



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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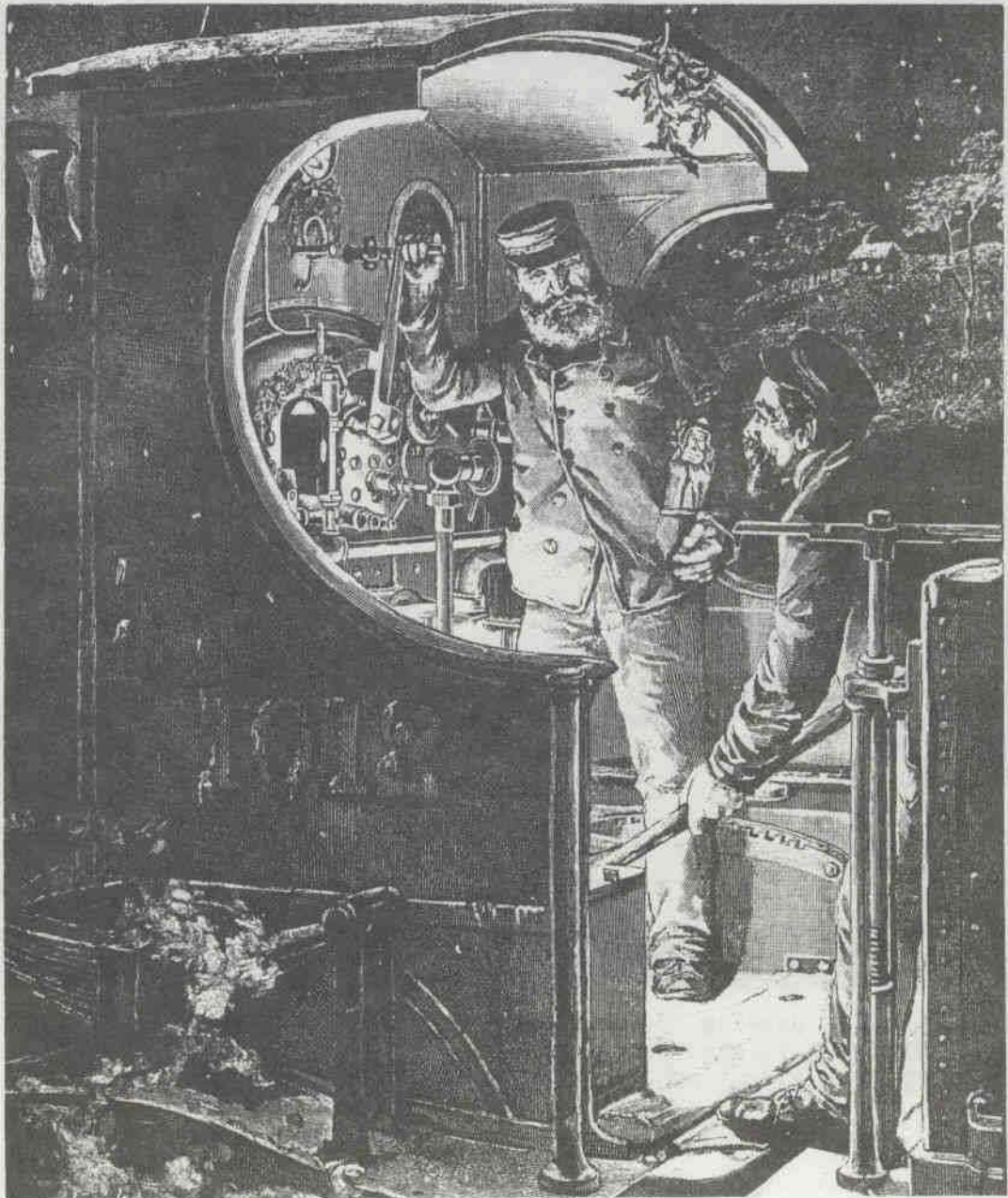
DECEMBER 1991



ROCK ISLAND No. 94 passing Fordyce Tower in Fordyce, Arkansas in the 1940s. It is here where the Rock Island (now Fordyce & Princeton) crosses the busy east-west main of the Cotton Belt. (Photo by former SSW employee P.B. Wooldridge)



HAPPY HOLIDAYS, although the soldiers aboard this troop train going through Fordyce during a winter in the mid 1940s may not have thought so. We should be thankful we have such scenes to remember! (P.B. Wooldridge photo)



BAGGAGE PAID FOR A RAILROAD - (FORWARD)

by: Gene Hull

Our story concerns the far northern land known as Yukon Territory during the great gold rush in 1898. As a background against which this tale will be presented, we will use a few verses written by a fellow who actually was there when it happened.

The following verses were written by Robert W. Service, and are part of his poem - THE TRAIL OF NINETY-EIGHT.

*We landed in wind-swept Skagway. We joined the
weltering mass.
Clamoring over our outfits, waiting to climb the Pass.
We tightened our girths and pack straps; we linked
on the Human Chain.
Struggling up to the summit, where every step was
a pain.*

*Gone was the joy of our faces, grim and haggard and pale;
The heedless mirth of the shipboard was changed to the
care of the trail.
We flung ourselves in the struggle, packing our grub
in relays.
Step by step to the summit in the bale of the winter
days.*

*Floundering deep in the sump-holes, stumbling out again;
Crying with cold and weakness, crazy with fear and pain.
Then from the depths of our travail, err our spirits were broke,
Grim, tenacious and savage, the lust of the trail awoke.*

*"Klondike or bust!" rang the slogan; every man for his own.
Oh, how we flogged the horses, staggering skin and bone!
Oh, how we cursed their weakness, anguish they could not tell,
Breaking their hearts in our passion, lashing them on till they fell.*

XX

*Thus toiled we, the army of fortune, in hunger and hope and despair,
Till glacier, mountain and forest vanished, and, radiantly fair,
There at our feet lay Lake Bennett, and down to its welcome
we ran.
The trail of the land was over, the trail of the water began.*

This is the tapestry against which the story of our railroad is laid. A worse struggle is hard to imagine - the rush for gold, or the building of the railroad.

