the new Boston Mountain Rail Excursion Co.'s train between Van Buren and Winslow and return. The date would be AUGUST 25, so we have to know how many want to go by the AUGUST 12 meeting OR BEFORE, IF POSSIBLE. A \$10 deposit is required when you sign up, which will not be refundable unless the trip is cancelled.

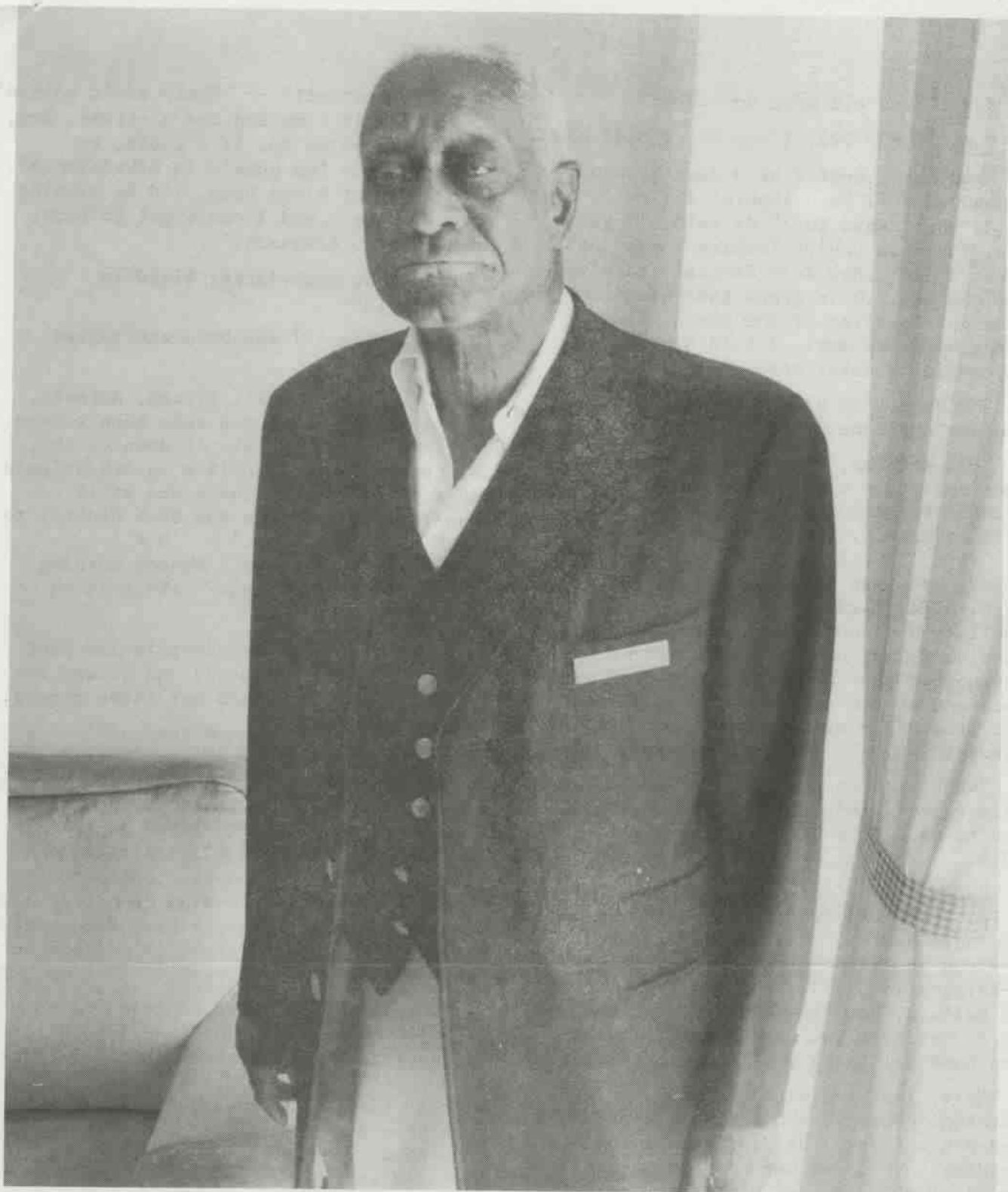
Power will be supplied by the A&M Railroad with several cars from the Cotton Belt Rail Historical Society used, many of which are privately owned. The trip will go through the famous Winslow tunnel.

Our train will leave that Saturday at 1 PM, returning to Van Buren 3 to 4 hours later. TRAIN COSTS would be: FIRST CLASS (in dome) \$25.50 roundtrip, coach \$20.50, children under 12 \$15.50. There is a 10 percent discount for senior citizens. These prices would not include the bus fare between North Little Rock and Van Buren.

TOTAL BUS/TRAIN COSTS will depend on the number riding the bus...but the bus fare should not be over \$20. Exact figures won't be known until we know how many will ride the bus. WE MUST HAVE AT LEAST 25 RIDE THE BUS, otherwise it won't run. There is a possibility that the club will help with the expenses somewhat, but that won't be known until the August 12 meeting.

The bus will leave at 9 AM, August 25 and return sometime that evening. It is recommended that you bring your own lunch.

Call Bill Church at 501-753-4582 to sign up! His address is 5619 Bel Caro Place, N. Little Rock AR 72118. Send in your \$10 deposit, or bring it to the meeting.



FORMER MISSOURI PACIFIC TRAIN PORTER FERDIE ANTHONY, 83, taken on April 28, 1990, wearing his old Porter uniform. Mr. Anthony began working for the New York Central in 1925, moved to the Missouri Pacific in 1931, where he worked until he retired in 1975, a total of 50 years. Mr. Anthony tells of his experiences working for the railroad in the interview below. (Photo by Ken Ziegenbein)

A PORTER'S STORY

based on a taped interview by Ken Ziegenbein

The following story is about former porter Ferdie Anthony, now living in Little Rock. The taped interview with Mr. Anthony was made on April 28, 1990:

F.A. "Starting out in the beginning, I was in school. School was out, my father gave me a vacation...go to St. Louis and visit a cousin of mine. So enroute to St. Louis there was a man from Dallas, Texas on the train with me. I didn't know him and he didn't know me. And he wanted to know...was I looking

for a job? I told him "yes," but I wasn't. I was going on a vacation. I was just saying something to satisfy him. You say... Well, I'm looking for a job man...just saying somethin'.

"He asked for my address and I said I was going to the YMCA on Pine Street."

K.Z. "How old were you then?"

F.A. "18. 1925, I was 18, I'm 83 now."

"And, uh...next 2 or 3 days he saw me and said 'I been lookin' for you'. I said 'What? What for?' He said, 'I got a job. You said you're looking for a job? I got a job...New York Central, they've got one man...he's gonna take his pension the first of the month. They gonna hire one man...I told him you'se my cousin. I never seen you before.'

"He said, 'Go home and change your clothes and come up to the office.'

"I went home, changed my clothes and went up to the office. He said, 'You related to this fellow here?' -- 'Yea, he's my cousin.' -- 'You wanna railroad?' -- 'Yes, I'm thinking about it.' -- 'Reckon you can ride the train?' -- I said, 'Yea, I guess I can.' -- He said, 'Well, you go and, ah, get you a shave.' (I didn't have no mustache). I went to the barber shop one day, razor over my face and on the side there; cut hairs out from under my arm. All right...I'm ready to go.

"Went back to see... 'Well you be back here tomorrow morning, 7 o'clock...want you to make Student Trip.' -- I said, 'O.K.'

"Well, the first trip was a 3-day trip. It leaves from Little Rock and go to Indianapolis, Indiana one day. Next day you go from Indianapolis to Cleveland 2-days; next day you go from Cleveland to Buffalo, New York and the next day is a one-day trip...you leave Buffalo and come all the way back to St. Louis.

"Well, I stayed with that job, worked for that company, about 6 years. And my dad had a stroke. He didn't know railroading anyhow, so weren't but 3 of us in the family, me and him and my mother. He said, 'I want you to come home.' I said, 'Well, I only got 30 days...be off. After that I loose my seniority.' -- 'Well, you ain't got no business railroadin' nohow. I want to make a lawyer out of ya.' -- 'Well, its too late for that.'

"So, he kept on talking. Me, I decided I would ask the company to get a transfer. So what I did, I had to transfer from the New York Central to the Missouri Pacific. All right...I came up there to talk to the local chairman. His name was Bill Johnson. He visited with me quite often. And, ah, Superintendent was R. C. Williams. And assistant was fellow by name of Couple. He said, well, 'What's your name?' -- I told him. -- 'What experience you have?' -- I told him I worked for the New York Central. -- 'What's wrong with the

New York Central?' -- 'There ain't nothin' wrong with it...my dad had a stroke. And, ah, he wanted me to, if I could, to transfer here (my home's in Arkadelphia). Then if I got hired here, I'd be running through home...and I could get to home, Arkadelphia, Arkansas.'

K.Z. "So your father lived in Arkadelphia?"

F.A. "Yes...I was born and raised right there."

"O.K. -- 'So, well, listen, Anthony, say, I want to give you some papers here. You take these and take it down to the, ah, Social Security office in Arkadelphia and get 'em to sign these and we'll transfer you from the New York Central to the Missouri Pacific.' -- 'O.K.' -- 'And, say, be back here Monday morning at 8 o'clock. All right?' (This is on Friday).

"I went down to Arkadelphia and went to the office on Saturday and showed the lady there...and showed her these papers.

"She said, 'Your name Anthony?' -- I said, 'Yea.' -- 'Well, listen here... these papers are all right and you got a good reputation. But listen...the man that would have to sign these papers is in Memphis.' She said, 'I can sign 'em, but it won't do you no good, because the man that's supposed to sign 'em is in Memphis and he'll be back here Monday at 9 o'clock.' (This is about 12 o'clock on Saturday).

"I said, 'Miss, that won't do me no good.' -- She said, 'Why?' -- I said, 'I'm gonna have to be back in Little Rock Monday at 8 o'clock. Well, I can't be back at Little Rock Monday at 8 and be down here at Arkadelphia Monday at 9!' (You know...laugh). -- She said, 'Well, I -- I'm sorry, but I can't do you no good. Can you come on back here Monday and, ah, get 'em signed. Maybe we can work out something.'

"All right, the office closed Saturday 12 o'clock. I stayed in there until 12. She said, 'I'm gonna have to go.' -- 'All right.' -- I walked down on the stairway ahead of her. She said, uh, 'Anthony, I hope to see you Monday.' -- I said, 'Miss, that won't do me no good. I'm gonna have to have these papers signed today and be in Little Rock Monday.' -- She said, 'Well, the man to sign them is in Memphis today. He won't be back.'

"She locked the door, got in her car and drove off. I backed up to the wall (brick building), put my foot against the wall. I said I'm standing right here until something happens. And I stood there. And this is the truth...this

sounds fictitious...this is the truth. I looked up the street about 2 blocks. And someone's car turned the curve. And I'd never seen that man before. I said, 'here comes the man now.'

"That man drove up there (laugh) and jumped outta that car and went up them steps like somebody's after him and me right behind.

"He said, 'Can I do something for you?'

"I said, 'Yes, sir.' Showed the papers to him, looked at him.

'Yea, yea, you Anthony? How long you been with the New York Central?' -- I told him. -- 'All right, I gonna sign this for ya. This's the whole thing here.'

"And do you know that man didn't do nothing else but sign them papers. And he come right back down them steps. And he wasn't supposed to come back until Monday at 9 o'clock. And this was Saturday at 12.

"I took that paper (laugh)...I was so glad I carried it down to a friend's house to keep and visited. I said, 'suppose the house get burned up?' (laugh). I went to the house and got them papers and put them in my pocket. I held them papers all day. This is Saturday. I said, 'Well, uh, I have to get there before Monday...to get there in time...before somethin' happen (laugh).



"I caught a train Sunday. And every ...I bet you ever hour of the day I'd look to see if I'd still got them papers.

"I went in the office there (in Little Rock) and they looked at the papers. They said, 'Well, Anthony's got a good record, man. Tell him we're gonna hire him.' -- All right. He hired me. Now I'd have to make some Student Trips.

"He gave me a book of rules and a safety book. And, uh, when you start working, you've got to take an examination, got to go to a doctor and take a physical, then you got to know safety rules. Got to know whistle signals, flagging signals, and light signals. You ain't got it down perfect...not in no week! No...you got experience to get by with. **YOU LEARN TO DO BY DOING.**

"I made a trip Little Rock to Poplar Bluff on #8 then from Poplar Bluff down to Texarkana on #7. And I came back here

on #8 and got off. And I made the trip to Memphis on 220 and made the trip back to Hot Springs on 219. You know even numbers run north and odd numbers run south.

