



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

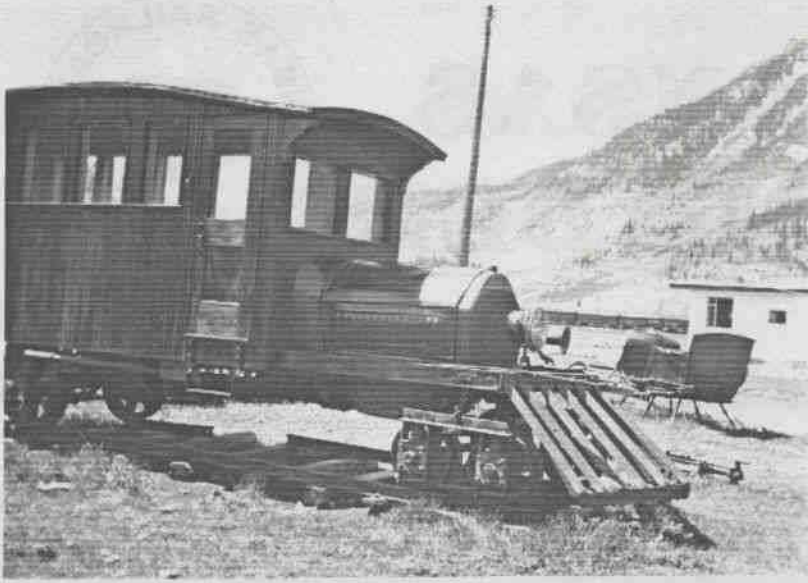
VOLUME 23

NUMBER 8

AUGUST 1992



**UNION STATION** in Little Rock undergoing renovation on June 18, 1992. The station has never looked better. Most of the upper floors will be rented out as office space. A children's museum will be on the first floor. Amtrak now will be at track level in the bottom of the building. (Ken Ziegenbein photos)



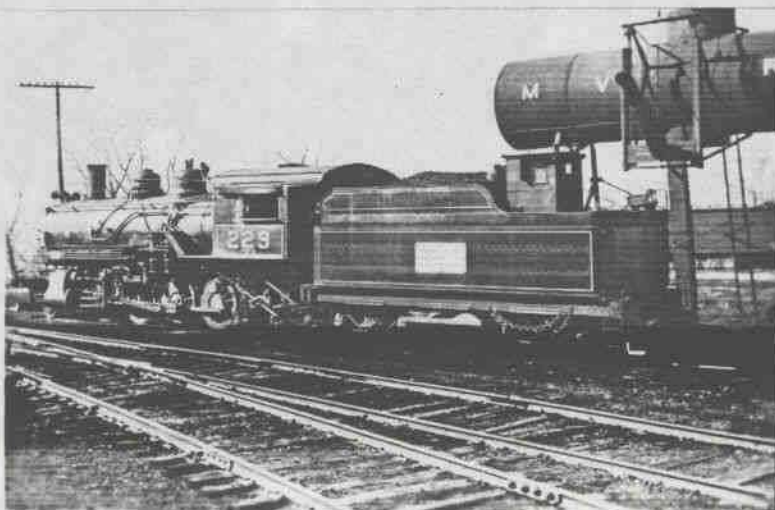
*Pierce Arrow inspection car used by railroad builder Otto Mears in inspecting the Silverton Railroad, the Silverton, Gladstone & Northerly Railroad, and the Silverton Northern Railroad, all operating out of Silverton, Colorado. These 3 little lines served mines at the 10,000 ft elevation. At one point an engine could handle only one car on the steep grade.*



*FWDC passenger train in siding, meeting southbound freight in Panhandle of Texas about 1950. Burlington Lines.*



*First 43 roaring through McNeil, Arkansas on the Cotton Belt having just picked up orders from Agent Tom Pullig in 1939.*



*Midland Valley Engine 229 in Fort Smith, Arkansas yard in 1939.*

*(All photos from collection of P.B. Wooldridge)*

The photos on the previous page, by P. B. Wooldridge, was accompanied by a letter with the following notes, plus the story. Please correct the 10,000 foot elevation to over 11,000 feet, as several of the mines served were above that elevation. Pioneer railroad builder Otto Mears was born in Russia, came to San Francisco via boat in 1851 as an eleven-year old orphan, expecting to be raised by an uncle, who was never found.

In 1890-91, following the building of 540 miles of toll roads in the San Juan Mountains of Colorado, and the three short lines, he built the 172 mile Rio Grande Southern, called the most spectacular example of mountain railroading in the North American continent.

Mr. Wooldridge has Otto Perry's two-hour videotape of the Rio Grande Southern and wonders how on earth private enterprise could have been persuaded to finance such a project.

### REMEMBERING

by P. B. Wooldridge

*Straight toward life's terminal I wend  
The run seems short tonight  
God alone knows what's at the end  
I hope the lamps are white.*

The above was written by Cy Warman, a railroad poet and locomotive engineer on the Denver and Rio Grande Railroad out in the mountains of Colorado years ago. Hope I quoted the last verse of his poem correctly, as I'm relying on memory. Back then a white signal indicated hi-ball, but that was later changed to GREEN. For one thing, I read that the Indians out west were fond of breaking out the RED, or danger, lenses, in the switch stands and converting them into arrowheads.

Until very recently I had thought that all Extra trains had always carried WHITE signals, and that all Sections of schedules trains except the last carried GREEN signals.

But just recently I was examining copies of Conductor's Register of Trains at Lewisville, Arkansas dated March 24 and August 26, 1891, of the St Louis, Arkansas, and Texas Railway, predecessor of the St Louis Southwestern Railway, or Cotton Belt. I discovered that back in 1891 EXTRA Trains carried GREEN signals, and all sections except the last carried RED signals.

Now signals were all-important years ago before there was CTC or automatic signaling. One of the worst wrecks ever on the Cotton Belt occurred because of signal oversights.



Back in the 1930s a southbound train headed in the siding at McNeil, Arkansas to meet No. 18, according to his train orders. At that time business was very bad during the Great Depression. Schedules were sometimes annulled due to lack of business, so on this occasion it was very unusual for No. 18 to be running in two sections, First and Second 18. At that time Sections were not always shown separately in train orders. After this wreck Sections were listed separately.

According to the Rules and Regulations, First 18 should have whistled a long and two short blasts at both the Engine and Caboose of the southbound freight in the siding, which could have informed them that there was a following section. Had there been no acknowledgement of the whistle signal, then it became the responsibility of First 18 to stop and inquire the cause.

The only information I got on the incident was fragmentary and on the railroad grapevine, which leaves many questions unanswered. One version was that the crew of the southbound freight had gone to a local store or cafe, and did not see the Green Signals, nor hear the whistle signal of One Long and Two Short blasts. At any rate, the

crew got back on the train and left McNeil. Halfway between McNeil and Waldo they collided at speed with Second 18, killing both head-end crews.

The most prevalent law on the railroad back then was Murphy's Law, which states that if it can happen, it will happen. And so, it follows, it could have happened, and it did.

FORM 19

FORM 3142 BERRYMAN HENWOOD, TRUSTEE

FORM 19

St. Louis Southwestern Railway Co., - Debtor

TRAIN ORDER NO. 129 Feb 7 1942  
Pine Bluff Shops, Ark.

To C. & E. First and Second and  
Third 16 and Sixth 26  
and No. 28 and 18

X \_\_\_\_\_ Opr. M At McNeil

Eng 571 Run Extra  
Buena Vista to Teyabana  
yard Meet First and  
Second 16 Eng 580  
and 763 at Stephens  
Meet Sixth 26 Eng 559  
at Milner and has  
right over other  
Northward trains Buena  
Vista to Crossover McNeil  
JCS

Conductor, Engineman, Fireman and Flagman must each have copy of this order.

Made Low Time 4:14 P.M. J. W. [Signature] Opr.