BAGGAGE PAID FOR A RAILROAD

by: Gene Hull

It was getting late in the evening of 16 weeks earlier, the sun had set at 11:30 p.m., August 1897. Three weary men were making camp in a lonely wilderness, where just six and about two hours later it rose again. George Washington Carmack, Skookum Jim

and Tagish Charley were on the bank of Rabbit Creek. They were exhausted from climbing over fallen trees and clambering through underbrush interlaced with brier roses and raspberry bushes. Earlier in the day they had floundered through a boggy swamp, jumping from clump to clump of partially solid earth. Occasionally slippery moccasins sent them into glacial ooze reaching nearly to their hips. Swarms of gnats and mosquitoes enveloped them like clouds of smoke.

All this physical self-torture was justified when Skookum Jim dug from the creek bank a thumb-sized nugget of pure gold.

The men were in the Canadian Yukon Territory where the north-flowing Rabbit Creek joined the west-flowing Klondike River, and about a mile east of the fabulous Yukon River. Rabbit Creek later was named Bonanza Creek.



The stupendous Klondike gold rush was born that evening. Within a few days a crude townsite was staked out at the junction of the Klondike and Yukon rivers. The legendary town of Dawson also was born.

North to Alaska,
the rush was on!

Dawson was about 1,100 miles upstream from the mouth of the Yukon River at the Bering Strait on the western shore of Alaska. Hordes of eager, impatient, gold-hungry stampedeers came up the stream on struggling riverboats and canoes. They came from half-around the world.

In the mad hysteria of the time, this 1,100 mile route was far too time consuming. Perusal of a good map showed that Lynn Canal, part of the beautiful, picturesque inland waterways north of Seattle and Vancouver, ended about 350 miles due south of the Klondike River. At the end of Lynn Canal sat the little town of Skagway.

In 1887, William Moore, a bankrupt ex-steamboat captain, left Victoria, British Columbia and headed for Alaska. His two

sons already were there, and had told him about an interesting notch in the rugged Coastal Range of mountains above the head of the 90-mile long fiord called Lynn Canal.

The 74-year-old boat pilot was fascinated by the possibilities of this mountain notch. William Ogilvie, the Canadian surveyor who marked the boundary between Alaska and Canada, directed Moore to survey a trail across the mountain barrier, passing through the notch. The trail was 45 miles long, a zigzagging, roller coaster, switchback route, often only a two-foot wide path on a ledge on a granite mountainside, hundreds of feet above canyons filled with boulders. Even at that time Moore said there was a treasure of gold along the Yukon.



Moore built a cabin at the foot of the mountains near the head of Lynn Canal. He would control this packhorse trail leading into the headwaters country of the Yukon River and its golden treasure.

His prophecy came true. Skookum Jim found his nugget, the news spread far and wide and the stampede was on. A steamboat landed in the shallow waters at the shore of Lynn Canal on 26 July 1897. A horde of scrambling men, yelping dogs and kicking horses rushed ashore.

The exultant captain tried to explain the use of his trail was promptly overrun in mass confusion. Tents and shacks appeared magically, a townsite was roughly laid out. Thus it was that Skagway was born near the foot of the mountain barrier. After a four-year court battle, Capt. Moore collected 25 percent of the assessed value of every lot in town.

The name of Skagway evolved from an Indian word - SKAGUS - meaning "home of the North Wind."

The notch in the mountain crest was named for Sir Thomas White, Canadian Minister of the Interior. Since then it has been called White Pass. Skagway mushroomed with a population of 15,000.

The struggle across the mountains began with heavily loaded packhorses. Along high, narrow ledges packs rubbing against the rock

cliff forced horses to stumble off the trail. Hundreds of feet below thousands of dead horses lay. Vultures soon left nothing but skeletons. One such place became known as Dead Horse Gulch. In the fall of '97, more than 5000 men and women crossed White Pass. Winter stopped traffic on the trail in September.

A sudden freeze-up on the Yukon River caught many miners in Dawson. No riverboats were moving. Food supplies ran low. Many people tried to reach Ft. Yukon, built 300 miles down the river by the Hudson Bay Company as a trading post. Others tried to cross White Pass. Quite a few froze to death.

In spite of this, civilization came to the Yukon country.

Traffic on the trail was slow, dangerous and inefficient. The demand for better



transportation was growing. There was even a suggestion that a railroad should be built out of Skagway. A group of British financiers sent Sir Thomas Tancrede to explore the route for a railroad. He reported - NO WAY!

Michael J. Heney, a Canadian railway builder, had accompanied Tancrede, and he said if he were given sufficient money and laborers he would lay rails from Skagway to Whitehorse, 110 miles north in Yukon Territory at the headwaters of navigation on Yukon River. He would use the Dead Horse Trail over White Pass.

In the spring of 1898, the White Pass & Yukon Railway Company, Ltd. was organized in Canada. Forming the company was a bit complicated, since the route lay in three political divisions - U.S. Territory of Alaska; British Columbia; and Yukon Territory. This required three separate railroads - Pacific & Arctic Railway and Navigation Company in Alaska; British Columbia Yukon Railway in British Columbia; and British Yukon Railway in Yukon Territory.

A railroad to Whitehorse would kill the spectacular and historic Dead Horse Trail over White Pass. This would be a godsend for prospectors eager to reach the "land of the midnight sun," where, in the fall, streams of water leaped and gurgled down the mountainsides. The hills were beautiful shades

of crimson, purple and brilliant green, all painted by the frosty brush of coming winter.

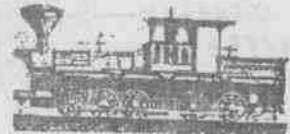
Skookum Jim would not mourn the trail's passing. In '96 he carried 150 pounds of bacon across the pass to camp on the Klondike.

Construction of the railroad began when materials arrived at Skagway on 27 May 1898. By 21 July a passenger train was running four miles north out of Skagway. This was the first train in Alaska. Construction gangs also began work at Whitehorse, headed south to meet the ones cutting and blasting their way across White Pass. The road was to be laid with a gauge of three feet.