K.Z. "219 was the old Hot Springs Special?"

F.A. "Yea, a good train. I made two trips on the 201, 202...that's a night job. Something happened. I got to look in my mail box - it said to come in for Rules Examination. I thought I had 2 or 3 more trips to make. -- Went in there and said, 'Ya'll want me?' -- He said, 'Yea,' says, uh, 'got 2-3 men sick and want to give you an assignment.' -- I went in there...nobody but me and the superintendent and had a trainer who lived up near Hoxie, I forget his name, weighed 250-300 pounds. And he was as hard as them make 'em. He's kinda nice.

"And, uh, I got 'long pretty good. And he asks me, says, uh, 'If you'se going north on 8 and you get to Hoxie, and the bulb was red, and you couldn't come up to the station to unload your passengers, and you would call the dispatcher and ask the dispatcher what to do, and they would tell you...there was no proceeding train on the track, meaning you wouldn't meet nobody, to continue under Rule 509.'

"I said, oh my God, here's a mess, sure 'nuff, but I didn't get scared. I said, 'Well, I tell you, first thing I'd do I'd check my flags, torpedoes and fuseses and I'd go to crossing and if I didn't see anything coming, I'd walk up on the engineer's side of the train coming south and put out a torpedo and walk two rail lengths and put out another. Then I'd go back on the other side and do the same thing.'

"He said, 'Yea, that sounds good. What'd you do about your train?'

"I said, 'I flagged my train up to crossing.'

"He said, 'Then you'd walk back and catch it?'

"I said (I caught the hint), I said, 'No, I wouldn't walk back and catch my train, I'd stand there at the crossing until the engine went across. If the engine would go across then the rest of the train could go across.'

"He said, 'Well, I thought maybe you'd go...'

"I said, 'No, you couldn't do that. No, you'd better...' (laugh).

"He's a hard hitter. And, uh, then, he wanted to know about flagging systems.

"He said, 'If you'se at Newport, and, uh, there's two trains there goin' north. And, uh, two trains going north, which

kinda signal would the engineer blow train going north and train going south?'

"I said, 'Well, if the train that's going north called his flag in, he'd blow 4 short whistles (made 4 short whistle sounds). And I said, 'If the train that's going south called his flag in he'd have to blow 5 shorts.'

'Well,' he said. 'Suppose two trains standing there and both of 'em going south (laughed), one on the main and one on the passing track, how would you know which 'n to move first?'

"I said, 'Well, if the engineer on the main line was moving first, he'd blow a long and a short (made long and short whistle sound) then blow 5 shorts. That means the man on the main line moves. Say if the man in the passing track moving, he wouldn't blow a long and a short, he'd blow 5 shorts.' (made 5 short whistle sounds)

"He said, 'Well, that's pretty good.'

"Oh, we kept on like that. He said, 'Well, I'm gonna let you go on out.'

"So, I went to North Little Rock and the first trip I made out there was on 18. You go from here to Knobel, a little place up there between Hoxie and Poplar Bluff, called Knobel. You stop there and you pick up a car off 18, and a little train come out from Memphis to Knobel and put a passenger car on. Well, when you get to Knobel, you got to cut your train, cut your engine and 2 baggage cars a-loose and put 'em up above the wye.

"And they from Memphis would back in there on you, make the connection, then you cut him a-loose and then you go back in and get his train, then you got to do that coupling.

"It's not like a freight train. Freight train ain't got but 2 hoses, that a heat and a signal hose. Passenger train got heat, signal hose and got a steam hose. So, you got a passenger on there in the wintertime, you can have some steam heat. If you got a diner on there, heat come from the engine to cook your food with. Don't heat that train too hot if you got passengers.

"(I remember) one day someone didn't heat it quite hot enough...I looked and saw the draw head was open but it wasn't adjusted right. You gotta have it set in the center. The conductor, he back there in his little house, waits till I get through...he ain't gonna do it cause he ain't gonna want to get his uniform bad. I said might as well get cool and I got it adjusted...

"Listen, don't ever hook your air

...your signal or your steam till you stretch it cause you may not have your train! See, you need to stretch it, if that car behind you moves, then you know you got it. You do a lot of hard work, then you go off and leave your train! (laughter)

K.Z. "What was your title at this time?"

F.A. "Train porter."

"So, I made it all right. Right after that, I think 219 and 20, was the next job I got."

K.Z. "This was like in 1931?"

F.A. "Yea, about '31"

"Going back there then, we didn't have CTC (CTC is centralized traffic control). If you going north on a train and meeting a train, when you got CTC you don't have to get off to check your switch and unlock the lock and throw the switch. CTC, the operator look at the train, I don't care where you are, operator looking at the train just like I'm looking at you. You may be a hundred miles from it, 200 miles, he look dead at you.

"And, right, see, northbound train had precedence over southbound trains. Like, for instance, when I was working 25 and 8, we'd always meet #2 down there by Fulton. But #2 was an even number; #2 would be going north, 25 was an odd number, we'd be going south, we'd have to get in passing track, let #2 by.



"But after they put in CTC, I didn't have to get off to get the switch because you look up there, before you get there you see a high yellow and a green. That means he gonna put you in a passing track. But before then, ain't nobody but you and the Good Lord...you get out there and get it with your hand. It was quite an experience.

"I was going to Hot Springs on 219, I's between Benton and Hot Springs and the signal hose blew off. You know, Anthony, man, had to come loose. I'd been out there about 10 years; shoot, I thought I'd knowed e-v-e-r-y-thing. I went there and steam go 'ssshh!

"I run back there, 'What happened... what's the matter?' Well, signal hose blowed off. I cut the thing off.

"What they shoulda done when they got here at Little Rock, they shoulda doubled that end, got an extra signal hose, extra steam hose, and, uh, they didn't have no signal hose on there! What you do when you ain't got no...

"There's a man deadheading with me. He said, I forget his name, he came and said, 'Anthony, what's the trouble?'

"I said, 'Signal hose broke.'

"He said, 'Get up on the engine and get you one.'

"I said, 'Done been up on the engine.'

"He said, 'Don't you know what to do?'

'No, I don't know...'

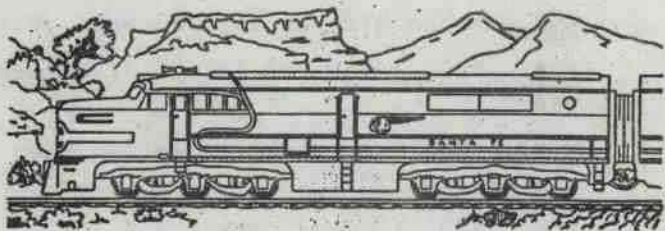
'Cut your steam off.' He said that a steam hose will fit on a signal hose just as well as it will any other place.

"He said, 'Put it on there and tighten it up and go up there and tell the engineer that you can't get no signal but you're gonna give him hand signals from here on into Hot Springs.'

"I went up there and told the engineer, he said, 'Well, that's all right, ain't got no stops to make nohow.'

"I went on there and got the thing tightened up, and walked back then to where I was...

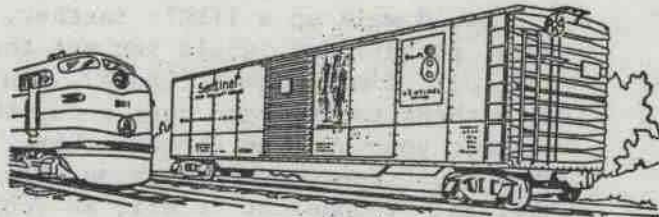
"But let me tell you about these, these diesels. I rather ride behind a steam engine than a diesel, because, listen, you could stand in your tracks and catch the steam train operated by a steam engine 4-5 car lengths back, but you couldn't do that with a diesel. You hear the toot-toot, you'd better go back and meet that thing or it'd be so hard to reach you couldn't catch it. A highball, man.



"I been up there a long time. I'll tell you what happened. They pulled off the passenger trains, I lacked about 5 years of being old enough to take my pension. Then I had to work freight trains.

"Now let me tell you this...passenger trains in the wintertime, you got steam heat. All right, in the summertime you got air conditioning, that's on a passenger train. On a freight train, ain't nobody out there but you and the Good Lord (laugh). I don't care how cold

it is, you ain't got no heat, and listen, this sounds fictitious, but this is the truth, when it gets hot, you pass them box cars, them cars sound like somebody in there hitting, hitting with that 'POP, POP' sounds, that heat, that heat in there.



"All right, coming back from Poplar Bluff one time we stopped at Hoxie, stopped at Newport, stopped at Bald Knob, and you talkin' 'bout HOT! OH...MAN!, that sun was boiling hot. But after you get adjusted to it, you can do pretty good.

"But working in the rain...rain on the ground, anywhere you are, I don't care how hard that rain falls, you got to get it (switch).

"I got to the yard limits (at North Little Rock) from Poplar Bluff and the first switch, the CTC get it. But after that, the CTC won't get it...you have to get it with your...unlock the switch and get it with your hand.

"All right, the engineer pull off the main when he had over 100 cars on the main line but the engine was off the main. I jumped off to get the switch, by the time I got close to the switch, here was that strobe of light -- POP POP (lightning). I run back, jump up on the engine (laugh). He (engineer) said, 'Porter, we ain't got but 10 minutes.'

"I said, 'I don't care if we ain't got but 2, I...' (laugh). Well, finally, I got the switch and was so much rain in the yard, the only way you could tell if your switch was properly aligned would be by the switch light...all the switches at night got lights on 'em. If the switch is against you, you see either yellow or red. If its lined for the main track operation its green. But the only way you could tell where the switch was lined was by that light...cause you couldn't see for the rain.

"Oh, man...I'm telling you...there were many a time I was gonna take my pension, but I didn't do it. Its a lotta fun.

K.Z. "You have any, ah, when you were a porter, any kinda experiences with passengers you didn't like or you liked?"

F.A. "Yea, let me tell you what happened, lotta times.

"You'd be walkin' through the train when its cold and somebody say... 'Hey porter!' -- 'Yes?' -- 'You got any steam on this train?' -- 'Yes.' -- 'I wish you'd turn it on, I'm freezing.'

"You'd walk up a little farther... 'Hey, porter! Hey, would you cut this heat off, I'm too hot! (laugh). You don't do a thing to it...you just go up there and put your hand up through there. They don't see you do anything. You say, ah, 'I done cut it off, so you'll feel better.' Then you'd go back and tell the other fellow, 'I done put it up.' -- He'd say, 'Hey, I done pulled my coat off.' (laugh) Yes, siree.

"You'd be going south between here and Texarkana and a lady on the train going to Los Angeles, California. That's a long haul. -- 'Hey, porter!' -- 'Yea?' -- 'Look at this ticket here. How ya'll running?' -- 'On time.' -- And she got about two days and nights ride. I said, 'You going to L.A.?' -- She said, 'Yea, yea, how we running?' -- I said, 'You'll get there on time.' -- You could have a wreck before you get to Texarkana and be there all night. (laugh).

"Lord, I'm telling you. Dealing with the public is a mess, but you got to know how to handle them. Yes, sir, you got to know how to handle 'em.

"Lady's on my train one night, I's going on 21 to Texarkana. She said, 'Porter, be sure and get my bag off.' -- I said, 'Where is it?' -- She told me where she thought it was. I said, 'There ain't no bags up there.' -- 'Yes it is!'

"I went back there and looked. She said, 'I'm gonna write you up!' -- I said, 'For what?' -- 'You didn't put my bag on.' -- I said, 'Where'd you get on?' -- 'St. Louis.' -- I said, 'Well I didn't get on until you had gotten to Little Rock!' (laugh)

"Come to find out she got off the train at Texarkana and wired back to St. Louis...her bag was still sitting on the floor there. In St. Louis. Had to make 'em understand.

"During World War II, we were coming outta St. Louis, coming out of Poplar Bluff and train was loaded, man. All the seats was taken and the passengers had the vestibules stopped up. And all stations are not on the same side, some on this side of track going that way... So, ah, got to one of the stations, soldier standing there, I didn't know what I was talking about, I called him sergeant.

'Say, Serge.' -- 'Yea.' -- 'You let me use this vestibule here, please?' -- 'Yea, yea, sure, sure.'

"He moved from that side, got on other side. Made a couple more stops, then the station was on that side. I done asked him to move over again.

'Serge?' -- 'Yea...looky here, you been rawhiding me up and down on this train. I moved from over there...came over here, now you want to run me...' -- I said, 'No, I ain't gonna run you away from over there, but I want you to come over here cause the station's there.'