# St. Louis, Arkansas and Texas Railway.

S. W. FORDYCE and A. H. SWANSON, Receivers.

## REGISTER OF TRAINS at

*St. Louis* / *24*

"Dates of Trains" means the date that Train leaves Division; Terminate as per Table.

For Inspectors are required to fill in this table for each page of this register as opened for use in the month in full. Do not use figures so outside months.

CONDUCTOR	ENGINEER	Engine No.	Arrival		Departure		MILES	LETTRE	SIGNALS
			Hour and Minute	A. M. or P. M.	Hour and Minute	A. M. or P. M.			
23 Stewart		177	4:55	am	5:15	am	18		No signals
23 Nichols		196	5:25	am	5:55	am	18		No signals
24 Beavis		119			5:30	am	11		No signals
23 Sevin		112	6:20	am	6:50	am	11		No signals
24 Conley		100	7:00	am	7:15	am	10		No signals
24 Rogers		36			8:20	am	3		No signals
24 Miller		138	2:35	pm	3:35	pm	2		No signals
24 Bell		188	5:25	am	5:55	am	18		No signals
24 Merritt		197	7:00	am	7:05	am	10		No signals
24 Phillips		191	8:15	am	9:15	am	18		No signals
24 Rogers		98	8:00	am	8:15	am	6		No signals

# St. Louis, Arkansas and Texas Railway.

S. W. FORDYCE and A. H. SWANSON, Receivers.

## CONDUCTOR'S REGISTER OF TRAINS

"Date of Train" means the date that train leaves. Divisions terminate as per Time Table.

Number and Date of Train.	Date.	CO-CHIEF	ENGINEER.	Engine No.	Arrive		Departure		SIGNALS
					Hour and Minute	A.M. or P.M.	Hour and Minute	A.M. or P.M.	

4	8 25	Plantation	Boise	112	11:25	A.M.	4:40	P.M.	7:20	Red River
25	8 26	Branch	Camfield	199	3:25	A.M.	4:40	P.M.	7:20	Red River
25	8 26	Branch	Winniford	104	8:25	A.M.	7:00	P.M.	17.	Red River
192	8 26	St. Louis	Albion	141	10:25	A.M.	11:25	A.M.	4	Red River
74	8 26	Branch	Demer	135	11:25	A.M.	6	P.M.	6	Red River
114	8 26	Branch	Quinn	194	2:30	P.M.	3:30	P.M.	3	Red River
8 26	8 26	Branch	Dot	36	6:25	A.M.	2	P.M.	2	Red River
8 26	8 26	Branch	Highway	198	7:25	P.M.	7:25	P.M.	2	Red River
8 26	8 26	Branch	Chickens	98	9:25	P.M.	4	P.M.	4	Red River
8 26	8 26	Branch	McCondo	196	10:25	P.M.	11:25	P.M.	3	Red River
8 26	8 26	Branch	McCondo	196	10:25	P.M.	11:25	P.M.	3	Red River

Printed on the 1st of the month and the 1st of the year.

7/28/91

# ROCK ISLAND LINES

TRAIN ORDER NO. 263 May 8 1943

To C & E Extra 2318 North

At Fordyce  
X at \_\_\_\_\_ m \_\_\_\_\_ Operator


FORM 19

No 93 Eng 1743 and 2301  
 wait at Banate until 9:20 pm  
 Benton 9:30 pm  
 Hasbell 10:01 pm  
 for Extra 2318 North  
 ABM

THIS MARGIN MUST NOT BE WRITTEN UPON


THIS MARGIN MUST NOT BE WRITTEN UPON

Made Com Time 11:47 p m Walding Operator

 St. Louis Southwestern Railway Co.  
 St. Louis Southwestern Railway Co. of Texas. FORM 19

TRAIN ORDER No. 42  
 T. no 464 March 30 21  
 X. Dewitt arr \_\_\_\_\_ M

no 433 Eng 146 Run  
 20 mins late Stuttgart  
 to Dewitt

 St. Louis Southwestern Railway Co.  
 St. Louis Southwestern Railway Co. of Texas. FORM 19

TRAIN ORDER No. 13  
 T. no 463 April 11 21  
 X. Ex 185 North Dewitt arr \_\_\_\_\_ M

no 463 Eng 178 wait at  
 Kettle until 10:20 am  
 Alena 10:40 am for  
 Ex 185 north

W J J

ES

CONDUCTOR AND ENGINEER MUST BOTH HAVE A COPY OF THIS ORDER.  
Compt. G. P. Sanders

CONDUCTOR AND ENGINEER MUST BOTH HAVE A COPY OF THIS ORDER.  
Compt. G. P. Sanders

## OVER THE DERAIL VI

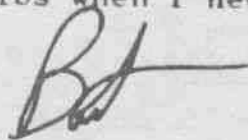
A disorganized collection of thoughts, happenings, and ideas. Published by accident by the unofficial Knoxville Chapter of the Arkansas Railroad Club, NRHS

Dateline Knoxville, Tennessee

July 2, 1992

The month of June was highlighted by a trip to Williamson, West Virginia, for the 100th anniversary of the Ohio extension of the Norfolk and Western Railroad. 611 was present, as well as a large number of other trains. NS 4641, one of the Operation Lifesaver locomotives, was also in town. The visit included a tour of the shops which are still in use. Also, more than two days of chasing resulted in all sorts of train pictures. How busy is Williamson? Well, the NS Assistant Super. said that there are 45-60 train movements through town each day and that 13-16 shifter jobs work out of there each day. In addition, 28% of all of the coal shipped on the NS originates on one of the shifter jobs out of Williamson. NS loves to run those coal trains long. It's fun to hear talking detectors nearing the 1000 axle count figure. Tunnels everywhere. For railfans, many of the coal mines also have their own locomotives. ALCO's seem to be favorites, especially since they have all been fixed with CAT diesel engines! Westmoreland Coal at Appalachia, VA, has six of those critters. On the trip, we also caught a number of trains on the Clinchfield's Copper Creek Trestle, along with a LORAM railgrinder, and a CSX train on the adjacent Southern bridge. Eight rolls of film were consumed.

The western invasion has continued. Recent sightings include: SP tunnel motor 8235 on a CSX coal train and UP 3796 on a CSX autorack train, along with BN 8065, 4029, and 7901 on a NS coal train, all in Knoxville. UP 5005 was seen on a CSX coal job near Esco, KY, and UP 3819 was in CSX's yard at Shelbiana, KY....You want excitement? Pick October 25th. On that date, NKP 765 is running the New River Gorge trip, Southern 4501 is running the Rat Hole, and N&W 611 is pulling a train over Saluda! Can you believe all of the steam?....June 22nd saw a bit of excitement over here. CSX derailed a couple of cars at Willoughby, in downtown Knoxville. The wrecker from Corbin was brought in to help clean up the mess. The worst part was that Willoughby is where the NS's line to Chattanooga crosses. They had a few trains tied up for a while...During the recent strike/lockout, I became a minor celebrity here in Knoxville. Somehow, one of the TV stations got to me and I became their rail "expert" (you know, former drip). Autographes anyone?...Big news, I got a new scanner. Now if it will ever clear off long enough to chase a train...CSX had more headaches recently, their helpers ran out of fuel just north of here. Do you know how many trains that can tied up in the middle of the night? Five autoracks, 1 pig, 2 general freights, and who knows how many coal trains! Where are bulbs when I need them? BART



*Retirement should be based on the tread not the mileage.*





At our next club meeting, August 9th, John Bailey, President of Bailey Corporation and owner of Union Station in Little Rock will give us a tour of the being-refurbished station. Meet in front of the station (next to the water fountains...NOT at trackside) at 2 PM. The photo at left shows ground work being done at the station on June 18, 1992.



View from the second floor overlooking the parking lot.



The current waiting room for Amtrak. John said that part of the area, mainly back of the camera view, will become a children's museum within a year. Amtrak will be in new facilities at track level in the station.