Crossing the Coastal Mountains was a contest of physical endurance on the part of the workers, and of patience for the contractors. In many places men were lowered by rope slings down the face of a granite mountain cliff to hand-drill holes for powder and fuses. A shelf was blasted just wide enough to carry the track.

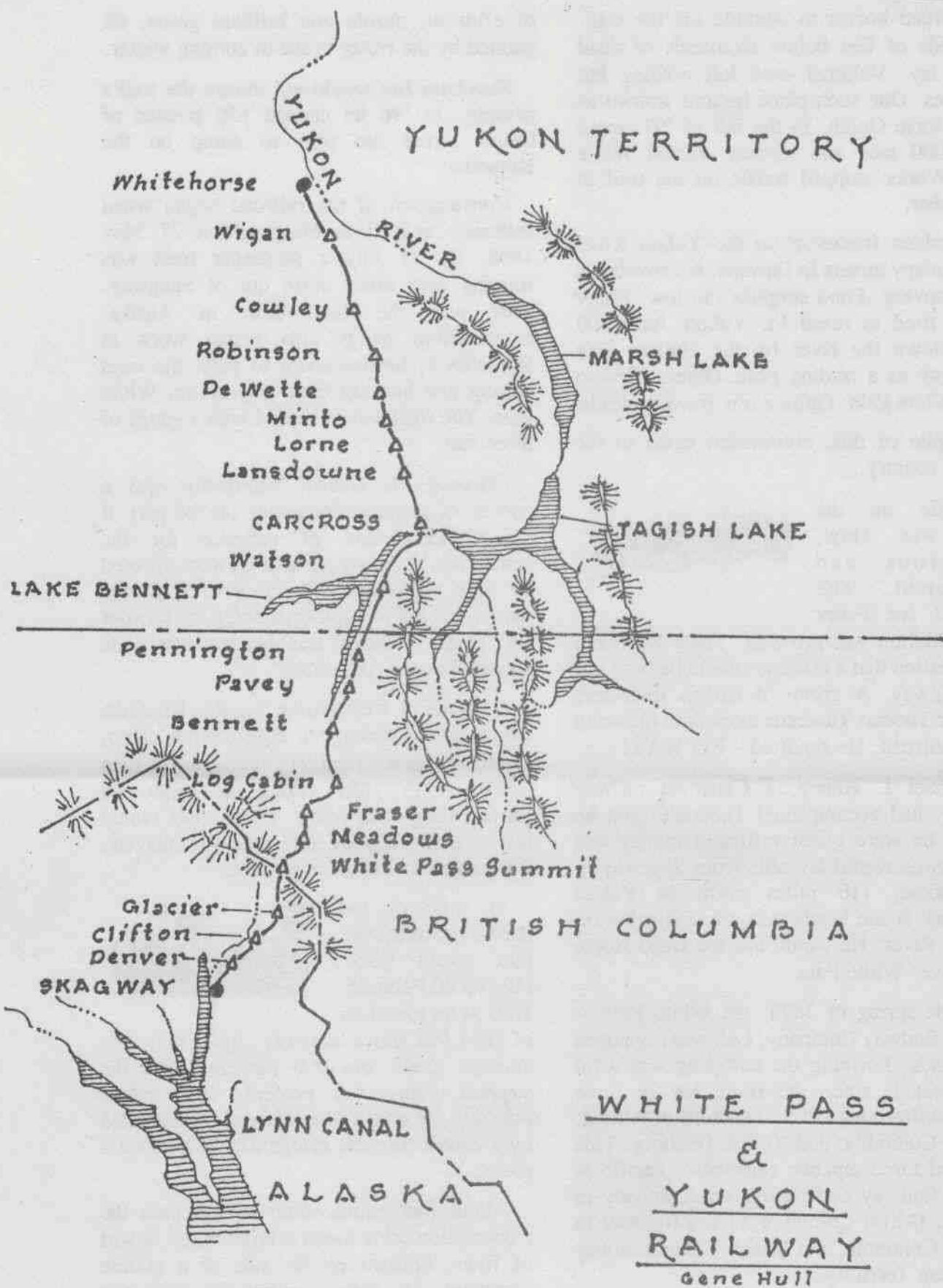
News of a fresh strike on the Klondike would sweep through a construction camp, and there was a scrambling exodus as the men headed north, often taking the picks and shovels they were using. Those tools would just as easily dig for gold dust and nuggets. Bosses had to import more men.

In spite of the hardships, rails were laid across White Pass on 20 February 1899 at an elevation



of 2885 feet above Skagway. In 21 miles the average grade was 2.6 percent, with the steepest being 4.0 percent. Just before reaching the pass a deep canyon was spanned by a cantilever steel bridge 215 feet above a creek.

About four miles south of the pass the construction crew found a large bulge, a sort of flying buttress on the side of a granite mountain. The ledge carrying the track was about 1,000 miles above Glacier Gorge, also known as Dead Horse Gulch. The buttress was too large to blast away. The only answer was a tunnel. The 300-foot hole was made, and at the south end it opened into a deep crevice in the face of the granite slope. Men were lowered in the crevice by ropes to blast



out spaces for the footing of timber supports of a long wood trestle.

When the rails reached the summit at White Pass on 20 February 1899, freight and passenger service began between Skagway and Whitehorse, even though the road was not complete. North from the pass horsedrawn wagons and sleds were used. The initial cost of \$12 million was recovered before rails were laid to Whitehorse.

As rails were laid northward from the pass, the highest point on the road was reached at a place called Log Cabin at an elevation of 2916 feet. There used to be a fair-sized town here, which was headquarters for the Northwest Mounted Police, and Canadian Customs office. It was in British Columbia, at milepost 33 from Skagway. The town had deteriorated until, by the time the rails arrived, it was simply Log Cabin.

Twenty miles north of White Pass, the rails reached the head of Lake Bennett. It was here the swarm of prospectors stopped to build boats, rafts and other crude crafts to negotiate Bennett Tagish and March lakes on their way down the Yukon to the diggings on the Klondike. A station here was called Bennett.