'How come stations ain't on the same side?' -- I said, 'They didn't build 'em on the same side.' (laugh)

"So, I worked for this conductor in Little Rock, He had a long duffle bag and at that time cigarettes were rationed. I took his bag off, handed it to him. He said, 'Wait a minute! Before you leave.'

"He unlocked that bag. I didn't smoke but he gave me 2 cartons of Camel cigarettes, but no tax had been paid on them (I guess he got 'em at the army, or someplace). And I don't know how much money I made off them. I sold every pack of them.

"So...(someone would ask)... 'You got a cigarette?' -- Well, it depends on how he looked, would I charge him for it. Look like he had no money, I wouldn't charge him for 'em. Well, I got both my pockets full of money.

"And he told me, 'Lord, I hope'd to catch you here. Don't bring me no change.' -- 'I'm just, I'm just having fun.' You got to know how to get along with them.

K.Z. "You miss working?"

F.A. "Oh, Yea!"

K.Z. "When did you retire? What year?"

F.A. "Oh, I retired in '75, I believe it was."

K.Z. "You ever work for Amtrak when it started in '73?"

F.A. "No, I never worked for...I never rode Amtrak.

"First trip was made through here going south and it was on Wednesday night and I came from choir rehearsal. Been president of my choir for 25 years. I just missed choir rehearsal to get out here to see Amtrak. And you couldn't ride it...could only see it. That local guy say, 'Don't touch.' I crawled up under that rope...I just wanna rub the car. (laugh)

K.Z. "When was this?"

F.A. "When Amtrak made its first trip

south through here."

K.Z. "Yea, I was there that night."

F.A. "It was on a Wednesday night."

K.Z. "Yea, I remember that."

F.A. "But you weren't allowed to catch it, you weren't allowed to touch it. I went to crawl in and climb under them ropes. I just wanted to rub them cars." (laugh) "Oh, that was some nice thing."

"That's about all, I guess, at this time."

K.Z. "You have any old pictures when you were working?"

F.A. "No, but I do have my old porter uniform. Don't have my cap, though."

Mr. Anthony proceeded to get into his old uniform, which fit perfectly, and I took the picture you see at the beginning of this story.

The following timetables, valid July 1, 1958, show some of the trains Mr. Anthony rode during his career. His last passenger run was on Nos. 1 & 2 out of Poplar Bluff. For the record, his Missouri Pacific working number was #97695.

Three train timetables: Table 11 (ST. LOUIS-LITTLE ROCK-DALLAS-FT. WORTH-EL PASO-LOS ANGELES), Table 12 (ST. LOUIS-LITTLE ROCK-SAN ANTONIO-MEXICO CITY), and Table 13 (ST. LOUIS-LITTLE ROCK-HOUSTON). Each table lists miles, train names (e.g., 'The Texas Eagle', 'Streamlined Train'), and arrival/departure times for various stations.

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\$50²⁵ plus
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**Frank Charles Zimmerman,
WWII veteran, dies at age 71**

ARK Gazette TUES 3 JULY
Frank Charles Zimmerman, 71, of Little Rock, principal of the school at the Benton Unit of the state Correction Department, died Monday.



Mr. Zimmerman

Mr. Zimmerman was a graduate of Henderson State Teachers College at Arkadelphia, and he received his master's degree from George Peabody College for Teachers in Nashville.

A World War II veteran, he was a member of the Southwest Little

Rock Lions Club, Sigma Tau Gamma Fraternity and the Pulaski Heights United Methodist Church.

Survivors are his wife, Maxine Marshall Zimmerman; two sons, Frank Charles Zimmerman Jr. of Camden and Robert Ryan Zimmerman of Little Rock; two daughters, Elizabeth Ann Hughes of Maumelle, and Judith Marshall Partridge of Little Rock; a sister, Ruth Perez Ortega of Austin, Texas; two grandchildren; and two stepgrandchildren.

Funeral will be at 11 a.m. Thursday at Pulaski Heights United Methodist Church. Burial will be in National Cemetery by Roller-Drummond Funeral Home.

FRANK ZIMMERMAN was a long-time member of the Arkansas Railroad Club. He died July 2. He attended the meetings quite regularly.

CORNFIELD MEET

by

William Church

My father was a Cotton Belt conductor. Prior to World War I he ran a "peddler" on the Northern Division between Illmo and Malden, Missouri. His crew put in many hours switching sleepy villages where a train's daily arrival and departure constituted the chief excitement for town loafers.

Such a community was Delta. It sat astride the Cotton Belt's north-south main line and the MoPac's Belmont branch. The Frisco's Hoxie branch also serviced that town. So the natives had a ringside seat to steam operations every working day. There were plain and fancy switching, train-catching by fleet-footed brakies, "drops" and "kicking" by low-wheeled coalburning Moguls, 4-4-0's and Ten-wheelers. No interlocker protected the MP-Cotton Belt grade crossing in Delta. By law and by the book of rules, each train had to make a full stop before crossing over the other railroad.

One day my father's crew and the MoPac's Belmont crew were busy at their chores when the two engines rammed each other in the middle of the diamond, causing a commotion and a mess. Each conductor filed the usual report to his superintendent, naturally blaming the other crew. Neither super could be certain who was to blame. Based on the conflicting versions, you might have thought that both engines had been standing still at the time of the wreck.

A formal inquiry was held to determine the facts and place the responsibility. Each man "hauled up on the carpet" was entitled to be represented by an employee of his choice, usually the "griever", or local chairman of his labor union, and could offer evidence or witnesses on his own behalf. As this case involved two railroads, the supers held a joint investigation in Delta, scene of the accident. The brass collars had found their skipper's reports confusing, but other men's testimony added to their bewilderment. Obviously, somebody was lying.

A long, trying, morning session heard questions, charges, and counter-

charges. Neither official had a clear idea of what had caused the wreck. Calling for a lunch break, they ate the noon meal in an old, wooden, gingerbread hotel that stood opposite the joint MoPac-Cotton Belt depot. The hotel's spacious front porch was a gathering place for occasional drummer and natives who sat there day after day watching the railroaders at work. One of them was the porter at the hotel named Harrison, who spread the word that he knew how these engines had got together at the crossing, and would tell the railroad fellers if they asked him while the luncheon of savory beef stew, bread and butter, apple pie, and coffee was being served, the hotel owner told the brass collars that Harrison knew what had caused the accident and might help them to reach a decision.

"How do you feel about it?" The Cotton Belt super turned hopefully to his MoPac counterpart.

"Anything to end this wrangling," the latter said wearily. "Let's hear Harrison, and if it's Okay with you and the crews we can settle it on his point of view."

The crews and their grievors, including my father, were cool to the idea, but they didn't dare to rock the boat too much. Besides, how could one guy hurt their case? So they agreed to listen to him. The new witness, tall, lean and bearded, took the stand. Everybody waited expectantly.

The Cotton Belt super asked: "Harrison, could you tell us who was at fault in this wreck?" Harrison looked at each of the crew members and the brass collars before answering. "Yes sir."

"Dont have to think, I know. Been watching these railroad boys close to thirty-five years an I reckon I can tell you."

This cocksureness irked the official. "Skip the comments.

Just answer the question."

"Yes sir," said Harrison quietly looking about the room at the train crews. "I've know you a long time mister, since way back when you was brakin on the local and don't want to do any harm,it was the Cotton Belt'

The Cotton Belt super had a coughing fit, while the MoPac men grinned briefly with relief, feeling they had been taken off the hook.

"What do you mean, our fault?" the Cotton Belt super demanded.

"Yes sir." Old Harrison was not yielding an inch. "Them Cotton Belt boys know, like everybody here in Delta, that the Iron Mountain boys never stop for that crossing, an' the Cotton Belt local had no business on

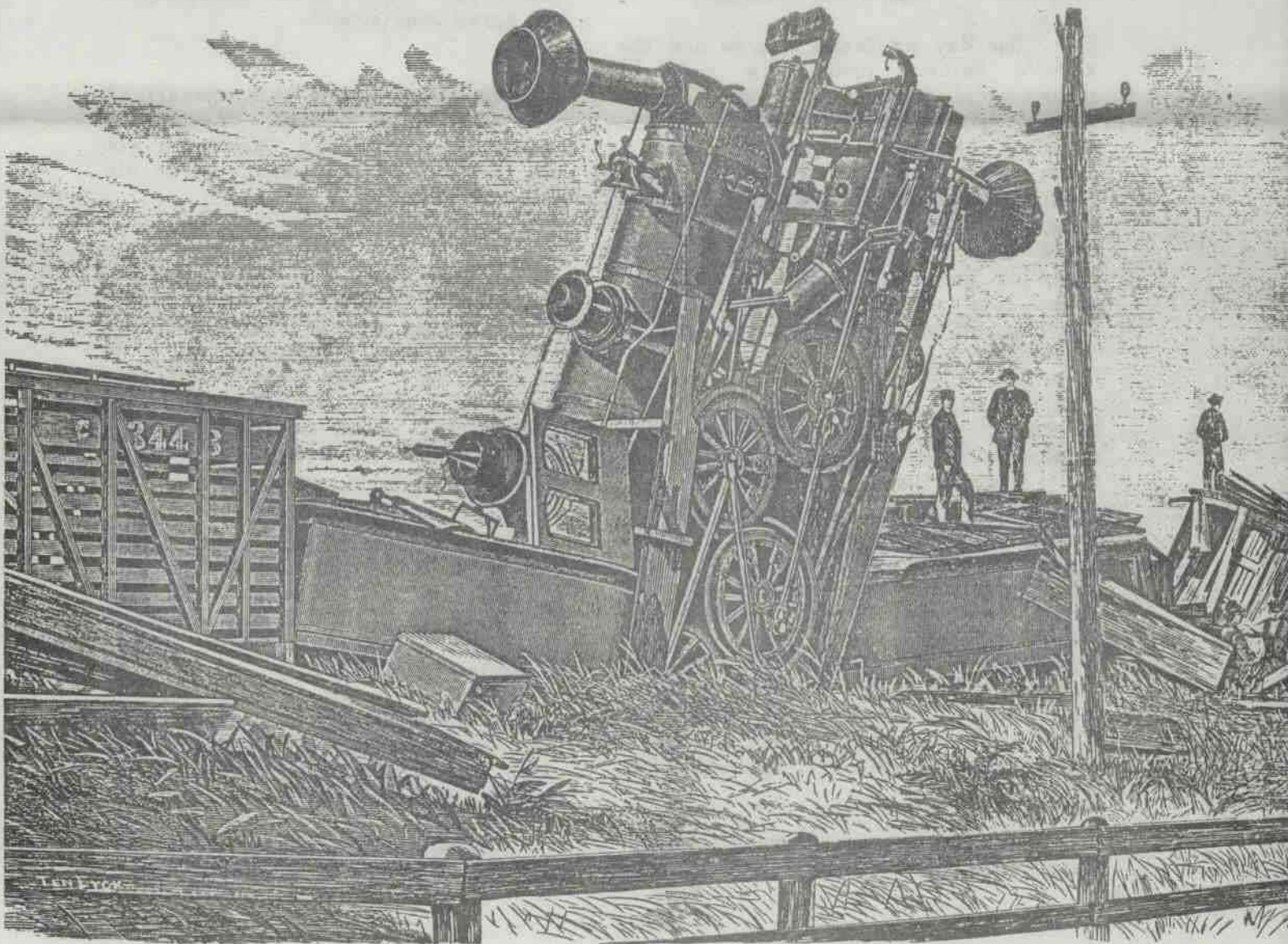
it while the Iron Mountain was in town."

It was a roundabout way of blaming the Missouri Pacific. The Cotton Belt super burst out laughing. There were no further challenges. The beaten side took their medicine with wry faces. Several days later, the Cotton Belt crew gave Harrison a box of burley tobacco as thanks for having saved their jobs with his testimony at the hearing.

"Wasn't nothing at all," Harrison told Dad. "Just didn't feel up to telling your boss that some days you Cotton Belt boys dont stop at that crossing either."

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THE END



☆☆☆PROGRAM☆☆☆

The next meeting of the Arkansas Railroad Club will be held Sunday, AUGUST 12 at the Twin City Bank on Main Street in North Little Rock. Time will be 2 PM.

This meeting will be a show and tell of your photos, slides, videos, etc. of the St. Louis NRHS convention that was held June 14-17. Bring your convention goodies and share them with others in the club. (Just seeing four live steam engines should perk your interest, even though you have no interest in the convention otherwise). Refreshments will be served.