A fireplace in one of the third floor offices. This was already there.

AUGUST 1992



On June 27, I visited the North Alabama Railroad Museum in Huntsville, Alabama. Hugh Dudley gave me a tour of their facility. Left photo is of the Chase depot, which used to be the smallest union depot in the country, serving the Southern and L&N at one time. This is now their headquarters. On October 3 and 4, they will be sponsoring a steam trip to Chattanooga and back using the 4501.



Here is one of their many rolling stock, an operating boxcab built in 1926 for Union Carbide at Niagara Falls. It was the first diesel electric-type engine. It is the only operational one left in the country.



The North Alabama Railroad Museum owns about 5 miles of former NC&STL, ne. CSX track and have rebuilt much of the right of way with manual labor. CSX abandoned this line in 1985. There are many trees along the route, which will be used for excursions.



Below left is the oldest freight depot still in operation in the country, according to the Smithsonian. Currently used by CSX, it is the former Memphis & Charleston depot, built in 1856. The passenger depot to the left was built around 1860.

AUGUST 1992



*The William C. Weiss gravesite on the abandoned Rock Island near Magazine, Arkansas. (May 3, 1992 photo by L. T. Walker)*

### THE LONELY HOBO GRAVE

by: L. T. Walker, retired Rock Island conductor

The trains are now gone and the rails taken up, but beside where once rolled the long and fast freights of the Rock Island, whistles sounding, lies the body of a hobo whose body was never claimed, William C. Weiss. He was found beside the Rock Island tracks about milepost 244, one mile east of Magazine, Arkansas, what we called Magazine Hill, which is a three-mile grade. His body was taken to a funeral home and kept for a long time, trying to find some of his relatives.

I have been told by the Rock Island trainmen and enginemen who were working when his body was found that he was a half Choctaw Indian. He was born June 9, 1879 and was found beside the track May 7, 1913. After no one would claim his body, the Rock Island took him from the funeral home after the court released it and buried him at this point beside the tracks where he was found, and put the monument that you see in the picture.

As long as the Rock Island was running, every spring the maintenance-of-way crew would clean off his grave and put a bouquet of flowers on it. But when, on a recent trip, I decided to see if I could find the grave, to my surprise I drove down a road about a hundred yards and could see it from the road, except now it is in a pasture and the top of the monument had fallen off, so I put it back on to take the picture. The right-of-way is still very visible east and west (to the left of the gravesite just outside the photo). I also found a bouquet of flowers laying beside the monument, all faded. I suppose they were put there before the Rock closed down.

When I first noticed the gravesite, I asked the conductor what was a grave doing so close to the tracks and he told me the story. He was an old-timer. As years went by I was asked by a new brakeman the same question. Maybe this story may help someone else pass it on. As long as the monument stays, people can still locate it and remember.

- END -



through  
**FAST**

# freight service



Real satisfaction is assured Rock Island patrons by the operation of many scheduled Fast Freight Trains carrying carload and less than carload freight to and from the *West, Northwest and Southwest.*

## Route your freight via **ROCK ISLAND LINES**

For information as to rates, service, etc., address freight representatives whose names and addresses appear on page 2

or

**A. MACKENZIE, V. P. & F. T. M., Chicago, Illinois**

**J. C. GUTSCH**  
A. F. T. M.  
Chicago, Illinois

**F. A. ADAMS**  
A. F. T. M.  
Chicago, Illinois

**H. W. MORRISON**  
A. F. T. M.  
Little Rock, Arkansas

**G. E. SCHNITZER**  
G. F. A.  
Little Rock, Arkansas

**G. E. WHITE**  
G. F. A.  
Chicago, Illinois

**R. C. DAVIDSON**  
G. F. A.  
Chicago, Illinois

**F. J. SHUBERT**  
G. F. A.  
Kansas City, Missouri

**T. H. WILHELM**  
G. F. A.  
Fort Worth, Texas

From - Bill Pollard

DON'T MISS OUR 3985 TRIP

AD in the "Democrat-Gazette"

AUG 2, 5 & 7!! Tell

your Friends & IN-LAWS!

The following is from Russell Tedder, President of the Ashley, Drew & Northern Railway of Crossett. While moving offices, he came across several old AD&N timetables, such as the one below. I'll print others as space permits.

### GULF & SAHINE RIVER RAILROAD.

**S. H. FULLERTON, President,** St. Louis, Mo.  
**M. L. FLINSHEL, Sec'y and Gen. Mgr.,** Fullerton, La.  
**FRANK GORPFL, Treasurer,** St. Louis, Mo.  
**G. W. PRABODY, Auditor,** St. Louis, Mo.  
**GEO. REEVES, Traffic Manager,** St. Louis, Mo.  
**W. H. SAUNDERS, Gen. Counsel,** St. Louis, Mo.

General Offices—Third National Bank Building, St. Louis, Mo.

No. 3	No. 1	Mile	March, 1912.	No. 2	No. 4
			[LEAVE]	[ARRIVE]	
7:40 P.M.	9:45 A.M.	0	Fullerton	10:45 A.M.	8:25 P.M.
8:50 "	9:30 "	3.3	Russville	10:30 "	8:25 "
9:00 P.M.	10:05 A.M.	6.4	Nitram	10:15 A.M.	8:15 P.M.
			[ARRIVE]	[LEAVE]	

Also operates freight service twice daily, except Sunday, Fullerton to Pringles (7 miles) and Scabbes to Anapoco (9 miles).  
 Trains marked \* run daily.  
 STANDARD—Central time.

**CONNECTION.**

At Nitram—With Gulf, Colorado & Santa Fe Ry. and Northern Branch of Southern Pacific Lines.  
 Western Union Telegraph. Wells Fargo Express.

### PAYETTE VALLEY RAILROAD.

865

**G. W. KIMLEY, President,** Salt Lake City, Utah.  
**H. B. DUNK, Vice-President and Gen. Manager,** Fayette, Idaho.  
**F. S. MURPHY, Secretary,** Salt Lake City, Utah.  
**A. B. MOSS, Treasurer,** Fayette, Idaho.  
**J. M. HENNING, Supt. Bridges and Buildings,** "

No. 2	No. 1	Mile	October 25, 1911.	No. 2	No. 4
			[LEAVE]	[ARRIVE]	
12:30 P.M.	7:00 A.M.	0	Fayette	10:45 A.M.	8:20 P.M.
2:50 "	7:45 "	8	Princeton	10:25 "	8:05 "
5:10 "	7:30 "	12	New Plymouth	10:05 "	8:20 "
7:25 "	8:05 "	18	Falls	9:50 "	8:55 "
9:50 "	8:45 "	25	Latta	9:35 "	8:45 "
1:00 P.M.	8:30 A.M.	30	Emmett	9:15 A.M.	8:20 P.M.
			[ARRIVE]	[LEAVE]	

† Daily, except Sunday.  
 STANDARD—Mountain time.  
 Connections.—† With Oregon Short Line R.R. † With Idaho Northern Ry.

### SHELBY COUNTY RAILWAY.

**LOUIS B. HOUGH, President,** Shelbyville, Mo.  
**H. W. HOUGH, Secretary,** Shelbyville, Mo.  
**J. C. HOUGH, General Manager and Treasurer,** "  
**J. E. PEACHY, Traffic Manager,** "  
 509 New Bank of Commerce Building, St. Louis, Mo.

No. 1	No. 2	No. 3	Mile	March, 1910.	No. 4	No. 5
			[LEAVE]	[ARRIVE]		
7:45 P.M.	9:25 A.M.	7:00	0	Shelbyville	8:20 A.M.	5:35 P.M.
8:50 "	9:40 "	7:55	1	Fair Grounds	8:05 "	5:25 "
9:50 "	9:45 "	7:55	21	Salt River	7:55 "	5:15 "
10:01 "	9:54 "	7:48	4	Rock Crusher	7:34 "	5:10 "
10:07 "	9:57 "	7:37	6	Christina	7:28 "	5:09 "
10:10 "	10:08 "	7:38	20	Shelbyville	7:20 "	5:00 "
			[ARRIVE]	[LEAVE]		

Trains marked \* run daily.  
 † Daily, except Sunday.  
 STANDARD—Central time.  
 Connection.—† With Chicago, Burlington & Quincy R.R.