Rails followed the east shore of Lake Bennett, one of the most beautiful of many lakes in the area. It was 26 miles to the north end of the lake, and a narrow stream connected Bennett to Tagish Lake. Since ancient times this narrow waterway was a natural crossing for the great herds of caribou during migration. It was called Caribou Crossing. A station was established on the railroad, and it was CARCROSS.

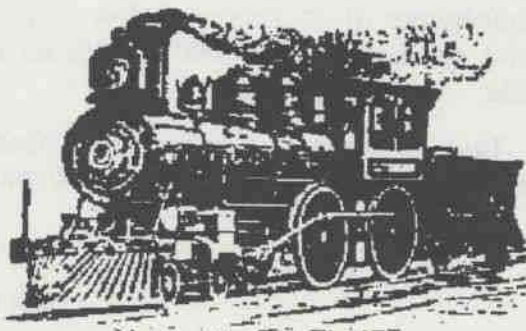
It was here, on 29 July 1900, that the construction crews met and the last spike of the White Pass & Yukon was driven.

The fabulous Klondike mining area sent ores of gold, silver, lead, copper and zinc out over the narrow gauge WP&Y to Skagway. The little teakettle engines strained and wheezed to lift freight and passengers back and forth between Skagway and Whitehorse, 110.4 miles apart.

The WP&Y was the most northerly railroad in North America. It ran through a terribly harsh, but incredibly beautiful land. In summer, which was very brief, the sun at midnight hung just below the horizon, leaving the land bathed in eerie blue-white light. Soon the sun rose above mountain crests, spreading an advancing tide of shimmering rose-tinted light. Often there were awesomely beautiful streamers of cold light flashing in the night sky - the Aurora borealis, or northern lights.

As vicious winter storms spread heavy blankets of snow, the rail officials saw the road lay idle and quiet. Larger muscles were needed in the motive power department. To help save the struggling road, a new Mikado,

No. 70, arrived from Baldwin in 1938. Next year, sister Mike No. 71 showed up. A couple of used 2-8-2's came from the Sumpter Valley Railway in Oregon in 1940.



The Yukon area, indeed, all of Alaska, was left naked and defenseless that awful day of 7 December 1941, when Japanese bombs fell on Pearl Harbor. If the vulnerable sea route between the U.S. and Alaska were severed, the 100 U.S. fighter planes stationed in Alaska would be easy targets without supplies. There had to be a defensible land route. Thus, the Alaska Highway came into being, reaching 1,500 miles from British Columbia to Fairbanks, Alaska.

Early in 1942, Whitehorse was a principal point of construction. Supplies landed at Skagway and went north on the White Pass railroad. The little road was rather decrepit, and there were fewer than a dozen steam locomotives. Even so, 281,962 tons of freight were moved in 1943.

The U.S. Government leased the railroad for the duration of the war. The 770th Railway Operating Battalion took over train operations using WP&Y employees. Locomotives from the U.S. headed north from the East Tennessee & Western North Carolina, Colorado & Southern, Denver & Rio Grande Western and Silverton Northern. Whitehorse became a military camp.

Beginning in March 1942, the Alaska Highway was built in nine months.

As was the case with many railroads after the war, the White Pass road was in poor financial condition. It was bankrupt in 1951. On 4 September 1951 the White Pass & Yukon Corporation, Ltd. was incorporated in Canada to acquire the White Pass & Yukon Railway Co. for L1,150,200 in cash and 500,000 shares of common stock of the three operating companies.

The steam locomotives were exhausted. It was decided to begin buying diesel engines built to special specifications. They would have to buck heavy snows, operate from sea level to more than 2900 feet in elevation at a temperature of 65 degrees below zero, and have no more than 27,000 pounds on each axle.

Two such engines came up from General Electric in 1954. They could take 410 tons to

Whitehorse without a helper. Additional engines arrived before the end of 1956, when complete dieselization of the main line was completed. The last steam engine retired 30 June 1964.

The "gold rush narrow gauge" survived to join the diesel age.

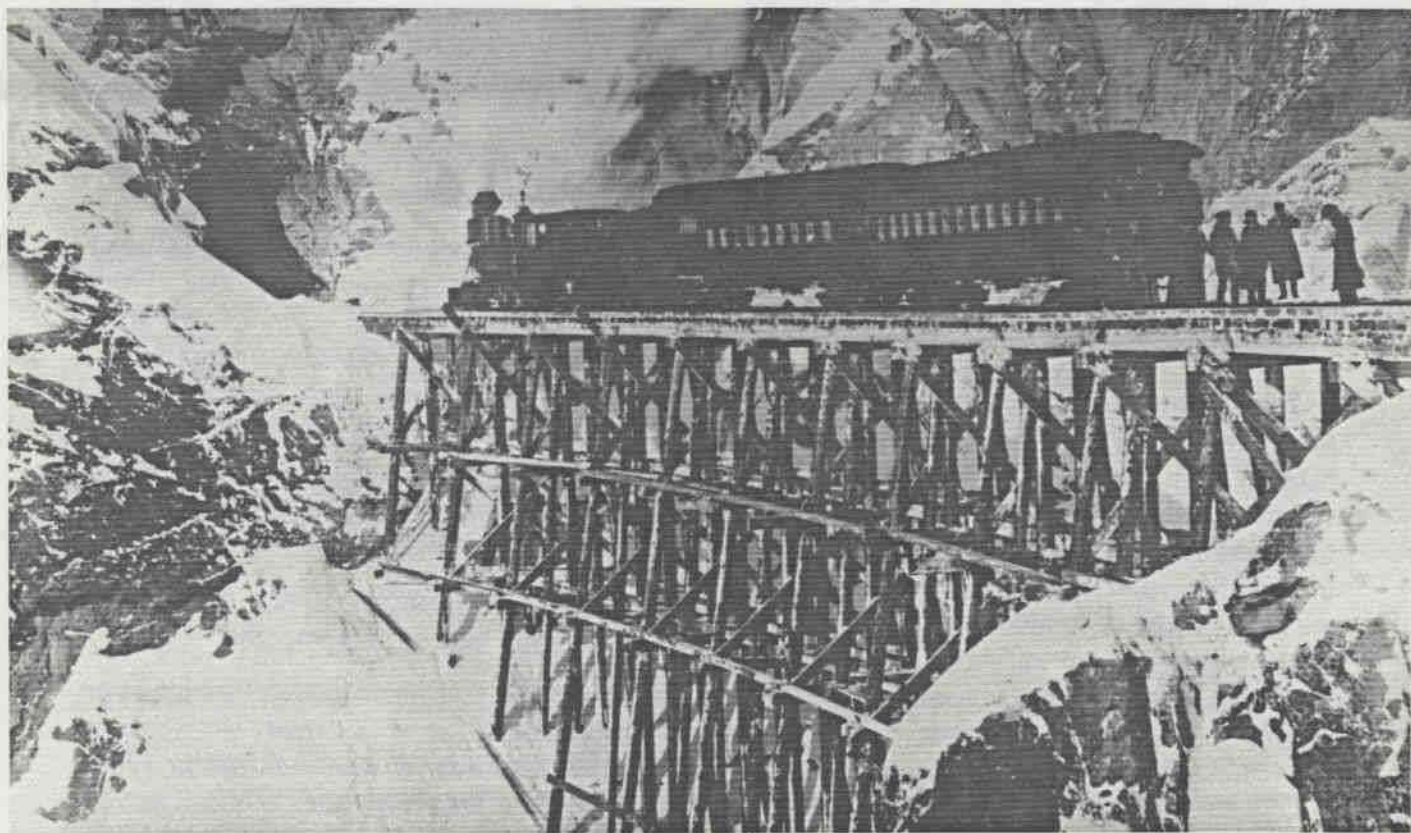
Near the station of Carcross a stone pyramid was erected and a bronze plaque was attached 29 July 1965.