QUESTION ANSWERED - The photo on page 13 of the July "RAILROADER" was of Missouri & North Arkansas Bridge #101-4 near Green Forest, Arkansas, apparently taken by Mrs. Alvin Simpkins. Another photo of this wreck, taken from the other side of the bridge, is on page 169 of James Fair's book "NORTH ARKANSAS LINE." According to Fair's book, the picture was taken "about 1928," but according to Johnnie Gray, who sent in the photo, it was taken December 20, 1923. Does anybody know the date for sure? Thanks to Johnnie Gray and several others for sending in the answers.

WANTED - Switch Keys. Anyone want to sell any? If so, contact Tex Hudson, 3701 Fillmore St, Space 81, Riverside CA 92505.

UNIQUE VIDEO TAPE - BILL CHURCH, 5619 Bel Caro Place, North Little Rock AR 72118-3665, has had a video tape made of his one-of-a-kind photographs of the 711 Railway Engineer Battalion (1941-1945), the Claiborne & Polk Military RR (1941-1942) and some of the Iran operations (1942-1945). The tape is about 30 minutes of slides with music of that era as background, along with some railroad sound effects. If anyone would like a copy, contact Bill at the address above.

TIME FOR CHASTISING - This month I got back two RAILROADERS with the words (Moved - Left No Address) on them. Every month I get one or two back with corrected addresses. This costs the club 30 cents each time one is sent back and each time they can't be delivered. Please, if you move, send in your new address. Does anybody know where the following people now live? -- James P. Bell, probably of Fort Smith; Francis Lofton of Little Rock.

BART JENNINGS points out that in the M&NA photo in the July "RAILROADER", page 13, that one of the tank cars was a Waite Phillips car, not a direct Phillips 66 car. Mr. Waite Phillips is a man known for giving Philmont to the Boy Scouts. Bart also enjoyed the snake story of Mr. Harris in that issue. He says that in Wyoming, where he used to work for the Union Pacific, the sections would have contests to see who could kill the most rattlers in a year. Every section house would be covered with skins by the end of the year. Some sections would get over 200 snakes in some years.

ARKANSAS RAIL NEWS

NEW RAIL EXCURSION TO BEGIN - On July 21, a new roundtrip rail excursion will begin over the old Frisco (ne. Burlington Northern) tracks between Rogers and Chester (through the Winslow tunnel), using Arkansas & Missouri diesels (mostly Alcos) as power. Then, on the next Saturday, July 28, the trip will originate at Van Buren and

go to Winslow and back, again through the Winslow tunnel. Plans are, at least starting out, to run both Saturday and Sunday, each weekend alternating the starting points. They will run through mid October.

Trains are slated to leave their respective towns on Saturdays at 1 PM and Sundays at 2 PM. Roundtrips will take 3-4 hours.

Costs are as follows: FIRST CLASS (in dome car) - \$25.50; COACH - \$20.50; children \$15.50. There is a 10 percent discount for senior citizens.

The Van Buren train will leave from the old Van Buren Frisco depot (now a Chamber of Commerce office), which is located in the historic downtown Van Buren business district. The Rogers train will leave from the Rogers depot.

To order your tickets, call either the Van Buren Chamber of Commerce at 501-474-2761 or the Rogers Chamber of Commerce at 501-636-1240.

Apparently, the name of the new excursion service will be the BOSTON MOUNTAIN RAIL EXCURSION CO. It is headed by Sean Reed and former superintendent of Cotton Belt's Pine Bluff Division R. R. McClanahan, both of the Pine Bluff area.

TOURIST CENTER READY - (Siloam Springs) - The old Kansas City Southern depot at Siloam Springs will be moved to the tourism center in Siloam Springs at the end of July to become the tourism center/railroad museum. KCS wants them to move them by August 1. The original depot was built in 1915, which was considered a "railhead for tourists", whose destination was Eureka Springs. (Siloam Springs NEW LEADER, June 13, 1990)

ES&NA DEPOT/TRACK NOW IN CITY LIMITS - (Eureka Springs) - The Eureka Springs & North Arkansas tourist railroad was annexed to the city of Eureka Springs in late June. This action would allow the railway to begin collecting taxes, which would benefit the city. It would also allow the railway to apply for a wine and beer permit to serve alcohol on its dinner train. Up to now, the ES&NA paid the city 2 percent of the annual gross receipts. (EUREKA SPRINGS TIMES-ECHO, June 14 by Grant Freeman)

TRAIN CONGESTION - (Blytheville) - "The use of the rails doesn't look like its going to decrease very much anytime soon," said Richard Graviett, spokesman for the Burlington-Northern. "We try to avoid the rush hours by timing the trains out of St. Louis, but it doesn't always work." Graviett said that increased hauling of scrap steel has increased the number of trips to the Nucor-Yamato Steel Mill to as many as 30 loads a day.

Some concern was expressed when a lengthy blockage occurred May 4 of one of the streets near the plant. Graviett added, "We are looking at building some new tracks at the far south end of Blytheville and using tracks in the Burdette area that we're now using for storage. Maybe that would alleviate some of the problems caused by the influx of industry." (BLYTHEVILLE COURIER NEWS, May 13)

PULLING OF TRACKS IS DISPUTED - (Prescott) - A misunderstanding about a railroad siding not being needed was straightened out in Prescott June 19. In May the city council had given the go-ahead to dispose a railroad siding that runs on city property. At that council meeting, businesses along the track had signed a petition requesting the tracks be removed. Union Pacific apparently also said the siding did not belong to them and the city could do whatever it wanted with the track.

However, when the mayor sent crews out and began ripping up the track, he was asked to stop by Nevada County Supply, where the tracks end. Directors of the feed store were not informed that the siding was to be removed and said the city should have informed them before proceeding to tear up the tracks. Mayor McGill told them that he was petitioned by the businesses along the track to get it removed, but

William Formby, president of Nevada County Supply, said the signature of the manager of the store was not authorized. He asked that the city rebuild what they had torn up.

The city had torn up around 100 feet on the north, near the feed store, and the south ends of the siding before ordered to stop. The council, after much discussion, told Formby that it could not put the tracks back because it was too costly. Councilman Jim Heflin said both sides were at fault. He said the manager of the supply store had signed the petition without authority and the mayor had proceeded with the project against the advice of the city attorney, but he said it would be too costly to put the tracks back as they were.

They told Formby that whenever Nevada County Supply needs the tracks that they could be fixed at that time. They asked the feed store for financial help in doing so, however. Meanwhile, the council asked the other businesses to put gravel across the remaining tracks. They said the gravel could be removed if the siding is ever needed. (Prescott NEVADA COUNTY PICAYNE, June 21, 1990)

READER SPECIAL WEEKEND - (Reader) - On Memorial Day weekend, the Reader Railroad, just south of Prescott, Arkansas, began its 1990 season with a living history steam run using Union and Confederate troops attacking the train. Its season will last through the summer. Trains will run on weekends. The Adams Crossing depot, used by the Reader, was originally built in Whelen Springs in 1887 and moved to its present site in 1974 when freight service ended on the railroad. For information call the Reader (the oldest standard gauge steam line in the country that has never lost its charter) at 501-337-9591 or 685-2962.

HELENA ARTICLE - Member Randy Tardy, ARKANSAS DEMOCRAT business writer, had a real good, long story about Helena's Cultural Center, to be opened in November. Part of this project is the renovation of the old Missouri Pacific depot at that location. The article appeared in the Sunday, July 1 DEMOCRAT.

WORKERS RECALLED - (Pine Bluff) - Cotton Belt is recalling 123 heavy car maintenance workers to its Pine Bluff facilities in July. These same employees were furloughed in January. They are to work on a 385-car program to rehabilitate Southern Pacific and SSW auto rack cars. Two-shift production will again be started, with each shift turning out a fully refitted auto rack car daily. (SP UPDATE, June 27, 1990)

819 ST LOUIS TRIP UPDATE - SSW 819's longest trip to date was a huge success, at least media-wise. It gave good publicity to the railroad, as every newspaper along the route had stories about the June 12-17 trip. Nearly 3,000 revenue passengers enjoyed riding all or segments of this trip. The only negative point was the 5-hour lateness of the return to Pine Bluff Sunday, June 17 and the various delays at stops due to watering/fueling procedures (see more on this trip and the convention in St. Louis later in this newsletter). The long delay June 17 was caused by a MINOR appliance failure...i.e., steam was lost to the whistle and legally a locomotive can't cross highways without a whistle. A diesel was brought in to be used as light and whistle as the 819 PUSHED the diesel along. I understand that drinks and food were on the house for much of that 5-hour wait near Clarendon. It eventually got to Pine Bluff at 2:33 AM.

Retired Cotton Belt superintendent R. R. McClanahan of Pine Bluff said, "We couldn't have asked for a more successful trip. The cities along the route welcomed the 819 with open arms." (Part from SP UPDATE, June 27 -- part editor's information)

UNION PACIFIC PROPERTY AUCTION - (Little Rock) - The last of the Union Pacific property in Little Rock, including the old Wrape Mill tract on Cantrell Road and a large tract on Alexander Road was auctioned off June 20. Most of this property is owned by Union

Pacific Realty, who has been trying to sell it for many years. The big tract is south of the Otter Creek Industrial Park. The 37-acre tract on Cantrell is the site of the old Wrape Mill and is across from the new Dillard Department Stores headquarters, next to the old Missouri Pacific hospital. Whoever bought the property, (it is not known who did) will have permission to move, at the buyers expense, the track to the western side of the tract, where it can be reconnected to the Union Pacific mainline that runs along the southern border of the property. (Does anybody know if this track is the Little Rock & Western track?) (ARKANSAS GAZETTE, June 19)

NEW MONTHLY RAIL NEWSPAPER/TABLOID - Member Dick Davis is the executive editor of a new monthly rail-oriented tabloid called "NORTH AMERICA RAILROAD REPORTER," which contains news and lots of photos of railroads, both in the Arkansas area and around the country. For more information, write to NORTH AMERICA RAILROAD REPORTER, P.O. Box 240, Austin Station, AR 72207-0240. Each issue costs \$2.

GENERAL RAIL NEWS

GRAND CANYON RWY OPERATING - (Williams, Arizona) - Between Williams, Arizona (on I-40) and the South Rim of the Grand Canyon, a steam excursion train now operates over the old Santa Fe line. The Santa Fe had only three paying customers on its last passenger train to the Canyon on July 30, 1968. The last work train traveled the line in 1974 and that seemed to end an era. Over the next 15 years there were several proposals to revive the line, then in January 1989 financing was finally obtained (\$80 million) to get the train going.

The revived Grand Canyon Railway has purchased five steam engines. Four of the engines are 2-8-0 "Consolidations" built by Alco from 1906 to 1910. The fifth is a larger 2-8-2 Mikado built by Baldwin. The railway has 17 former SP Harriman passenger coaches.

When the first train ever reached the Grand Canyon on September 17, 1901, it carried about 30 passengers. Exactly 88 years later nearly 500 passengers made the revived railroad's initial run.

Trains are now making daily trips from Williams to the Canyon. Round trip tickets for adults are \$47. Trains leave Williams at 8 AM and 10 AM, reaching the canyon at 10:45 AM and 12:45 PM.

For more information, call 1-800-THE-TRAIN. (Editor's note...I have not tried this number, but it seems to have one too many digits).

UP CEO TAKES DRUG TEST - (Omaha) - Mike Walsh, Chairman of the Board of Union Pacific, recently became the first senior management member to be tested under the company's new random drug testing program. Union Pacific this year began random testing of 1,626 managers and 14,000 train service employees.

SANTA FE DOWNSIZING - (Chicago) - The Santa Fe Railway continues to downsize, President Michael R. Haverty recently told employees. He said the railroad intends to concentrate on the "core" of the railroad, eliminating branch lines. The number of jobs would be reduced from 17,300 to less than 15,000 by 1992. He also said the road may dispose of thousands of miles of track within the next two or three years. The Santa Fe has eliminated some 14,700 jobs since 1981. (RAILS, June 29, 1990)

ICC O.K.'S RGI PURCHASE OF SOO LINE IN MIDWEST - On June 26, the ICC approved, by a 5-0 vote, the purchase by Rio Grande Industries (who owns Cotton Belt) of the SOO Line's 532-mile line from Kansas City to Chicago for \$86 million. Completion of the sale will give SP a 17-state, 15,500 mile system. (SP UPDATE, June 27)

VARIOUS NEARBY EXCURSIONS - The "WATONGA CHIEF", operating out of Watonga, Oklahoma (70 miles northwest of Oklahoma City) will operate

various weekends beginning in September through November. Dinner trains and wine trains will be offered. The Central Oklahoma Railfan Club helps run these trains. Write Watonga Chief, 2936 Bella Vista, Midwest City, OK 73110 or call 405-732-0566.