### RAY & GILA VALLEY RAILROAD COMPANY.

**SHERWOOD ALDRICH, President,** 111 Broadway, New York.  
**D. D. JACKLING, Vice-Prest. and Gen. Mgr.,** Salt Lake City, Utah.  
**CHAS. HAYDEN, Treasurer,** 88 Broad Street, New York.  
**ARTHUR J. DONAGHAN, Secretary,** 111 Broadway, "  
**H. B. TOOKER, Gen. Pst. and Pass. Agent,** Salt Lake City, Utah.  
**L. S. GATES, Superintendent,** Ray, Ariz.  
**A. J. McLEAM, Asst. Treas.,** Post Box 7 and Ash, Hayden, Ariz.

No. 3	No. 1	Mile	April 10, 1912.	No. 2	No. 4
			[LEAVE]	[ARRIVE]	
7:20 P.M.	10:55 A.M.	0	Ray Junction	10:50 A.M.	1:50 P.M.
7:50 "	11:40 A.M.	3	Kelvin	10:45 "	1:45 "
8:25 P.M.	12:05 P.M.	7	Ray	10:30 A.M.	1:30 P.M.
			[ARRIVE]	[LEAVE]	

Trains marked \* run daily.  
 † Telegraph stations. Mountain time.  
 CONNECTIONS.  
 At Ray Junction—With Arizona Eastern Ry.  
 At Hayden Junction—With Arizona Eastern Ry.

MAP OF THE  
CROSSETT, MONTICELLO & NORTHERN RY.

STANDARD—Central time.

## Crossett, Monticello & Northern Railway.

**D. W. GATES, President,** Pasadena, Cal.  
**E. W. GATES, Vice-President,** Crossett, Ark.  
**A. TRIENCKHORN, Secretary and Treasurer,** "  
**E. O. TOY, General Manager,** "  
**P. H. CANNON, Auditor and Car Accountant,** "

No. 3	No. 1	Mile	June 20, 1912.	No. 2	No. 4
			[LEAVE]	[ARRIVE]	
			[LEAVE]	[ARRIVE]	
			[LEAVE]	[ARRIVE]	
7:25 A.M.	9	0	Valley Junction	7	
8:45 A.M.	12	0	Fountain Hill	10:15	
10:05 A.M.	15	0	Long View	10:30 A.M.	
11:45 A.M.	18	0	Ashley	10:45 "	
12:05 P.M.	20	0	Fugh	10:50 "	
12:15 "	22	0	Whitlow	11	9:45 "
12:30 P.M.	25	0	Crossett	11:00 A.M.	10:30 A.M.
1:15 P.M.	30	0	Crocker Junction	11:45 A.M.	
2:15 P.M.	35	0	White	12	
			[ARRIVE]	[LEAVE]	

† Daily, except Sunday. \* Line not yet open for business.  
 CONNECTIONS.  
 † With Wilcox & Sabine Valley Ry.  
 † With Chicago, Rock Island & Pacific Ry.  
 † With Chicago, Rock Island & Pacific Ry., Arkansas, Louisiana & Gulf Ry. and St. Louis, Iron Mountain & Southern Ry.  
 † With St. Louis, Iron Mountain & Southern Ry.

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## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

**President** - John Hodkin, Jr.  
506 Gorden St  
N Little Rock AR 72117  
(501)-945-2128

**Vice-President** - Jonathan F. Royce  
2100 Rebsamen Pk Rd #426  
Little Rock AR 72202-1603  
(501)-661-0292

**Treasurer** - Dick Byrd  
12 Flintwood Dr  
Little Rock AR 72207  
(501)-225-7354

**Secretary** - Polly Hamilton  
208 Dell  
Hot Springs AR 71901  
(501)-321-2696

**Board Tres** -

**National** - Dick Davis  
**NRHS Dir** PO Box 240  
Austin AR 72007-0240  
(501)-843-9658

**Editor** - Ken Ziegenbein  
905 Valerie Drive  
N Little Rock AR 72118  
(501)-758-1340

**Historian** - R. W. McGuire  
114 Rice St  
Little Rock AR 72205  
(501)-375-1738

**Board** - Stanley Wozencraft '95  
PO Box 1938  
Little Rock AR 72203  
(501)-664-3301

**Board** - Peter Snykla '97  
2800 West 37th  
Pine Bluff AR 71603  
(501)-535-4724

**Board** - Clifton E. Hull '94  
3507 E Washington, #31  
N Little Rock AR 72114  
(501)-945-5556

**Board** - William Church '93  
5619 Bel Caro Place  
N Little Rock AR 72118  
(501)-753-4582

**Board** - Robin Thomas '96  
10980 Rivercrest DR #26  
Little Rock AR 72212-1412  
(501)-225-1952

**Hon. Board** - Barton Jennings '92  
1600 Capitol Ln  
Knoxville TN 37931-4505



## P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday **AUGUST 9** at **UNION STATION** on Markham Street in Little Rock. JOHN BAILEY, owner of the station, will give our club a tour of the facility, currently being remodeled. Meet in front of the station, where the water fountains are and where Amtrak's waiting room has been for many years. Do NOT meet at track level, and DO NOT meet at our regular place. There will be refreshments, as always, and the public is invited.

**3985 TRIP UPDATE** - Sales of tickets are still going well. We still have seats available, however, so there's time to get your order in. Remember, this will be a once-in-a-lifetime chance to ride behind a steam engine on the North Little Rock to Van Buren line, formerly belonging to the Missouri Pacific.

We will be boarding on Railroad Avenue at W 25th street in North Little Rock, just south of the Pershing Road/Percy Machin Avenue intersection. Boarding will be on the west side of the tracks. There will be **NO PARKING** at the boarding site.

Parking will be behind the Riverfront Hilton in North Little Rock. Turn on Willow Street at Broadway. You will be bused to the boarding site. We could not board at Union Station in Little Rock because of a conflict with Amtrak's southbound "Eagle," scheduled to arrive in Little Rock at 7:28 AM...our excursion plans to leave at 8 AM.

After you buy your tickets, you'll receive a Chamber of Commerce pack plus all the rules of the trip. Union Pacific requires that all riders sign a release.

Ticket prices are as follows (also see ad on last sheet of newsletter):

ONE-WAY COACH - \$102.50; BUS TRIP BACK TO LITTLE ROCK - \$15. A box lunch will be provided to all ticket holders. Dome seats have been sold out.

**WE NEED CAR HOSTS!! A FREE RIDE!!** Remember the car host rules: 1) **Must be an Arkansas Railroad Club member.** 2) **Must be active in the club.** 3) **Workers at our Show & Sale will have first priority.** 4) **Must be able to help clean up the cars after the trip and be able to help people on and off the train.** 5) **Should help with ticket sales.**

Write to or call **ROBIN THOMAS** if you'd like to be a carhost. His address is: 10980 Rivercrest Dr #26, Little Rock AR 72212 or call 501-225-1952.

Car hosts will be **REQUIRED** to attend a pre-trip meeting with Steve Lee, Union Pacific's person in charge of steam. You will also need to get educated on various points of interest along the route, how to deal with an emergency, how to keep people in line during the run by's, etc.

A coupon is located on the last page of this newsletter and we have lots of additional ones to mail out. Pick some up at our August 9 meeting and distribute. This will be a good money-maker for the club, so help out if you can.

**OTHER 3985 EXCURSIONS** - In case you'd like to join the 3985 excursion in other states, sponsored by other clubs, here are a few you might be interested in:

CHEYENNE-NORTH PLATTE - August 7, no details.