THE GOLDEN SPIKE

Construction of the White Pass & Yukon Railway began on May 27, 1898 at Skagway, Alaska, during the height of the great Klondike Gold Rush.

Undaunted by those who said the railway could not be built, a small group of devoted White Passers composed of Contractor Michael J. Heney; Chief Engineer "E. C." Hawkins; Assistant Chief Engineer John Hislop, and the railway's first president, Samuel H. Graves, pushed the work to completion. After overcoming almost insurmountable construction problems, the last rail was laid at this spot on July 29, 1900. On that day "The Golden Spike" was set in place and with a cheering boisterous crowd of Alaskan and Yukoners in attendance, Samuel H. Graves drove it home. The job was done.

To the thousands of men who gave their strength and talent to the construction of the White Pass & Yukon Railway, this plaque is respectfully dedicated on the 65th anniversary of the White Pass & Yukon Route's "Golden Spike."



White Pass & Yukon 1st passenger train at tunnel above Dead Horse Gulch, four miles south of White Pass on 20 February 1899. (Gene Hull collection)

FORM
19

Form 19-143 Revised—Jan. 23, 1951

Printed in U. S. A.

FORM
19

WHITE PASS & YUKON ROUTE

TRAIN ORDER NO. 6 July 3 19 64

To C. & N. 1102

To _____

To _____

To _____

X _____ AT Barcross

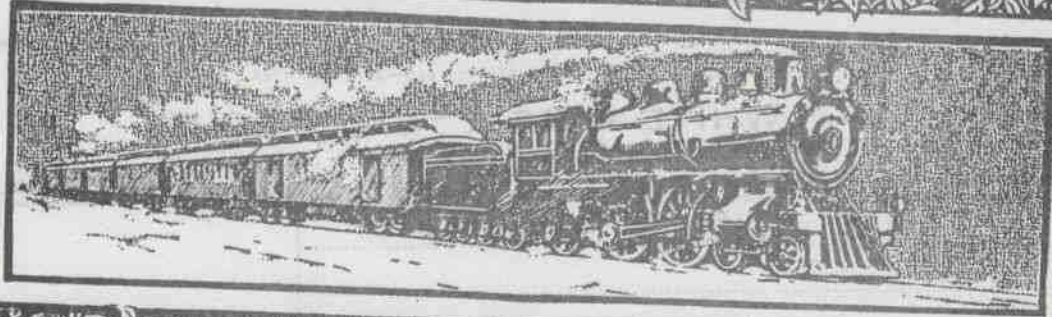
_____ OPR. _____ M.

1102 Eng 96 - meet passenger 92
north at Pennington instead of
Perry.

M.P.T.

MADE BY C. K. Miller TIME 10:29 A.M. Adelle M. Murphy SUPT. OPR.

CONDUCTOR AND ENGINEERMAN MUST EACH HAVE A COPY OF THIS ORDER



IT IS
JUNE
in
California

You may think it is February; and so it is—in the East. But it is June in California. The air is warm, the hills and valleys are green, the orange and lemon trees are laden with fruit—and the sun's rays glitter on a summer sea. It is June in California. Men and women, dressed in the lightest of summer garb, spend all day and every day in the open air—golfing, fishing, driving, riding, bathing, walking or, best of all, watching the sun sink into the sea. Join them. Leave to-night on