"PONY EXPRESS" special, using U.P.'s 844, will run between Salina and Oakley, Kansas on October 20, 1990. This will be the first time in 35 years that a steam train could be ridden by the public in Kansas. The route will be along the famous Pony Express route of 1865. Tickets are \$120. Write The Great Plains Transportation Museum, P.O. Box 2017-C, Wichita, KS 67201-5017 or call 316-263-0944.

"Prairie Pioneer Dinner Train" runs Fridays, Saturdays and Sundays from Baldwin City, Kansas, southwest of Kansas City off I-35. Full course dinners are provided. Contact Prairie Pioneer Dinner Train, P. O. Box 9386, Kansas City, MO 64133 or call 816-358-8707.

TRRA HISTORICAL SOCIETY OF ST. LOUIS is one of many historical societies across the country. Should anyone be interested in this society, which covers the history of the Terminal Railroad Association of St. Louis, write to TRRA Historical & Technical Society, Inc., P.O. Box 1688, St. Louis, MO 63188-1688. They will send you information on how to join.

MAGLEV TRAINS IN FLORIDA - High speed trains may become a reality rather quickly in central Florida. Maglev trains are twice as efficient as autos and four times as efficient as airplanes. They are 13 times less polluting than autos. Florida officials expect to unveil the world's first operational maglev in 1994. A German-made maglev will travel 13.5 miles from the Orlando airport to Disney World in under 5 minutes, at 250 MPH. The \$452 million project is to be financed by Japanese interests. The train can reach 300 MPH in about 5 minutes. (ARKANSAS GAZETTE, July 1)

WIRE THIEVES BEWARE! - Union Pacific is going all out to stop copper wire thieves that have stolen from the railroad for too long. A July 5th press release re-emphasized that not only persons stealing the wire will be arrested, but also scrap metal dealers who buy it.

PEAS TO BE ABANDONED - (Spokane, Washington) - Union Pacific wants to abandon two branch lines in Southeast Washington state that run to a region which produces more than 90 percent of the nation's lentils and peas. The U.P. says it can't make a profit on the Tekoa and Pleasant Valley branches. "The railroads used to be viewed as a utility, but now that they can operate as any other free enterprise, they are taking full advantage of deregulation," noted Paul Kepler, a top official with the U. S. Department of Agriculture, which is opposed to the abandonment. He continued, "Somewhere along the line, they need to take more of a public service attitude." U.P. spokesman John Bromley replied, "...we don't have to subsidize those lines. Our business strategy is that if the line isn't making a profit, we abandon, sell or lease it out. Our obligation is to our stockholders." (UTU NEWS, July 1990 via L.T. Walker)

ICC DECISION GIVEN - Back last summer, a Southern Pacific freight ran out of control down Cajon Pass in California, derailling in the town of San Bernardino and killing six people. The ICC said the causes were failure to determine the actual weight of the train and the engine crew not knowing that they didn't have as many working dynamic brakes as they thought. The problem arose when they headed down a steep grade with 25 percent fewer brakes than they thought in a train that was 50 percent heavier than the bill of lading indicated.

AMTRAK NEWS

CONGRESS CLEARS AMTRAK BILL - In late June, Congress passed a bill authorizing Amtrak subsidies after removing a railroad anti-takeover

provision which drew a veto of the previous Amtrak bill. The House and Senate approved the bill by voice vote and sent it to the White House. It will cap Federal subsidies for Amtrak at \$684 million in 1991 and \$712 million in 1992. Congressmen said the bill contains enough money for Amtrak to replace or upgrade its passenger cars, but actual appropriations for that must be approved in a separate bill.

AMTRAK RIDERSHIP BY ROUTE/AREAS

| | <u>MAY 89</u> | <u>MAY 90</u> | <u>% CHANGE</u> |
|------------------|---------------|---------------|-----------------|
| NE CORRIDOR | 960,467 | 979,271 | +2.0% |
| SHORT DISTANCE | 429,920 | 460,400 | +7.1% |
| LONG DISTANCE | 488,610 | 517,600 | +5.9% |
| "Eagle" | 14,971 | 18,987 | +26.8% |
| "Sunset" | 10,924 | 9,117 | -16.5% |
| "City N Orleans" | 19,353 | 19,824 | +2.4% |
| SPECIAL TRAINS | 4,580 | 3,750 | -18.1% |
| <u>TOTAL</u> | 1,883,577 | 1,961,021 | +4.1% |

Amtrak had an average of 180.3 passengers on its trains at any one time in MAY 1990. (The "Eagle"/"Sunset" had an average of 175.2 passengers on board).

Amtrak was on time 79.0 percent of the time in April 1990 (The "Eagle" was on time 60.0 percent of the time).

| | <u>YEAR THRU MAY 89</u> | <u>YEAR THRU MAY 90</u> | <u>% CHANGE</u> |
|------------------|-------------------------|-------------------------|-----------------|
| NE CORRIDOR | 7,463,070 | 7,544,787 | +1.1% |
| SHORT DISTANCE | 3,042,845 | 3,256,870 | +7.0% |
| LONG DISTANCE | 3,510,474 | 3,705,507 | +5.6% |
| "Eagle" | 101,075 | 119,156 | +17.9% |
| "Sunset" | 75,677 | 70,175 | -7.3% |
| "City N Orleans" | 136,891 | 134,614 | -1.7% |
| SPECIAL TRAINS | 59,797 | 50,621 | -15.3% |
| <u>TOTAL</u> | 14,076,186 | 14,557,785 | +3.4% |

NEWS UPDATED THIS ISSUE through July 16, mailing date uncertain as of presstime, due other commitments, but latest date for mailing should be July 27. Deadline for September issue is August 15.

1990 NRHS CONVENTION REVIEW

by: Bart Jennings

For a good number of Arkansas Railroad Club members, the 1990 NRHS convention at St. Louis started at 8 AM, June 12, in Pine Bluff, Arkansas. That was when Cotton Belt 819 took off northward for its first time since its mid 80s

restoration. As we headed north, every town was turned out to start, point, and ask "where y'all headed?" Though eastern Arkansas has seldom been called scenic, there were some things to see and talk about.

Things almost got exciting when a grey 8444 was met at Avert, Missouri, but it was only a recently painted CSX engine. Another steamer did meet us at Delta, Missouri, where the St. Louis, Iron Mountain & Southern had their #5 in town. Sperry 146 was also there, but I don't think they were as happy to see us. Arrival time at Cape Girardeau (Illmo) was 6:30 PM, just a bit behind schedule and an early indication of how all of the trips would run that week.

While many people went to their motels to wait for their luggage, Robin Thomas and I joined those illustrious chasers, Sarah and my mom, to find the two Marquette Cement 0-4-OTs that are on display in town.

The next day was a bit confusing as a few of the first arrivals were allowed on the train while most were herded up and held back until all of the cars were watered. This boarding problem seemed to be the big problem with 819's trip with the lost time accumulating at the stops. As a future hint - do not repeat the Jonesboro disaster of waiting to board the passengers until after the train is watered and fueled. Two things can be done at once. Remember, railfans fill only some of the seats -- a non-understanding public fills the rest of them.

Anyway, Wednesday went smoothly as we entered Illinois by crossing the Mississippi River at Thebes. *(Editors note...I videotaped the train as it passed across this unique-looking bridge, although I was far away and had the camera on a tripod, so I got a so-so pan shot - there were lots of people at the river).* Chasers had been thick Tuesday, but this day more and more showed up as we neared St. Louis. N&W 1218 and UP 844 had already arrived so we were the only train still on the road. Even so, we were without our favorite entertainment from the day before -- Sarah and the bid gold Plymouth had decided to pass up chasing and headed on to St. Louis.

As we pulled into East St. Louis, a wall of photographers met us. Buses took everyone into Union Station where people spent the afternoon getting into their motels, registering up, seeing friends, and trying to figure out where the steamers were. A few of us hardy souls found them several miles west where several of the rail magazines were having a private photo session. *(Editors note...I believe the 819 did not make it to this photo session because of delays in getting it across the river caused by other railroads).* Later that night, they were moved into Union Station and placed under the umbrella sheds, making photography almost impossible except for head on.

Thursday was UP 844's day, with a trip to Findlay, Illinois. While what seemed like the entire railfan community chased, Sarah and I went after a few other sites, catching 844 only around Pana, Illinois. This trip provided plenty of runbys for the riders, but also would up running late. This lateness affected the Thursday night photo session which had already been rescheduled from Wednesday. A number of dedicated souls held on until 11:30 PM when the 9 PM photo session finally started. And a few more were even there when the last engine, 844, finally got there early Friday morning. *(Editors note...844 backed into Union Station precisely at 12:45 AM, nearly 4 hours after it was supposed to. Again, the engine and crew had nothing to do with the delay -- After all four engines were parked, I got a couple of hours sleep, then walked back to the station at 3 in the morning and got some rather decent shots of four sleeping behemoths, ALL BY MYSELF! It was quite an experience to see the four engines without the hordes of people around them).*

Again this year, the night photo session was a bomb, with anyone able to get the picture even if they did not pay. And what we got wasn't much. Also, all that was done was to move in some lights. There appeared to be no organization on this matter. Please, Huntington, get an expert next year. About this year, Jim Boyd said if they had only asked. A few of my pictures were good, but they were nothing I couldn't have gotten on my own.

Friday was a rest day for many of the convention goers with morning sessions on photography, slide shows, research, newsletters, etc. All during the day, tours

went to a number of railfan hangouts. Comments from those at the sessions were mostly positive and I enjoyed the National Museum of Transport visit, even though the weather was very hot and humid. Also a number of the displays are in advanced stages of neglect. Hopefully, the Museum's long range plans will take care of this problem. This night, the banquet was held, reportedly with no central speaker of theme. I'm sorry I wasn't able to get a full report but few members went to it.

(Editors note... Dick Byrd, Tom Shook and I attended the banquet from our club. There was a large turnout and the meal was excellent! True, there was no central speaker, although representatives from Southern Pacific, Union Pacific, Burlington Northern, Norfolk Southern (head of Southern's steam excursions, Carl Jensen himself) and Trains Magazine all gave short speeches. TRAINS was honored on its 50th anniversary and a tribute was paid to the late David P. Morgan. Both the representatives from the UP and NS said steam was alive and well on their railroads. Carl Jensen said 1991 should be the biggest year yet for steam on the NS).

Saturday was Frisco 1522's day with its first run over ex-Frisco track since its rebuilding. This trip, made in typical summer heat, was certainly a strain on most of the equipment and riders. After a runby at Rook, Missouri, we stopped at Rolla for water and then at Newburg for fuel. Though we were there for 80 minutes, no one was allowed off. Turning the train at Bundy Jct., the cost on people of the long wait in the heat was becoming clear. An emergency stop at Rolla was made to get a man off of the car that the Arkansas Railroad Club had adopted for the day (a relatively cool UP car). It's good to say that the 4 club members (Wakefield, Thomas, Ziggy and Bart) did their part to help the gentleman and the doctors.

Besides the now expected late return and the heat, the trip was a lot of fun. 1522 was really challenged by the long train and the steep grades and was putting out the sound to prove it. Everyone also had fun watching the large chase pack on the interstate and how the unexpected truckers were handling it. High marks go to the J. B. Hunt driver who chased the rest of the day while low marks go to the crazy driver of the red truck who tried to run over every single chaser. It looked like rushhour in LA.

Sunday was return day as 819 pulled a large train (starting out as 22 cars from East St. Louis) back home, dropping off a number of cars and riders at Illmo. A few problems resulted in an early Monday arrival in Pine Bluff. Though late, it had made the trip and shown what can be done. *(Editors note... according to rider Dick Byrd, the 819 and her cars got back to Pine Bluff between 230 and 3 in the morning, about 5 hours late, due to the fact that somewhere near Clarendon the steam was lost to its whistle, making it impossible to continue because of crossing safety reasons. Apparently, a diesel off a northbound Cotton Belt freight was hooked to the front of the engine and was used as horn and light at crossings while the 819 supplied the power and pushed it all the way to Pine Bluff. This lateness caused a couple of people to miss Amtrak connections northbound at Little Rock).*

As a review, the convention was fun but not quite as good as Asheville in 1989. Maybe it's my dislike of big cities, the high prices, the poor weather, or just a combination of things, but it just wasn't quite as much fun. The bus system worked very well - let me tell you something about the tour bus we rode - and Union Station was fantastic and should be seen by all. But looking back at my photographs, about all I can say is MOOOO! All of my good pictures were done through my own initiative. Except for 844, runbys were basically nonexistent. Several times the fact that riders were treated like cattle, or sheep, came up. I mean, the riders of 1522 couldn't even go up to the engine for photographs or get off of the train.