NORTH PLATTE-MARYSVILLE, KANSAS - August 8, no details.

MARYSVILLE-KANSAS CITY - August 9, no details.

KANSAS CITY-COFFEYVILLE - August 11, \$114, Union Pacific Historical Society, 1540 Routh Street, Lakewood CO 80215.

COFFEYVILLE-McALESTER, August 12, \$110, "Oklahoma 3985," 2936 Bella Vista, Midwest City OK 73110.

McALESTER-FORT WORTH, August 13, \$110, "Oklahoma 3985," 2936 Bella Vista, Midwest City OK 73110.

FORT WORTH-HOUSTON, August 14, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

HOUSTON-SAN ANTONIO, August 22, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

SAN ANTONIO-FORT WORTH, August 23, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

FORT WORTH-LONGVIEW - August 29, \$90, East Texas Challenger Tour 92, 804 S Commerce St., Overton TX 75684.

LONGVIEW-LITTLE ROCK - August 30, \$150, East Texas Challenger Tour 92, 804 S Commerce St., Overton TX 75684.

LITTLE ROCK-VAN BUREN - September 1, \$102.50, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

VAN BUREN-PARSONS - September 2, \$110, Midwest Travel Service, 2936 Bella Vista, Midwest City OK 73110-4199..

PARSONS-KANSAS CITY - September 3, \$100, Smoky Hill Railway, 502 S Walnut, Belton MO 64012.

KANSAS CITY-TOPEKA - September 4, no details.

TOPEKA-MARYSVILLE , September 8, no details.

MARYSVILLE-NORTH PLATTE, NEBRASKA - September 9, no details.

NORTH PLATTE-CHEYENNE - September 10, end of trips.

Let's all wish Union Pacific and the various groups sponsoring these trips good luck, including our own ARKANSAS RAILROAD CLUB!!!

**BILL MERCK**

Born in 1912

Died in Memphis June 29, 1992

Most of you knew Bill well. He was a long-time member of the Arkansas Railroad Club and did the newsletter (*Arkansas Railroader*) from the mid 1970s to April 1981. He attended every meeting while he could and was a full-blooded COTTON BELT MAN. His stories and wit will be missed indeed.

**NEXRAD CLASS/UPCOMING NEWSLETTER DEADLINES** - I will be going to a month-long intensive training class on NEXRAD, the Next Generation Weather Radar, from September 14 through October 14 in Oklahoma City. This will be a "closed" school, where no one can contact me, except for emergency and family. We will be installing this new doppler radar system at the local National Weather Service office in North Little Rock next January, and all of us will have to take several pre-class modules before going to Oklahoma City, including me (had to dust off logarithms, exponents,  $\Sigma, \sqrt{\quad}, \Pi$ , etc). As a result, there will have to be an adjustment to a couple of the upcoming **RAILROADERS'** deadlines.

The September issue will go out on time, the last week of August. However, the October issue, usually mailed at the end of September, will now have to be mailed by September 11, so the deadline for the October issue will have to be moved up to August 27, instead of September 15, to allow me enough time to have it put together and printed. At the same time, the deadline for the November issue will have to be put back to October 22, instead of October 15. The November issue won't be mailed until October 30th at the earliest.

Anyway, I haven't missed a newsletter deadline in the 10-plus years I've been doing it, and I still don't plan to. But please keep these revised deadlines in mind. And, no, I don't need for anybody else to do it for those months, since I've already got much of it run off. I just wanted you be aware that I won't be responding to mail, inquiries, etc. for that month period. (Any trains in Oklahoma City?)

*VARIOUS FACTS - Highest settlement in the U.S. is located at Climax, Colorado at 11,560 feet; lowest settlement at Calipatria, California at -185 feet. The tallest building is the Sears Tower in Chicago at 1,454 feet; tallest structure is a TV tower in Blanchard, North Dakota at 2,063 feet. - (WORLD ALMANAC and Book of Facts)*



**ROCK ISLAND ANNUAL PICNIC** - The Rock Island club's annual picnic will be held at Burns Park on Tuesday, September 29 at the Hospitality House and all Arkansas Railroad Club members are invited. L.T. Walker has been a member of both clubs for years.





**CHRISTMAS PARTY SET** - Almost certainly, the club's annual Christmas Party will be held at the Spaghetti Warehouse Restaurant in the old Rock Island Choctaw station in Little Rock in December. Exact time not yet determined.

### ARKANSAS RAIL NEWS

**WHITE RIVER LINE UPDATE** - According to the July 12th *Arkansas Democrat-Gazette*, in an article by Randy Tardy, Union Pacific had gotten 11 bids on its White River line through northern Arkansas. The line was put up for sale or lease in early April, as noted in the *Railroader* (I never saw it mentioned in the *Democrat-Gazette* until July, though). Rumors have it that Union Pacific may start to run its EMPTY coal trains northward to Wyoming along this line instead of the North Little Rock-Van Buren line, which would continue to handle the loaded coal trains. This would both cut congestion on the Van Buren sub, yet not tear up the tracks along the White River line. We'll see. There were no indications as to when the winning bid on the line would be released.

**DEPOTS ON HISTORIC REGISTER** - In early July, 26 historic railroad depots across Arkansas were listed on the National Register of Historic Places for the first time. The depots were nominated after the Arkansas Historic Preservation Program conducted a statewide survey of the structures in 1990.

The listed depots are located at: Decatur, Bellafonte, Arkadelphia, Gurdon, Magnolia, Wynne, Fordyce, McGehee, Ozark, Mammoth Spring, Hot Springs, Hope, Malvern, Direks, Nashville, Newport, Weldon, Clarksville, Walnut Ridge, Booneville, Leachville, Camden, Russellville, Atkins, Leslie and Benton. (*ARKANSAS DEMOCRAT-GAZETTE*, July 3, 1992)

**NEW RAILROAD CHARTERS** - In the July 6, 1992 edition of the *Arkansas Democrat-Gazette*, pointed out by club president John Hodkin, there have been two new railroad charters filed in the state: ARKANSAS MIDLAND RAILROAD CO., Inc, Jones Mill Industrial Park, Jones Mill, Arkansas and ARKANSAS RAILROAD INC, RR 2, Box 325, Ward, Arkansas. These charters were filed between June 12 and June 22.

**GN&A STILL RUNNING** - According to Dick Davis, the Graysonia, Nashville and Ashdown shortline is still running under its own name. The merger with KCS has not taken place yet. Dick also said the best time to see the GN&A run would be at 8 AM in Nashville.

**ROCK ISLAND DOODLEBUG DAYS** - (Booneville) - On June 27, the "Doodlebug Funfest" was held in Booneville to help honor the famous Rock Island's Doodlebug passenger trains. Tracks have been taken up through Booneville years ago, but the depot still stands and it has been placed on the National Register of Historic Places, along with 25 other depots across the state (see above).

L.T. Walker attended this festival in Booneville, along with other former Rock Island employees Bob Sullivan, Ralph Davis and E. H. Smith. In a front page story in the *Booneville Democrat* of July 8th, Tillman (dressed in his old Rock Island conductor's uniform) said he grew up in Ione, near Booneville and worked for the Rock for 35 years. He spent many hours on the Rock Island's many lines in Arkansas, including the one through Booneville.

Continuing their celebration, on July 24 and 25 Booneville will have the Doodlebug Follies at the Booneville High School, where many acts of old will perform. The people of Booneville will present a musical variety show based on the railroad era. A movie of the last run of the Doodlebug through Booneville will be showing as you enter the World of the Doodlebug. To quote the ad: "This special production will take you on a heartfelt journey ... to a place where only your hearts and minds can go."

For another memorable story related to the Rock, be sure to read L.T.'s story on page 11 on the "Lonely Hobo Grave" near the old roadbed at Magazine.