The Golden State Limited

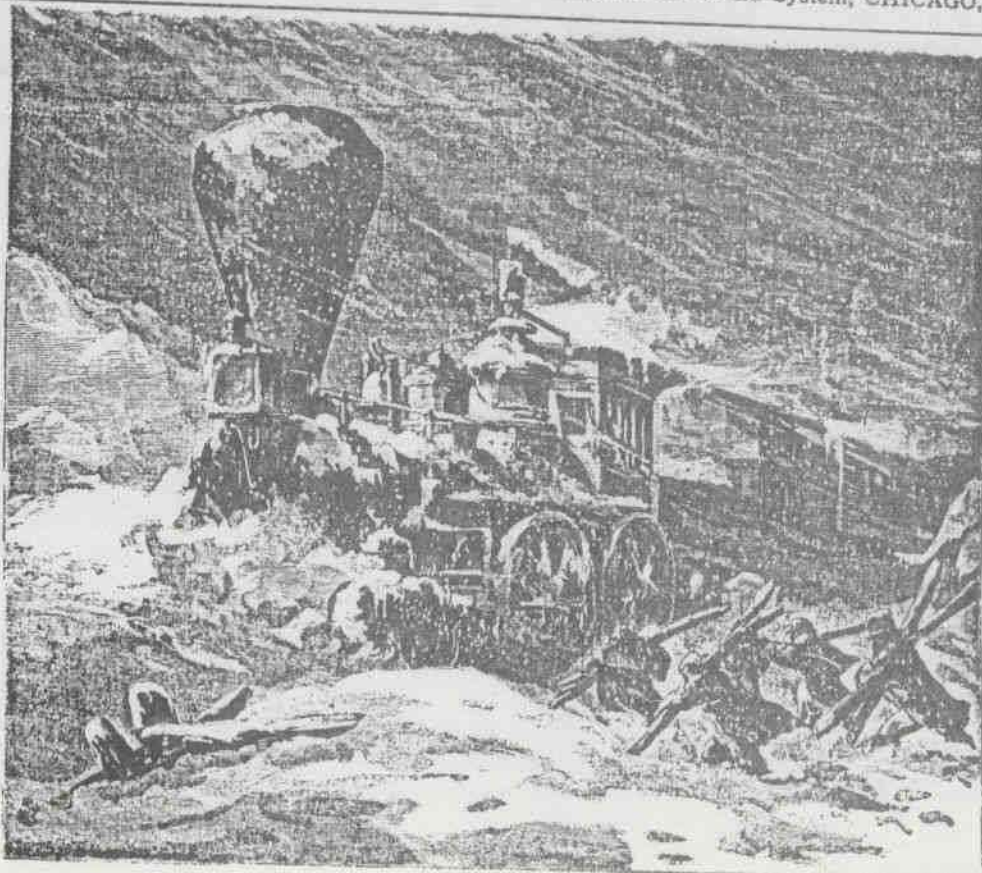
and in less than three days you will be in Los Angeles. The Golden State Limited is the newest and finest of trans-continental trains. It is fast becoming the most popular. Leaves Chicago 7.00 p. m., Kansas City 9.50 a. m. daily, until April 14. Runs via El Paso—in sight of Old Mexico.

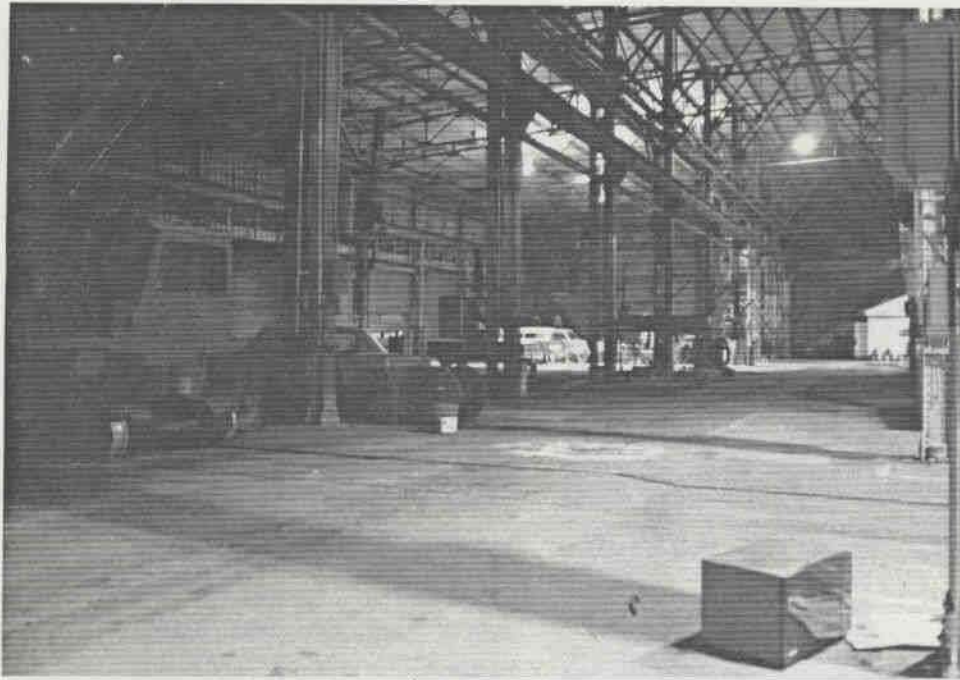
Descriptive literature at principal ticket offices in the United States and Canada or can be had by addressing the undersigned:

L. M. ALLEN, General Passenger Agent, C. R. I. & P. Ry., CHICAGO, ILL.

GEO. H. LEE, General Passenger Agent, C. O. & G. R. R., LITTLE ROCK, ARK.

JOHN SEBASTIAN, Passenger Traffic Manager, Rock Island System, CHICAGO, ILL.