Oh well, I did get to see friends from around the U.S. We spent many a night talking until we were run off. Would I do it again? Yes, just give me another chance. Next year's convention is in Huntington, West Virginia. The smaller town should make things a bit more relaxed. The expected engines are PM 1225, Nickel Plate 765, and one of Norfolk Southern's, probably 611. The mountains and river valleys of West Virginia will be the place to be in August, 1991 (Happy Birthday Sarah!) August 7-10, 1991.

ANOTHER PERSPECTIVE

by: editor Ken Ziegenbein

This was the first national NRHS convention I ever attended and I have some comments about schedules, railfans, and other sorts. I think schedules of excursion trains should not be made...just say it will leave at 8, arrive sometime mid to late afternoon, etc. You re just not going to get steam excursions to run on time for a variety of reasons, mainly the inexperience of firemen to water and of fuel companies to add fuel. At the very least, for paying public excursions, set a reasonable time for fuel/water stops, then ADD a half hour to that time.

Also...the ones running the excursions seem to be paranoid about passengers in general and want to keep them sealed in hot, almost tomb-like cars while someone can't figure out how to fuel or water the engine! Lets get the fueling/watering act together BEFORE running these excursions (the 819 fiasco at Jonesboro was irritating...maybe we have learned some lessons???)

Perhaps now is the time to decide never to run excursions in the summer again. Lets face it...8 out of 10 private cars cannot take the heat and WILL get hot and probably lose their air-conditioning altogether (as does many HEP AMTRAK cars, as well). Even the Union Pacific cars on the 1522 trip got hot, even though their compressors were running full force all the time. It would be much preferable to put chairs on gondolas and let the people ride in them (like on the Chain of Rocks excursion in St. Louis on the Wednesday night of the convention).

Don t get me wrong. Riding was still fun, but not nearly as enjoyable as it could be in cooler weather. Let s run in the snow and cold!!

The convention itself was good and would have been even without the excursions. It is fun to meet fellow rail fans from across the country...its sort of like a fraternity. Most are really nice.....UNTIL THEY START TAKING PICTURES!!!

Good grief, fellow rail photographers (Arkansas Railroad Club members not withstanding). Follow some simple rules of courtesy. After all, your pictures are not going to be the ones put in a time capsule for future generations to see. More than likely, they are not even going to be looked at but once or twice again ever! So...here are a few rules by me:

- 1) Do not walk in front of others taking pictures.
- 2) Do not walk in front of others taking pictures.
- 3) Do not walk in front of others taking pictures.
- 4) DO NOT WALK IN FRONT OF OTHERS TAKING PICTURES!!!!!!
- 5) ALL OF THE ABOVE
- 6) Keep your mouth shut when someone is videotaping! If I wanted to hear your childhood history, I would come over to visit you next Christmas and chat around the fireplace!
- 7) Engines are nice and an integral part of trains. But there are people like myself that like to photograph the whole train as it passes. Please wait before you run across someone trying to photograph the entire trains passage. Engines without cars would serve no purpose.
- 8) NEVER bring a Diet Coke to Jim Wakefield instead of a regular Coca Cola Classic!

THAT 'S ALL FOLKS!

WHERE ARE THE ARKANSAS LOCOMOTIVES TODAY?

Compiled by Bart Jennings

These are the steamers used by the small railroads and industries, no Frisco, MOP, Cotton Belt, KCS, or Rock Island here:

ACME BRICK of Perla (Malvern)

- #5 2-4-0 -Porter 7084- serviceable on the Cedar Point & Lake Erie RR, Sandusky, Ohio. (36")
- #6 0-4-0T -Porter 7085- display at 1890 Mountain Village, Bull Shoals, Arkansas. (36")

ARKANSAS RR/AUGUSTA RR

- #300 2-6-0 -Alco (Cooke) 65200- displayed for years in Paragould, recently sold to the St. Louis, Iron Mountain & Southern, Jackson, Missouri.

CADDO & CHOCTAW RR of Jonesboro

- #11 2-6-2 -Baldwin 58194- then Reader #11, was serviceable at Hartwell Ry, recently sold to the Kentucky Central Ry, Paris, Kentucky.

CADDO RIVER LUMBER CO of Roseboro

- #4 2-8-2 -Baldwin 41709- then Caddo & Choctaw #4, now serviceable on Yreka Western RR as McCloud #19, Yreka, California.

DARDANELLE & RUSSELLVILLE RR

- #8 4-4-0 -Cooke 1861- serviceable at California State Railroad Museum, Sacramento, California.
- #9 2-6-0 -Baldwin (Burnham, Parry, Williams & Co.) 7469- stored at MidContinent Railway Historical Society, North Freedom Wisconsin.
- #10 2-6-0 -Alco (Cooke) 39189- on display at Shreveport, Louisiana.

FORDYCE & PRINCETON RR

- #101 2-8-0 -Baldwin 55644- formerly displayed in the Little Rock Zoo, now partly disassembled along I30 south of Little Rock, Arkansas.

FORT SMITH, SUBIACO & ROCK ISLAND RR

- #101 2-10-0 -Baldwin 48420- on display at National Museum of Transport, as Frisco 1621, Kirkwood, Missouri.
- #2522 4-6-0 -Cooke 2408- former StL, IM&S, later Malvern Iron & Metal Co of Paris, Arkansas, on display at Paris.

FROST LUMBER INDUSTRIES of Huttig

- #112 2 Truck Shay -Lima 3241- on display at Center for Transportation & Commerce, Galveston, Texas.

GOOD ROADS CONSTRUCTION CO of Leachville

- #3118 2 Truck Shay -Lima 3118- serviceable at High Country Railroad at Heritage Square, Golden, Colorado. (24")

GRAYSONIA, NASHVILLE & ASHDOWN RR

- #203/#26 2-6-0 -Baldwin 59532- on display at the Illinois Railway Museum, Union, Illinois.

JONESBORO, LAKE CITY & EASTERN

- #34 2-6-0 -Baldwin 43278- then Delta Valley & Southern #73

- on display at Lee Wesson Plantation, Victoria, Arkansas.
- #40 2-8-0 -Baldwin 54265- serviceable on the Gettysburg RR as #76, Gettysburg, Pennsylvania.
 - #41 2-8-0 -Baldwin 54266- operated on the Central Western Rail Service, Stettler, Alberta, Canada.

MERIWEATHER GRAVEL CO of Lewisville

- #336 2-6-0 -Baldwin (Burnham, Williams & Co.) 33286- former SSW, displayed at Lewisville, Arkansas.

OZAN-GRAYSONIA LUMBER CO. of Prescott

- #1 2-8-2 -Baldwin 43056- stored in San Luis Potosi, San Luis Potosi Estado, Mexico.
- #2 2-6-2 -Baldwin 51771- then Caddo & Choctaw #7, then Prescott & Northwestern #7, on display at the Black Hills Central RR, Hill City, South Dakota.

READER RR

- #108 2-6-2 -Baldwin 52820- serviceable? at Conway Scenic Ry, note that line is for sale, North Conway, New Hampshire.

REPUBLIC MINING & MANUFACTURING CO. of Bauxite

- #? 0-4-0st -Porter 7074- then Batesville White Lime Co., on display at Batesville, Arkansas. (36")

SOUTHERN LUMBER CO. at Warren

- #123 4-6-0 -Baldwin (Burnham, Williams & Co.) 30555- on display at Warren, Arkansas.

TEXAS, OKLAHOMA & EASTERN/DIERKS LUMBER CO.

- #206 2-6-2 -Alco (Schenectady) 57437- stored at San Juan Covarrubias, Veracruz Estado, Mexico.
- #207 2-6-2 -Baldwin 45549- on display at state fairground, Tulsa, Oklahoma.
- #226 2-8-2 -Baldwin 60005- being rebuilt at Eureka Springs & North Arkansas RR, Eureka Springs, Arkansas.
- #227 2-8-2 -Baldwin 60006- on display at Broken Bow, Oklahoma.
- #360 4-6-0 -Alco (Schenectady) 62204- on display at Queen Wilhelmina State Park, Mena, Arkansas.

WARREN & OUACHITA VALLEY

- #1 4-6-0 -Baldwin (Burham, Williams & Co.) 29750- serviceable at Mid-Continent Railway Historical Society, North Freedom, Wisconsin.

WARREN & SALINE RIVER

- #1702 2-8-0 -Baldwin 64641- then Reader RR, now operating at the Fremont & Elkhorn Valley RR, Fremont, Nebraska.

That is 30 engines that I can come up with -- 26 standard gauge, three 36" gauge, and one 24" gauge.

Six 2-6-0s, five 2-6-2s, four 4-6-0s/2-8-2s/2-8-0s, two 0-4-0Ts/Shays, and one 2-4-0/4-4-0/2-10-0.

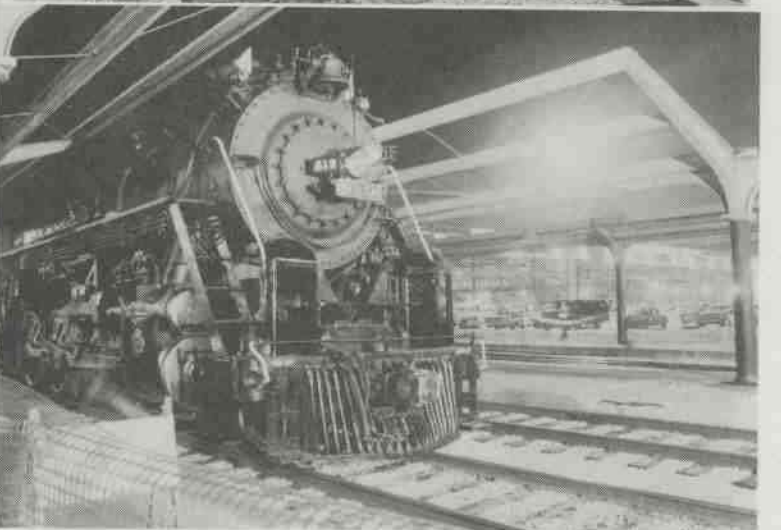
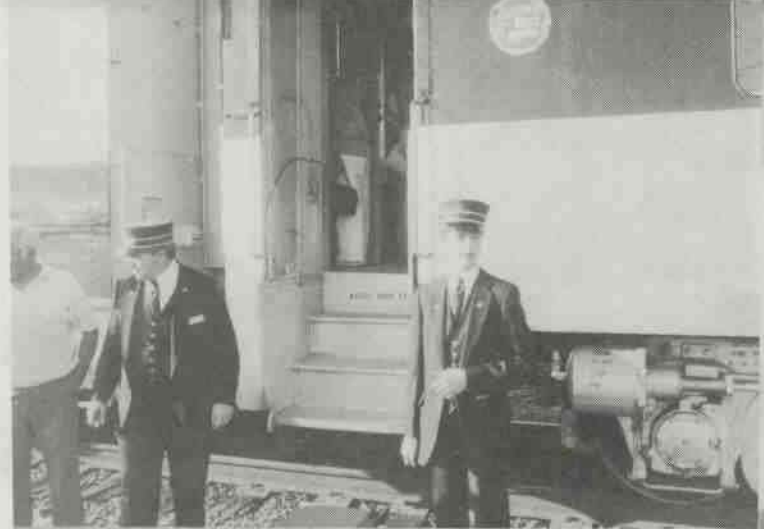
OR, more simply...30 Arkansas engines that need to be operating at home...