### GENERAL RAIL NEWS

**CIRCUS TRAIN WOES** - (Texas) - The recent rail strike, June 24, stranded the Ringling Bros. circus train in Louisiana for one day, but by June 29th, the train and circus were back on schedule. They will be touring West Texas throughout much of August. (Maury Gibson, Gulf Coast Chapter NRHS)

**RAIL STRIKE, 1992** - After a union stuck CSX Railroad, all the nation's railroads shut down on Wednesday, June 24, some saying it was a lockout by the railroads, others saying the unions were to blame. By Friday, June 26, Congress passed emergency legislation to stop the strike, which included a 35-day cooling off period with an arbitrator possibly deciding a winner-take-all agreement should the unions and the railroads not agree. President Bush signed the bill just after midnight, since it was already affecting much business, like automotive and poultry. Rail labor sees this as just another attempt to ram something down their backs and that all these last-minute arbitrations don't give the railroads any reason to make agreements with the unions in the first place.

Rail workers said they haven't had a contract in four years and are tired of the railroads not negotiating faithfully. Railroads tell it the other way (if anybody has some of the issues, one side or another, I'd sure like to see them). Many rail workers said they worked 12 hour shifts, some not getting but four hours sleep between shifts.

Amtrak's unions are bitter because they gave many concessions in years past to keep Amtrak afloat, but now seem betrayed. Amtrak said the unions agreed to the conditions.

*(Editorial by editor: These yearly strikes have got to stop. Trucks are already hauling more than they need to and don't need another excuse to take freight from the railroads. Strikes hurt railroads more than ever, management and unions. The public doesn't understand the importance of railroads and are only grateful that street crossing won't be blocked during a rail strike...they don't care about the railroads anymore and will not be sympathetic to the unions or to management. Short line railroads, many non-unionized, also would be hurt by more strikes, putting many out of business. So, what's the point? Keep the trains running and keep honest talks going, both sides should take a larger view of the situation.)*

**UP'S "E" UNITS** - According to Central Oklahoma Railfan Club's "The Dispatcher," Union Pacific will rebuild and upgrade its 3 E-units, including making their "B" unit fully operational.

**MAJOR DINNER TRAINS** - Again, according to "The Dispatcher" from an article in the Denver Post, here is a list of the major dinner trains running in the nation. Don't know if any recently went out of business:

**BLUE DIAMOND DINNER TRAIN**, Gowanda NY; **BROADWAY DINNER TRAIN**, Nashville TN; **EUREKAN DINING CAR**, Eureka Springs AR; **FREMONT DINNER TRAIN**, Fremont NE; **INDIANA DINNER TRAIN**, Indianapolis IN; **IOWA STAR CLIPPER**, Waverly IA; **MARYLAND ZEPHYR DINNER TRAIN**, Westminster MD; **MICHIGAN STAR CLIPPER**, Walled Lake MI; **MY OLD KENTUCKY DINNER TRAIN**, Bardstown KY; **NAPA VALLEY WINE TRAIN**, Napa CA; **NEW GEORGIA RAILROAD DINNER TRAIN**, Atlanta GA; **NEWPORT STAR CLIPPER**, Newport RI; **NORTH COVE EXPRESS DINNER TRAIN**, Southington CT; **SEMINOLE GULF RAILWAY DINNER TRAIN**, Fort Myers FL; **SPIRIT OF WASHINGTON**, Renton, WA; **SUNSET LIMITED**, Owego NY; **THE TEXAS DINING TRAIN**, San Antonio TX; **WATONGA CHIEF**, Watonga OK; **WINE COUNTRY DINNER TRAIN**, Paw Paw MI.

Sample passenger car weights: RI #433 "St. Paul", lightweight diner, 127,000 lbs; CB&Q 900 "Silver Light," lightweight baggage car, 131,830 lbs; CB&Q 4713 "Silver Forest," lightweight chair car, 114,955 lbs; RI "Minneapolis" heavyweight sleeper, 184,000 lbs.

from "The Mixed Train" No. 5, 1992

**MORE ROCK ISLAND TRACK ABANDONED** - (McAlester, Oklahoma) - Union Pacific filed to abandon 46.5 miles of former Rock Island track from McAlester to Wewoka, Oklahoma on May 19. However, the state of Oklahoma probably will buy it, like it did other Rock Island track in the state. Max Carter of Oklahoma's Department of Transportation, said the branch was a high priority. UP gained control of the line when it merged with the MKT in 1988. The Katy had taken over the line when the Rock died. Should UP sell the line to the state, Carter said the Kiamichi Railroad would be the likely choice to operate it. (RAILS, June 12, 1992)

**NEW CLASS SYSTEM** - On June 17, the ICC raised the revenue thresholds of railroad classifications. Class I roads now must have revenue of \$250 million or more over three consecutive years (old limit was \$50 million); Class II roads must earn \$20 million to \$250 million (old limit was \$10 to \$50 million); Class III roads less than \$20 million (old limit was less than \$10 million). The Florida East Coast now becomes a Class II. (RAILS, June 12)

**KCS NOW ONLY NAME** - For years the KCS existed on paper as a number of former lines. Now it will be known only as the Kansas City Southern on all tariffs. The roads no longer in "existence" include: Louisiana and Arkansas; Arkansas Western; Fort Smith & Van Buren; Kansas & Missouri Terminal. The new tariff was published July 1. New station names and numbers will be assigned. Also, it is rumored that O.K. Feed mills in Fort Smith, Arkansas wants better service to Fort Smith and that Tyson Feeds in Waldron (Arkansas Western) wants daily service into Waldron. (RAILS, June 12 and "The Turntable", May 1992)

**SANTA FE/SP AID IN COMMUTER HOPES** - (Los Angeles) - In June, Santa Fe agreed to sell 336 miles of track to Los Angeles for commuter lines. The \$500 million sale would greatly increase commuter railroads in that area. Part of the deal forgave Santa Fe millions in loans made years ago by the county to upgrade SF's San Diego line. The county would also help Santa Fe upgrade other lines to be used for freight and passenger service. Commuter service could begin in late 1993.

Meanwhile, up in San Francisco, Southern Pacific proposed a 70-mile commuter train network in the East Bay area. SP would run trains on its tracks to Oakland from Fairfield. It would build a new station next to BART's Oakland station. Most rail companies turn a deaf ear to commuter train talk, but SP has been suffering financially recently (although turning around now) and probably realized the benefits of leasing tracks for commuter service. (Remember a few years back when SP fought the area to get rid of its commuter trains?) (LOS ANGELES TIMES, June 19 via Jim Johnson)

**D&RGW WINS BRONZE** - Southern Pacific's Denver & Rio Grande Western Railroad won the Edward H. Harriman Bronze Medal Safety Award for 1991. The road only had 5.47 accidents per 200,000 manhours.

**PRESCOTT, ARIZONA** has no more rails anywhere in the city limits. The last remaining rails of the Santa Fe's former Prescott branch were removed in April 1992. Prescott was first reached by rail in 1886. The branch was abandoned in 1984, but tracks remained in place until now. (Arizona Chapter's DESERT RAILS, June 1992)

## AMTRAK NEWS

**NEW LONG TRAIN** - Amtrak is slated to begin operations of a train from New Orleans to Jacksonville in April 1993. This will be an extension of the "Sunset Limited" and as I understand it, it will be the only coast-to-coast passenger train in the U.S. with cars running from Los Angeles to Miami. Time for the trip Los Angeles to Miami would be about 58 hours and the train would run through California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Florida. (*Amtrak News via Maury Gibson of Houston, Texas and my own Amtrak news release*)

**POTENTIAL NEW ROUTES** - Amtrak has completed a study on 13 potential new routes to areas presently without Amtrak service. The routes studied were: Denver-Oklahoma-Ft Worth/Dallas; Vancouver-Seattle-Los Angeles; Vancouver-Seattle-Portland; Chicago-Milwaukee-Green Bay; Chicago-Milwaukee-Madison; Minneapolis-Des Moines-Kansas City; Kansas City-Omaha; Cleveland-Columbus-Cincinnati; New York-Allentown-Harrisburg; New York-Roanoke-Knoxville-Chattanooga-Atlanta; New York-Columbia-Savannah-Miami; Seattle-Spokane-Billings-Cheyenne-Denver; Reroute the Pioneer and Desert Wind through northern Illinois, central Iowa and southern Wyoming; New service between Chicago and Oklahoma; New route between Chicago and Florida via Atlanta; New service between Boston and Portland, Maine.