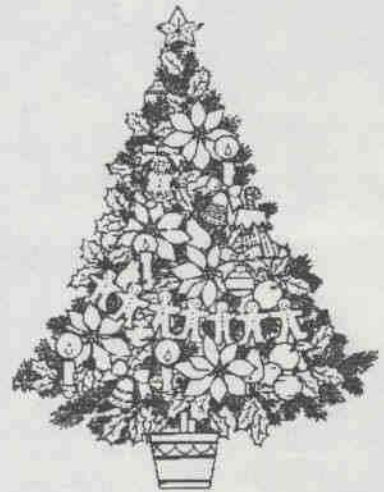
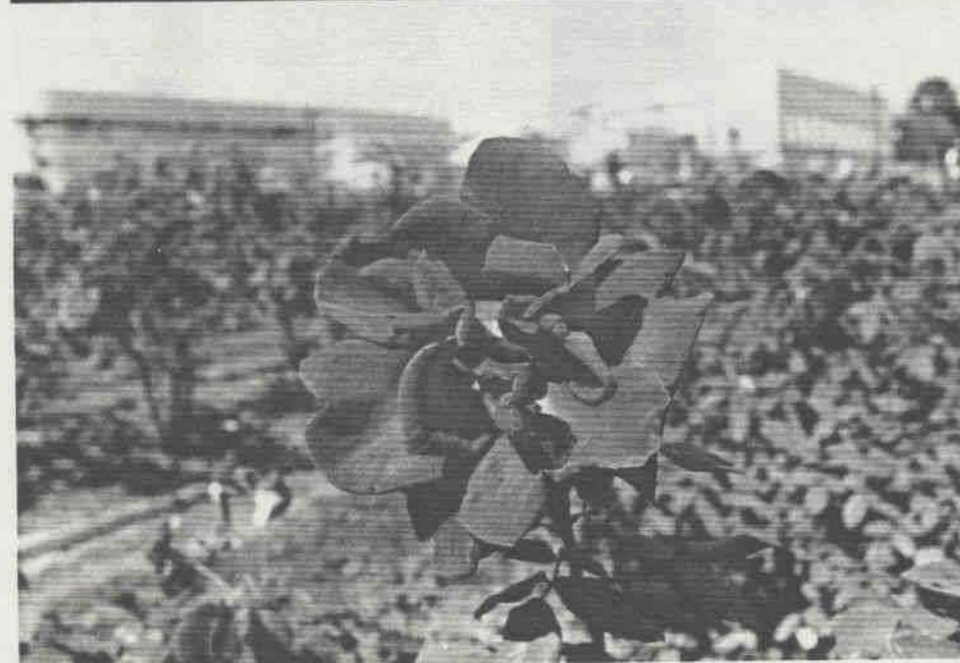
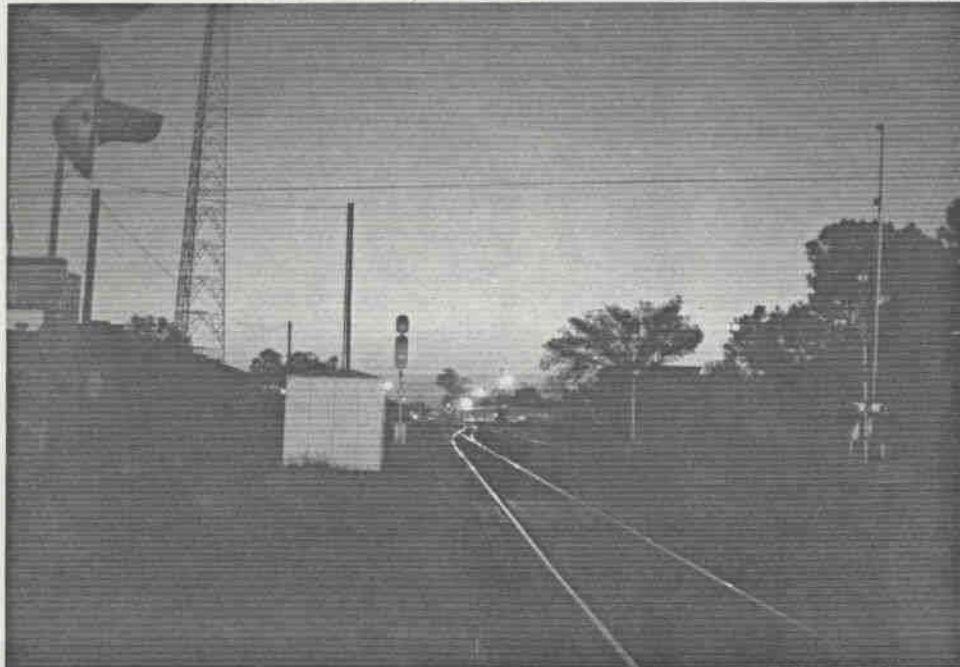


TOP - Predawn on October 18, 1991 found the Arkansas Railroad Museum all empty and quiet as the 819 and its passenger cars were all outside, ready for the Tyler trip. **SECOND FROM TOP**

- The sun rose over a nippy Pine Bluff on October 18. View is east along the Cotton Belt tracks, taken from Pine Bluff Union Station. We were waiting for the 819.

SECOND FROM BOTTOM - Twilight at Tyler, Texas on October 18, just after the special train arrived. **BOTTOM**

-A typical rose at the Tyler Rose Garden. (Ken Ziegenbein photos)





TOP - On Thursday, October 17, 1991, Union Pacific RR ran an Operation Lifesaver special from Union Station in Little Rock to various points near the city. This particular run went to Higgins and back. There were engines on both ends of the three-car train with a flatcar between each engine and the consist, two of which were the Harriman and the Cheyenne. **SECOND FROM TOP** - We had a forward view so we could see what the engineer saw, and there were a couple of close calls. **SECOND FROM BOTTOM** - Inside of the UP dome car. **BOTTOM** - Going south along the old Rock Island, heading for Higgins. This is the route of many UP coal trains past Barton Coliseum.



Even though it was fun to ride this train, there was a VERY SERIOUS MESSAGE about crossing safety also given. Warning signals should always be heeded. This train carried Arkansas State Troopers in the cab with the power to issue tickets via ground Troopers to violators. These "Troopers on a Train" are becoming more common across the country, so **BEWARE!**





CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - Barton Jennings
PO Box 187
El Dorado AR 71731
(501)-862-2724

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

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

Secretary - Polly Hamilton
Board Tres - 20 Dell
Hot Springs AR 71901
(501)-321-2696

NRHS Rep - Peter Smykla
2800 West 37th
Pine Bluff AR 71603
(501)-535-4724

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

Board - Stanley Wozencraft
PO Box 1938
Little Rock AR 72203

Board - Bill Bailey
8318 Reymere Drive
Little Rock AR 72207

Board - Clifton E. Hull
3507 E Washington, #31
N Little Rock AR 72114

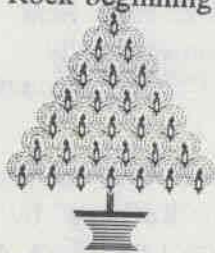
Board - William Church
5619 Bel Caro Place
N Little Rock AR 72118

Board - Robin Thomas
10980 Rivercrest DR #26
Little Rock AR 72212-1412

Honorary Board - Matt Ritchie
111 Tenkiller
Sherwood AR 72120

P R O G R A M

The next program of the Arkansas Railroad Club will be our annual Christmas Party. This year it will be held on SATURDAY, DECEMBER 14 at the Spaghetti Warehouse in Little Rock beginning at 4:30 PM. Reservations are NOT required. Simply show up and we will all order from the menu. Afterwards, we will go to MATT & SHARON RITCHIE's house for our regular after-Christmas dinner party. The restaurant was told to expect 50 to 60 people, so let's not disappoint them.