But, you say...what about CURRENT engines around the state? Say no more...the following list was also compiled by Bart Jennings:

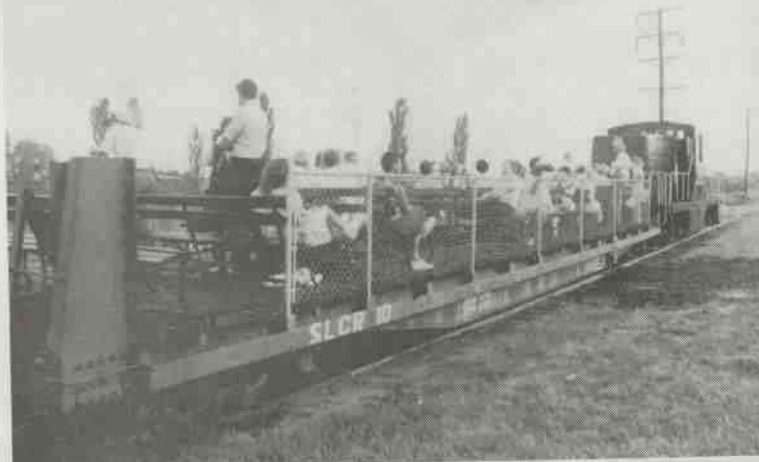
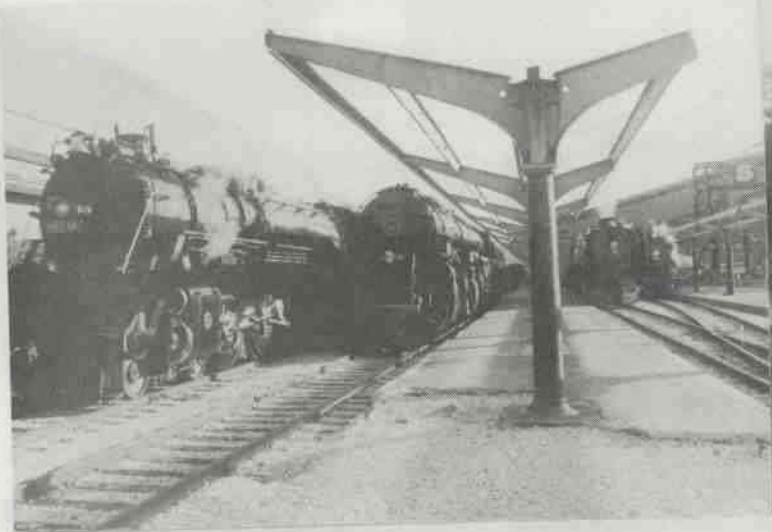
LOCOMOTIVES AT INDUSTRIES

- Tyson's at Waldron, Arkansas, #205
6E 7-63 300 HP BB 90/90 (45TN) #32701. Usually parked near main road into plant.
- Weyerhaeuser at Mountain Pine, Arkansas
Sorry, no info. SW? former D&E? Usually kept in shed next to mill, can be seen from north gate area.
- Wabash Alloys at Haskell, Arkansas
2 axle unit. Kept at north end of industrial spur, can be seen from UP tracks north of road crossing.
- 3M at Arch Street & 65th in Little Rock, Arkansas
#400, #403 400 has rock shield over top of entire unit. Can be viewed from road next to plant. I believe they have a few more hidden away.
- Granite Mountain in Little Rock, Arkansas
2 units.
- Little Rock Terminal Co. in Little Rock
2 axle unit. Used on dock at Little Rock Port, can be seen off of bypass bridge or just drive into facility.
- Potlatch at Arkansas City, Arkansas
S2 Alco. Occasionally comes out near Arkansas Highway 4 to get cars from UP yard.
- Pine Bluff Arsenal at Pine Bluff, Arkansas
#4037 was there in 1988. Can be seen occasionally from overpass into facility.
- Transitank at Fordyce, Arkansas
#106 SW? Can be seen from rail gate.
- GE car repair at East Camden
SW? Seldom outside of facility in industrial park, but may come out near gate.
- Transitank of East Camden
3 axle wreck at their old facility. Parked next to road.
- International Paper at Camden, Arkansas
Rail Switcher Services has units there. Units visible near log gate.
- Nekoosa at Ashdown, Arkansas
RS1. Unit works yard and tracks along and across main road into plant. Catch fast!
- Nucor Steel at Blytheville, Arkansas
?
- Quarry at Batesville, Arkansas
Narrow gauge?
- Koppers Tie Plant at North Little Rock
2 units. Telephoto shot from roads around plant.

I know there are more, I just cannot think of them right now. The tie plant at Texarkana has some, I think. Also, a place in Fort Smith might, but I cannot think where. (Barton Jennings)



ST. LOUIS TRIP 1990 - TOP LEFT - Arkansas Railroad Museum in Pine Bluff prior to June 12 departure of the 819 excursion. **TOP RIGHT** - Getting ready to leave Pine Bluff yards. **UPPER MIDDLE LEFT** - ALL ABOARD!!! **UPPER MIDDLE RIGHT** - Aboard one of the 14 cars just out of Pine Bluff on June 12. **BOTTOM MIDDLE LEFT** - Northbound south of Stuttgart, June 12 (photo by Sarah Jennings). **BOTTOM MIDDLE RIGHT** - At Brinkley, June 12 (Photo by Leo Jennings). **BOTTOM LEFT** - At Illmo, Missouri, June 12, about 6:30 PM. Passengers unloaded here for the night. **BOTTOM RIGHT** - Wednesday night, June 13 at St. Louis' Union Station. (Photos by Ken Ziegenbein except where noted)



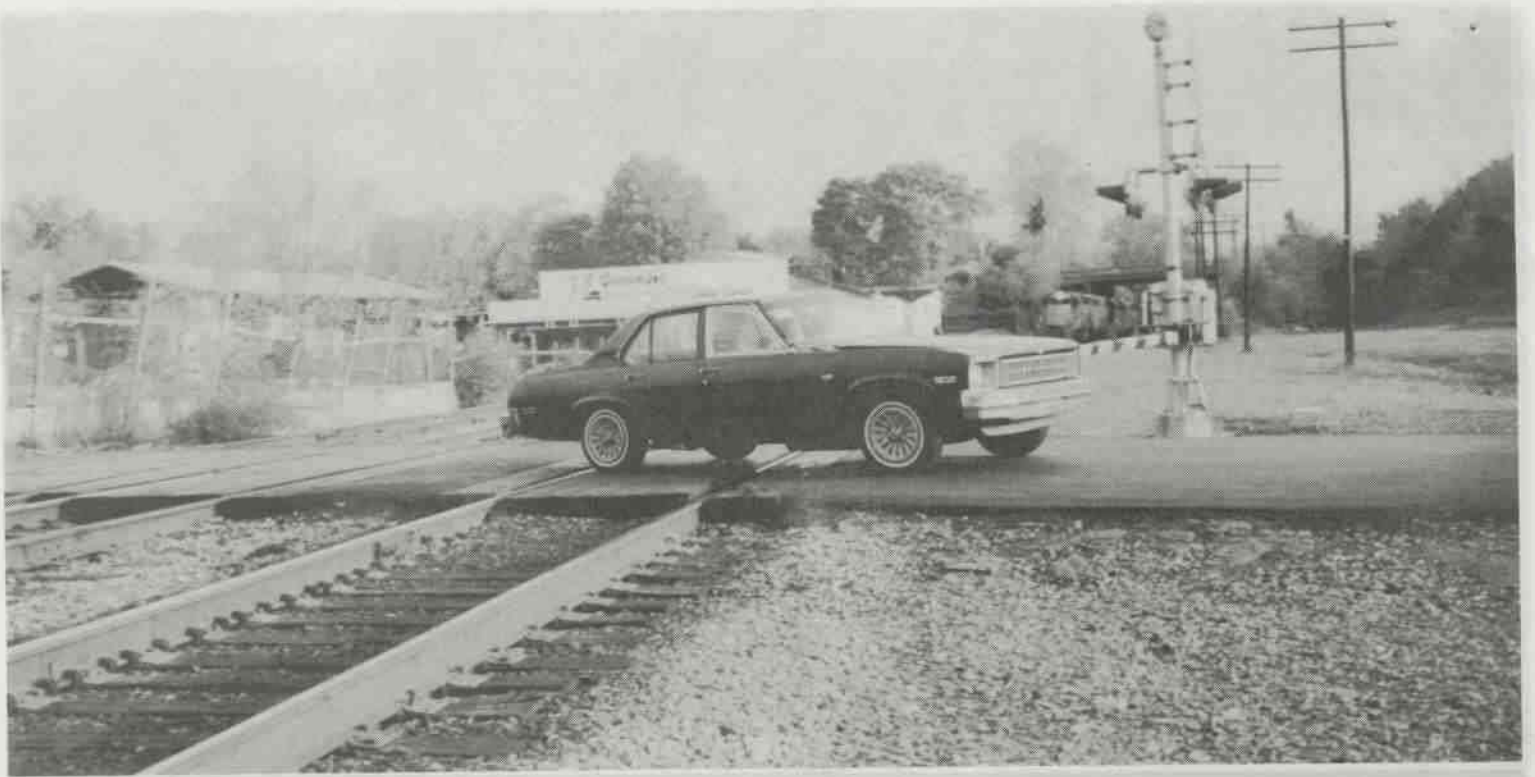
UPPER LEFT - Four working steam engines all together for the first time at St. Louis Union Station, June 15, 1990 (#819, 1218, 844 & 1522). **UPPER RIGHT** - "Chain of Rocks RR excursion the evening of June 13, next to the Mississippi River. **MIDDLE LEFT** - Some could ride on open flatcars on the Chain of Rocks RR just ahead of the F7-pulled train. **MIDDLE RIGHT** - U.P. #844 running east through Pana, Illinois, June 14. (Sarah Jennings photo). **BOTTOM LEFT** - St. Louis' Union Station has been remodeled into a shopping/restaurant mall, keeping the old trainshed in place. The tracks used to be at floor level. **BOTTOM RIGHT** - Looking west over the old station concourse toward 20th Street. A Hyatt Hotel is now located in the old Union Station Hotel. (Photos by Ken Ziegenbein except where noted).



SLEEPING GIANTS ALL-IN-A-ROW - At the peaceful hour of 3 in the morning, I went out to capture four idling masterpieces from the past (and present) sitting on the remaining tracks at St. Louis Union Station. The day was Friday, June 15, 1990 and not a soul was present except me and a couple of guards. (Ken Ziegenbein photo)



The above photo was taken in 1915-20 at Hot Springs, Arkansas. A cousin of Al Campbell (who does the half-tones for the "RAILROADER" at A&P Printing), sent the photo to Al (Al's grandfather is in photo). If anyone knows more about this picture, contact Al Campbell, 119 Louise St., North Little Rock AR 72118 or call (501)-758-0283.



The above photos, taken by Tom Shircliff, shows stupid people in action. The top photo clearly shows the crossing gates down at the 16th Street crossing behind Central High School, yet the car ran around them! In the time it took Tom to advance his film to the next shot, the train was at the crossing (middle photo). Had the car been two seconds later, it would now be a fixture on Engine 3838. Is two seconds worth the risk? The bottom photos by Tom show kids crawling between two gondolas on their way home from school, again at the 16 Street crossing. Had the train started...well, you know. All photos taken May 28 to June 1, 1990. Remember...it is illegal to drive through or around any crossing gate that's down and walking or playing on railroad tracks is considered trespassing on private property and is also illegal. (All photos at Little Rock)

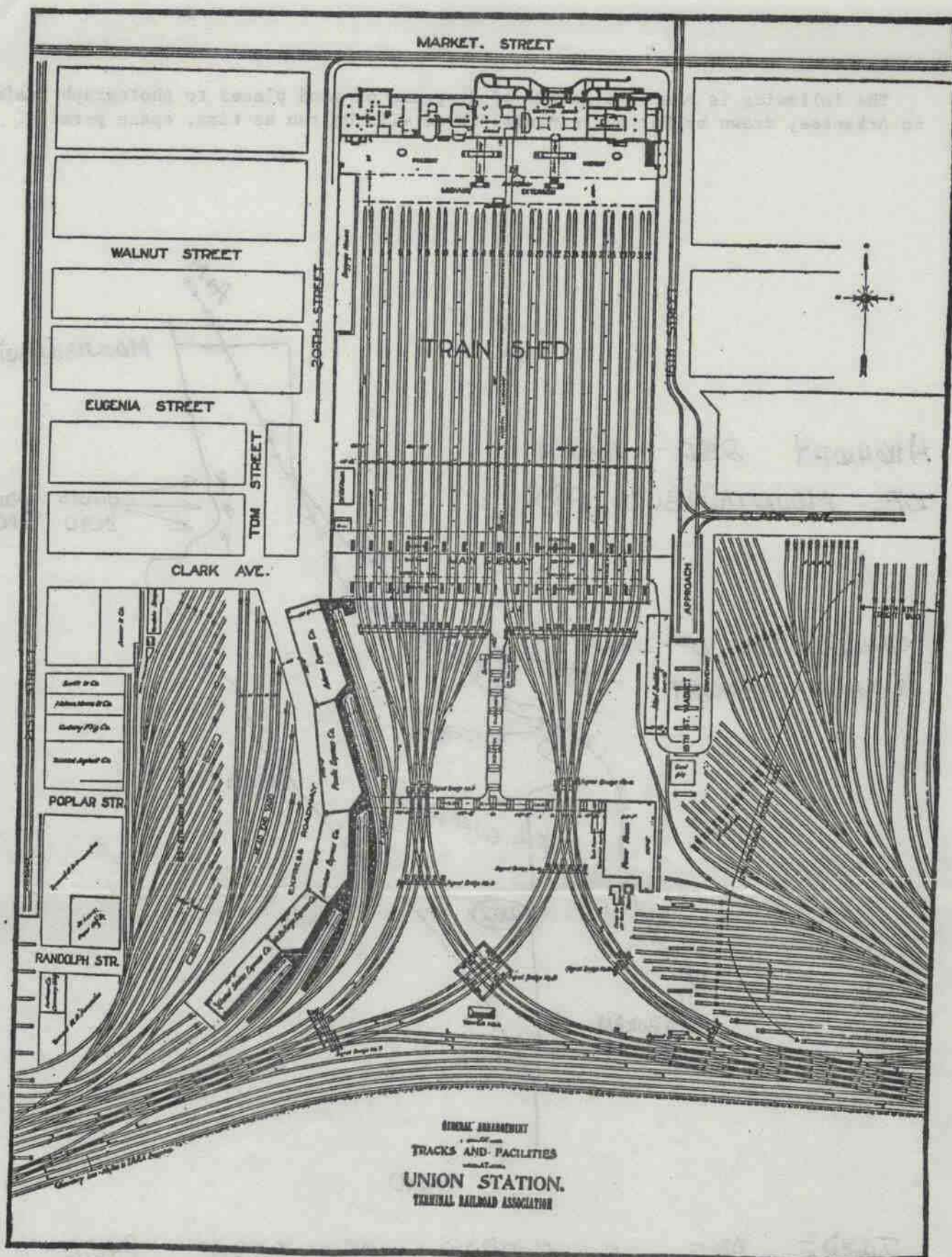


Fig. 86.