The bottom line? "Amtrak is not in a position to consider implementing such an expansion of its route system with resources it has available today." The whole study was requested in the Amtrak Act of 1990 of Congress.

I reprinted Amtrak's financial results and forecast ridership on the next page for each of the routes.

### AMTRAK RIDERSHIP BY ROUTE/AREAS

	APR 91	APR 92	%CHANGE
NORTHEAST CORRIDOR	932,155	912,936	-2.1%
SHORT DISTANCE	413,627	510,760	+23.5%
LONG DISTANCE	463,183	527,805	+14.0%
("Eagle")	15,992	18,046	+12.8%
("Sunset")	8,496	8,821	+3.8%
("City of New Orleans")	16,889	17,999	+6.6%
SPECIAL TRAINS	2,700	4,480	+65.9%
<b>TOTAL</b>	<b>1,811,665</b>	<b>1,955,981</b>	<b>+8.0%</b>

	OCT 90- APR 91	OCT 91- APR 92	%CHANGE
NORTHEAST CORRIDOR	6,457,043	5,959,630	-7.7%
SHORT DISTANCE	2,871,893	2,917,232	+1.6%
LONG DISTANCE	3,307,267	3,328,871	+0.7%
("Eagle")	117,595	113,718	-3.3%
("Sunset")	53,393	56,574	+6.0%
("City of New Orleans")	115,640	110,477	-4.5%
SPECIAL TRAINS	40,121	36,196	-9.8%
<b>TOTAL</b>	<b>12,676,324</b>	<b>12,241,929</b>	<b>-3.4%</b>

# Here's one thing that *does not* cause higher prices

**F**OR many reasons, the prices of most things you buy are higher today.

But railroad freight rates are not one of the causes.

The fact is, railroad freight rates generally are not higher today than before the war. Many are actually lower, and the average amount received by the railroads for each ton they haul is the lowest in the past quarter-century.

At these low rates, the railroads are called upon to meet the increased operating costs due to higher wages and higher prices for what they buy. They are also, of course, paying increased taxes.

And we think this further fact is important to know.

The strain of war is wearing out railroad equipment—wearing out cars, locomotives, and the tracks over which more than 1½ million tons of freight move a mile every minute of the day and night.

Some day, all this will need the sort

of replacement which is not possible in these days of war shortages. It will take billions of dollars to do that job—just as it took billions to bring the railroads to their present high efficiency.

To do this with railroad money, the railroads must therefore have a chance now to provide for the future, so they can keep on furnishing America with the finest transportation in the world.




  
**ASSOCIATION OF AMERICAN RAILROADS**
  
**AMERICAN RAILROADS**
  
 ALL UNITED FOR VICTORY

Amtrak had an average of 190.9 passengers on its trains at any one time in APR 1992 compared with 176.3 on board in APR 1991, an increase of 8.3%. (The "Eagle" had an average of 189.4 on board at any one time in APR 1992 compared with 178.1 in APR 1991, an increase of 6.4%).

Amtrak was on time 77.7% of the time in APR 1992 compared with 77.0 percent in APR 1991. The "Eagle" was on time 71.7% of the time in APR 1992 compared with 71.9% in APR 1991.

**NEWS UPDATED** through JULY 15, mailed at the end of July. **DEADLINE** for the September newsletter is August 15.

#### Financial Results and Conclusion

The tables below list the routes discussed in the report, in order of initial annual federal subsidy required, and their related performance measures.

Short Distance Service	Incremental Subsidy (000's)	PM/TM	STAP(L)/PM
Minneapolis-Kansas City (1)	(\$835)-\$926	39-59	(\$0.148)-(\$0.065)
Extension of the St. Louis/Kansas City Mule (1) (2)	(\$993)-\$14	84-94	(\$0.041)-(\$0.028)
New York-Harrisburg	(\$1,110)-(\$860)	87-102	(\$0.050)-(\$0.022)
Chicago-Madison (1)	(\$1,534)-(\$605)	55-83	(\$0.140)-(\$0.049)
Chicago-Green Bay (1)	(\$2,679)-(\$1,687)	43-64	(\$0.219)-(\$0.101)
Vancouver-Portland	(\$2,961)-(\$2,626)	82-101	(\$0.100)-(\$0.067)
Boston-Portland	(\$3,388)	54	(\$0.175)

Long Distance Service	Incremental Subsidy (000's)	PM/TM	STAP(L)/PM
Extension of the Sunset Limited to Miami (2)	(\$1,119)	182	(\$0.027)
Extension of the Lake Shore Limited to Cleveland-Columbus-Cincinnati (2)	(\$2,373)	233	\$0.006
Tri-Weekly Texas Chief Service Between Chicago and Dallas via Oklahoma	(\$3,285)	282	(\$0.039)
Daily Jacksonville-New Orleans Service	(\$6,099)	91	(\$0.100)
Daily Texas Chief Service Between Chicago and Dallas via Oklahoma	(\$8,443)	153	(\$0.103)
New York-Atlanta via Tennessee	(\$9,624)-(\$7,896)	62-72	(\$0.142)-(\$0.080)
Denver-Dallas via Oklahoma	(\$11,502)-(\$8,292)	94-156	(\$0.111)-(\$0.037)
Vancouver-Los Angeles	(\$12,848)-(\$8,208)	205-250	(\$0.016)-\$0.004
Reroute of the Pioneer/Desert Wind via Central Iowa and Southern Wyoming (2) (4)	(\$14,171)	182	(\$0.006)
Southern Montana Leg of the Empire Builder (2)	(\$15,352)-(\$12,632)	152-163	(\$0.042)-(\$0.033)
Restructured Silver Service (2) (3)	(\$20,250)-(\$10,644)	276-307	\$0.000-\$0.009
Chicago-Florida	(\$20,800)-(\$18,000)	131-194	(\$0.087)-(\$0.041)
Denver-Spokane via Southern Montana	(\$24,377)-(\$22,619)	49-73	(\$0.406)-(\$0.243)

(1) Annual subsidy amounts include the impact of connecting revenue to/from other trains. PM/TM and STAP(L)/PM are for the local service only, and do not reflect connecting ridership on other services.

(2) Performance measures (PM/TM and STAP(L)/PM) reflect the resulting performance of total route: i.e. existing Amtrak service on this route plus the impact of the route change evaluated. Subsidy shown is only for the incremental annual subsidy resulting from the service change.

(3) Figures reflect the net change in result for all three trains: Silver Star, Silver Meteor, and New York-Florida via Charlottesville.

(4) Figures reflect the net change in result for all three trains: California Zephyr, Desert Wind, and Pioneer.



special membership categories and given additional recognition and privileges. These proposed categories are:

A. Friend of the NRHS	\$50
B. Sustaining	\$75
C. Contributor	\$100
D. Sponsor	\$500
E. Patron	\$1000

Fourth, the Committee recommended the implementing of Corporate Memberships which would be as follows:

A. Corporate Members	\$500
B. Corporate Contributor	\$1000
C. Corporate Sponsor	\$2000
D. Corporate Patron	\$5000

If I am correct in my thinking on this category, the Corporate Membership would not be an annual thing but a one-time contribution.

There is also a proposal for Institutional Dues whereby a company (institution) would join the NRHS, allowing their employees to join under the umbrella of the organization. A reduced rate would be given because The Bulletin could be shipped in bulk to one address and dues would be paid all at one time by one check.

Life Memberships have also been suggested and that is still under study. This would be different from the above mentioned Senior Life Membership.

The Committee also looked at a proposal for a Senior Citizens Dues, but ruled it was not practical.

No action was taken on the proposals of this Committee, they were only presented as ideas to be discussed in the future. If members of the Little Rock Chapter would like to comment on any of these, please let me know so that I can present them to the Committee or at the next meeting I attend.

I voted in favor of the proposed revisions for the 1992 budget. It was passed. Below is listed the Income and Expense Summary for the Year To Date as of the end of February. (This includes the preceding four months of the Fiscal Year).

#### INCOME SUMMARY

Dues	\$185,085.00
Interest	3,217.26
Other Operating Income	2,433.16
Non Operating Income	3,768.30
<b>Total Income</b>	<b>\$199,503.72</b>

#### EXPENSE SUMMARY

The Bulletin	\$33,471.59
Other Publications	728.97
Membership Services	13,681.21
Staff Expenses	6,850.21
Meeting Expenses	12,305.62
Rent	10,963.03

Admin. Ofc. Exp	1,701.00
Salaries	4,887.96
Bonds, Insur., Svc chgs	787.11
Corporate Expenses	1,175.91
Advertising	975.45
Convention Expenses	4,464.02
Emblem Sales Exp	1,645.00
Plaques - Awards	805.35
Libraries	628.87
Grants - Aid	1,368.07
Acquisitions	1,936.98

Total Expenses \$98,376.35

**FUNDS ON HAND \$234,203.94**

#### DISTRIBUTION, FUNDS ON HAND

Blackhawk St Bank Check	\$2,379.40
Blackhawk St Bank C.D.	75,000.00
1st Natl Moline C.D.	80,000.00
1st Am Quad Cit Int	76,824.54

Total Distribution \$234,203.94

At Savannah, we also voted on the selection of Board Meeting Locations for 1994. We will vote on 1995 sites when the meeting is held in Little Rock next Spring. The Southern Nevada Chapter in Las Vegas and the St. Louis Chapter placed their bids for the Spring Meeting. While I would like to have gone to Las Vegas for their meeting, the city of St. Louis will be celebrating the 100th Anniversary of their Union Station in 1994. The Society has been invited to participate in a special celebration which will be held at the Station during our Meeting there and to place a plaque on the structure of the building. Other factors would have swayed a vote toward Las Vegas, but given the nature of this historic event, I voted for St. Louis. I hope we can have a meeting in Las Vegas in the future because they have the makings of a fine museum there, plus, they have lost out two years in a row, that I know of, in their bid.

The Long Island - Sunrise Trail Chapter ran unchallenged for the Fall Meeting.

Bits and Pieces from the Meeting: The National Convention Manual is still being revised. The NRHS placed commemorative plaques at Horse Shoe Curve on April . . . and in May (somewhere) in Indiana in recognition of their conversion of 14,000 miles of Narrow Gauge track to Standard Gauge in the 1890's. Three GGI's are for sale in New Jersey. If they are not purchased by someone or a group, they will be scrapped - what a shame! A fax machine is being purchased and installed at the National Office in Philadelphia so that researchers can be sent information right away when they need it.

We were given a News Release to be given local newspapers. Unfortunately, since we are down to one newspaper, they did not see fit to print it.



**JOIN THE ARKANSAS RAILROAD CLUB**

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly. Views expressed in the RAILROADER are not necessarily those of the Arkansas Railroad Club.

       RENEWAL             NEW MEMBER             CHANGE OF ADDRESS

YOUR NAME \_\_\_\_\_

YOUR ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE NUMBER ( ) \_\_\_\_\_

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

ARKANSAS RAILROAD CLUB - Treasurer  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

The Arkansas Railroad Club presents  
**THE RIVER CHALLENGER**

Little Rock to Van Buren, Arkansas  
Tuesday, September 1, 1992

Come join us on a rare-mileage train excursion behind Union Pacific's famous #3985 (*4-6-6-4 Challenger*) on Tuesday, September 1, 1992. The trip will be over Union Pacific's freight-only Little Rock to Van Buren line, going through the Conway tunnel and along the scenic Arkansas River for part of the route. Photo run bys will be provided, so you can get off the train and photograph it as it moves past. The train will consist of Union

Pacific's yellow fleet of top-notch passenger cars, all air-conditioned, of course, plus a dome car and lounge car (dome car seating will be reserved and extra-fare). Union Pacific is known for its excellent passenger excursion equipment, the best in the industry.

Boarding location and exact departure time will be sent out with your tickets. A box lunch will be provided to all ticket holders, as NO COOLERS OR ICE CHESTS will be allowed on the train.

The Arkansas Railroad Club cannot assume responsibility for missed travel connections and ticket purchasers are to abide by all requirements and conditions of the Union Pacific Railroad and the Arkansas Railroad Club. We are not liable for any inconvenience caused by trip cancellations or delays or changes in equipment, including changes in motive power, or changes in schedule or anything else beyond our control. REFUND POLICY: NO refunds will be made AFTER AUGUST 1, 1992 unless the trip is cancelled or unless we can re-sell your ticket(s)

PLEASE SEND \_\_\_\_\_ Train tickets (coach) from Little Rock to Van Buren @ \$102.50      \$ \_\_\_\_\_  
 \_\_\_\_\_ Train tickets (DOME) from Little Rock to Van Buren @ \$132.50      \$ \_\_\_\_\_  
 (May we substitute Coach for Dome if Dome is sold out?)      YES/NO  
 \_\_\_\_\_ Return chartered, air-conditioned bus tickets to Little Rock @ \$15      \$ \_\_\_\_\_  
TOTAL      \$ \_\_\_\_\_

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_



CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

**SEND ORDERS TO:** Tickets - Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Please include a stamped, self-addressed envelope. We will mail your tickets to you.

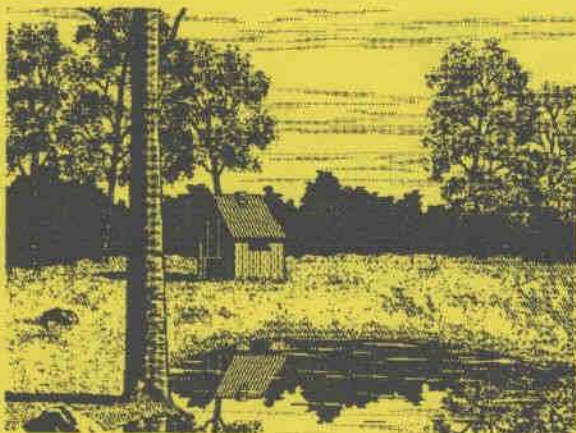


**ARKANSAS RAILROAD CLUB**  
**PO BOX 9151**  
**NORTH LITTLE ROCK AR 72119**

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<p><b>AUGUST 9</b> - Regular Club meeting, <b>UNION STATION</b>, Markham &amp; Victory Street, Little Rock, 2 PM. A tour is planned.</p>	<p><b>OCTOBER 11</b> - Regular Club meeting, Twin City Bank, North Little Rock, 2 PM.</p>
<p><b>SEPTEMBER 1</b> - 3985 North Little Rock-Van Buren Excursion.</p>	<p><b>NOVEMBER 8</b> - Regular club meeting, TCB, 2 PM.</p>
<p><b>SEPTEMBER 13</b> - Regular club meeting, Twin City Bank, North Little Rock, 2 PM.</p>	<p><b>DECEMBER</b> - Annual Christmas party, Spaghetti Warehouse, Little Rock.</p>
	

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Please be aware that some of these dates could change. Use as reference only. Thanks.



Attn: Ken Ziegenbein, Editor  
**ARKANSAS RAILROAD CLUB**  
 PO Box 9151  
 North Little Rock AR 72119-9151

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AUGUST 1992