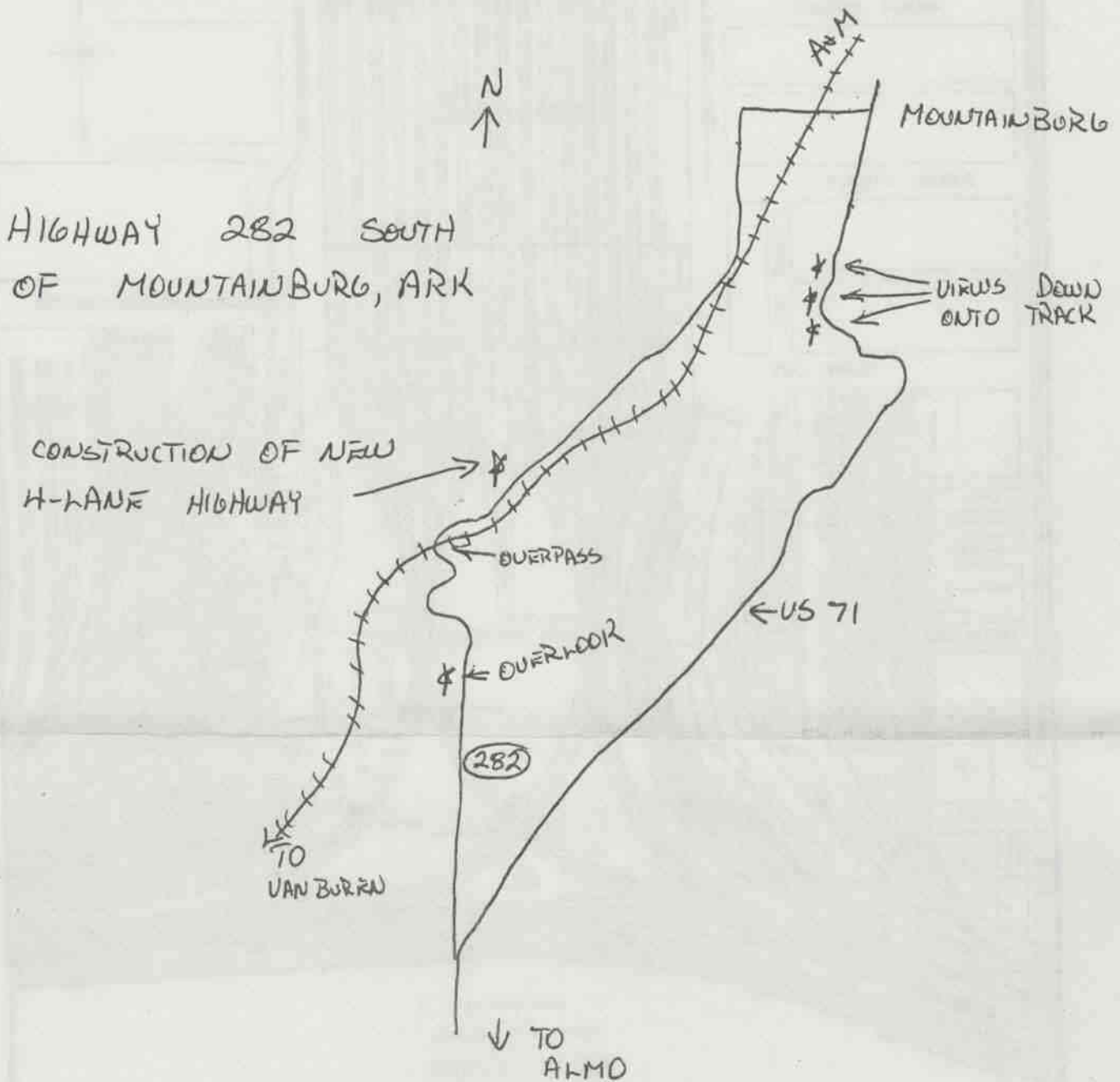
(Facing page 124.)

Full-size copy of this diagram sent in years ago by member Andrew Thompson, then of Waldorf, Maryland. It is, of course, St. Louis Union Station.

"If change is inevitable, and I believe it is, the question we face is "How do we react to change?" Many people are ready to scrap anything for something new without any thought of the outcome. The risk is that the value of time-proven methods are not taken into consideration. There are those on the other extreme who refuse to consider any change at all. To them, if something has been around so long, why give it up in favor of something new and different? The problem is that the old way may not be the best way."

--- Russell Tedder, President Ashley, Drew & Northern Rwy Co.

The following is one of a series of diagrams of good places to photograph trains in Arkansas, drawn by Barton Jennings. These will be run as time, space permits.



THERE ARE A NUMBER OF GREAT PHOTO SPOTS ACROSS FIELDS AND DOWN STREAMS. A NUMBER OF OVERLOOKS ALSO PROVIDE ADDITIONAL PHOTO OPPORTUNITIES.

NORFOLK SOUTHERN STEAM EXCURSIONS

| DATE | FROM/TO AND LOCOMOTIVE | SPONSOR | |
|------------------|---|---------|--|
| AUGUST | | | |
| 4 | Kenova-Columbus (Ohio State Fair) 1218 | CPH | ANRH Atlanta Chapter, NRHS P. O. Box 333 Tucker, Georgia 30085 (404) 325-5834 |
| 11 | Buffalo-Albion (Pa) RT 1218 | NNRH | ASHV Asheville Chapter, NRHS P. O. Box 153 Asheville, North Carolina 28802 |
| 18 | Erie-Bellevue RT 1218 | LSRH | BGM The Bluegrass Railroad Museum P. O. Box 1711 Lexington, Kentucky 40592 |
| 25 | Huntsville-Chattanooga RT 1218 | NARH | BWC Bluewater Michigan Chapter, NRHS P. O. Box 299 Royal Oak, Michigan, 48068-0296 (313) 399-7993 |
| SEPTEMBER | | | |
| 8 | Knoxville-Harriman, TN. RT 1218 | OSRM | GNH Chicago Chapter, NRHS 5248 South Newland Chicago, Illinois 60638 (312) 586-3328 |
| 15 | Bellevue-Fl. Wayne RT 611 | MRC | CPH Collis F. Huntington Chapter, NRHS P. O. Box 271 Huntington, WVA 25707 |
| 16 | Bellevue-Ashtabula RT 611 | MRC | CRC Cincinnati Railroad Club 5988 Ross Road Fairfield, Ohio 45014 (513) 681-7245 |
| 15 | Bristol-Radford, RT 1218 | WVC | GNRH Greensboro Chapter, NRHS P. O. Box 16745 Greensboro, North Carolina, 27416 (919) 821-2825 |
| 16 | Bristol-Monticton RT 1218 | WVC | HOD Heart of Dixie Chapter, NRHS P. O. Box 254 Birmingham, Alabama 35201 (205) 252-2718 |
| 22 | Cincinnati-Danville RT 611 | CRC | KCSH Kansas City Chapter, NRHS/Smoky Hill Ry. Museum P. O. Box 224 Grandview, Missouri, 64030 |
| 23 | Cincinnati-Portsmouth RT 611 | CRC | LSRH Lake Shore Railway Historical Society, Inc Post Office Box 571 North East, Pennsylvania, 16428 (814) 825-2724 |
| 22 | Lynchburg-Roanoke-Walton-Lynchburg RT 1218 | RCN | MRC Mad River & NKP Railroad Society, Inc. 233 York Street Bellevue, Ohio 4488 |
| 23 | Roanoke-Glasgow-Lynchburg-Roanoke Circle Trip 1218 | RCN | NNRH Niagara Frontier Chapter, NRHS 4 Alabama Place Lockport, New York, 14094 |
| 29 | Lexington-Chattanooga OW 611 | BGM | NARH North Alabama Railroad Museum, Inc P. O. Box 4183 Huntsville, AL 35815-4183 |
| 30 | Chattanooga-Lexington OW 611 | BGM | ORYM Ohio Railway Museum P. O. Box 171, 990 Proprietors Road Worthington, Ohio, 43085 |
| 30 | Alexandria-Front Royal RT 1218 | WACN | OGM Old Dominion Chapter, NRHS P. O. Box 8583 Richmond, Va., 23225 (804) 741-0706 |
| OCTOBER | | | |
| 6 | Alexandria-Lynchburg RT 1218 | WACN | OSRM Old Smoky Railway Museum, Inc. P. O. Box 601 Knoxville, TN 37901 |
| 7 | Alexandria-Front Royal RT 1218 | WACN | PCCN R.R. Excursions - Piedmont Carolinas Chapter, NRHS P.O.Box 11753 Charlotte, North Carolina 28220 |
| 13-14 | Richmond-Lynchburg RT 1218 (Diesel return 13th, diesel to Lynchburg on 14th, 1218 return) | ODM | RCN Roanoke Chapter, NRHS P. O. Box 13222 Roanoke, Virginia 24032 (703) 389-3935 |
| 13-14 | Chattanooga-Onelda RT 611 | TVRM | SCRN South Carolina Railway Museum-NRHS. Attn: Steam Excursions P. O. Box 235 Rion, SC 29132 (803) 635-3850 |
| 20-21 | Chattanooga-Onelda RT 611 | TVRM | TVRM Tennessee Valley Railroad Museum 4119 Cromwell Road Chattanooga, Tennessee 37421 (615) 894-8028 |
| 20 | Greensboro-Roanoke RT 1218 | GNRH | WACN Washington Area Joint Trip Committee P. O. Box 456 Laurel, Maryland, 20725 |
| 27-28 | Asheville-Spencer RT 611 | ASHV | WVC Watauga Valley Chapter, NRHS P. O. Box 432 Johnson City, Tennessee, 37605-0432 (615) 753-5797 |
| 29 | Asheville-Newton OW 611 (School Children) | ASHV | |
| 27 | Atlanta-Toccoa RT A&WP 290/New Ga. Diesels | ANRH | |
| 28 | Atlanta-Chattanooga RT A&WP 290/New Ga. Diesels | ANRH | |
| NOVEMBER | | | |
| 3 | Charlotte-Winston Salem-Charlotte circle trip 611 | PCCN | |
| 4 | Charlotte-Asheville RT 611 (Diesel Charlotte to Salisbury OW) | PCCN | |
| 5 | Charlotte-Columbia, SC, OW 611 (School Children) | PCCN | |
| 3 | Atlanta-Chattanooga RT 1218 | ANRH | |
| 4 | Atlanta-Toccoa RT 1218 | ANRH | |
| 10 | Columbia-Spencer, NC RT 611 | SCRN | |
| 11 | Columbia-Charleston RT 611 | SCRN | |
| 10 | Birmingham-Chattanooga RT 1218 | HOD | |
| 11 | Birmingham-Columbus, GA - RT 1218 | HOD | |

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents \$22.00.)

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

Make your check out to the "Arkansas Railroad Club" and mail to:

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

WELCOME ABOARD!!!

For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on AUG 12 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The RAILROADER is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.:

NEWSLETTER:

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NORTH LITTLE ROCK AR 72118-3160

TREASURER:

DICK BYRD, TREASURER
12 FLINTWOOD DRIVE
LITTLE ROCK AR 72207

OTHER CLUB BUSINESS:

ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Phone: (501)-758-1340

NOT FOR DUES

Your editor after putting out a record 32-page "RAILROADER" this month. Believe me, it WON'T happen again!



ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118-3160

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