1992 OFFICERS - Our new 1992 officers of the Arkansas Railroad Club are as follows: President: JOHN HODKIN, JR.; Vice-President: JONATHAN ROYCE; Treasurer: DICK BYRD; Secretary: POLLY HAMILTON. These were elected unanimously at the November 10th meeting. PETER SMYKLA was added to the Board of Directors while BILL BAILEY's term expires at the end of 1991. (Someone please let me know the expiration dates of Board of Director members so I can put these dates in the newsletters. Thanks. - Ed.)

NEW ENVELOPES - As you noticed, this month's RAILROADER has been mailed in an envelop to help protect it from man and elements (one was received last month with only the cover sheet). These envelopes will not cost the club anything (they have been donated), nor will the postage costs go up, so I've decided to do this from now on. Other advantages are: we can slip in flyers without stapling to the newsletter itself; membership cards can simply be inserted in the envelop; I can label them weeks ahead of time as well as sort them; I can use the back sheet of the newsletter for more news, not having to leave it for the address.

FIRST CLASS OPTION - Since I am now using envelopes, I can offer you a FIRST CLASS MAILING option. However, you MUST follow these rules: It will cost about 75 cents each issue to mail first class, so if you want your RAILROADER to be shipped first class, mail \$9.00 extra to the club (.75 cents X 12 months). I will only accept first class payments for a 12 months at a time! This will make it much easier to keep track of who does what. Make your checks out to the Arkansas Railroad Club and say the extra money is for First Class mailing. Mail to either our Club address, PO Box 9151, North Little Rock AR 72119 or to your editor at 905 Valerie Drive, North Little Rock AR 72118.

DO NOT SEND ME ENVELOPES, please, but I will accept the equivalent of \$9.00 worth of stamps. Also, should you decide to have first class mailings and send in the \$9 extra, that does not mean you will get the newsletters without paying dues.

VOLUNTEERS NEEDED - Volunteers are still needed for our Spring Show & Sale. This will be a two-day sale. It will be held the first weekend in May. Contact President John Hodkin for details.

HELP WANTED FOR EDITOR - I would like to set up some committee or group to help collate and staple the monthly ARKANSAS RAILROADERs. For the past 10 or so years, I've been responsible for doing this myself, most of the time with help from teenagers that I know. However, I've lost that help and it takes me 4-6 hours to collate and staple each edition myself. So, perhaps we can set up some sort of committee.

I'd like to set up a definite time to do this each month. The fourth Tuesday would work out for me most of the time, except when I have to work nights (of course, I wouldn't always have to be there, either). That would always put it after the monthly meetings and give me time to have it printed. The deadline for each newsletter would remain the 15th of each month. I would like the Board of Directors to appoint this committee if possible. If you'd like to be on it, please contact me, Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118. A meeting place would also have to be found, as I cannot use our house all the time. Depending on how many are on the committee, it would take anywhere from 2-5 hours to do. I would continue to do the mailing and sorting myself. We could have monthly train-video PARTIES while we stapled!

DUES ARE DUE - Please remember to send in your 1992 dues by January 1. They are \$15 a year for individuals and \$20 a year for families, with only one newsletter sent to each family. You can pay \$14 more to join the NRHS through the club. Send all dues to: ATTN TREASURER, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

MORE HELP - This time in the form of local railroad news for your area. Please continue to send in the newspaper clippings for your area, either in Arkansas or out of state. Sent these to our Club's post office box or to me directly, it doesn't matter. I am especially interested in getting clippings from the ARKANSAS DEMOCRAT-GAZETTE, as I cannot always read every paper and miss some rail articles from time to time.

LAST MINUTE CHRISTMAS GIFTS? - You may order three books from Club members, all of which are very good on railroading. One is called "The White River Railway" by Mike Adams and can be order from the author at 3609 Lakeshore Dr, North Little Rock AR 72116. Price is \$15.50 plus \$1.50 postage and 4.5% Arkansas Sales Tax.

Another book is called "Shortline Railroads of Arkansas" by Gene Hull. It can also be ordered from the author at 3507 East Washington, Box 31, North Little Rock AR 72114. Cost is \$25.

Still another book is from member Frank Brooks. His 1982 book is called "Southern Traction" and is about electric railways (trolleys) in Mississippi. At one time there were 13 trolley systems in Mississippi in the towns of Greenville, Columbus, Yazoo City, Vicksburg, Jackson, Meridian, Laurel, Hattiesburg, Natchez, McComb, Gulfport, Biloxi and Pascagoula.

Again, the book was written by member (The Rev.) Dr. Frank A. Brooks, Jr., minister of the Presbyterian Church in Ripley, MS. His mailing address is 112 Forest Road, Ripley MS 38663. Cost is \$5, which includes postage. It is a very interesting book and the subject matter is unusual for this part of the country.

GET WELL - I understand that member ROBIN THOMAS, who's been at every meeting I can remember, was involved in a car accident in early November. Robin was in the hospital for several days, but is now at home.

PINE BLUFF CLUB MEETING? - While in Pine Bluff recently for the Tyler 819 excursion, I got to visit the new museum in Union Station in that city. This would be an EXCELLENT place to hold one or more Arkansas Railroad Club meetings. They have done a remarkable job of renovating this station, which is air conditioned and heated. There is a large room with a stage where we could meet, plus there are several Union Pacific and Cotton Belt trains that pass right by. Elizabeth Gaines said she could arrange for us to open up the station any Sunday for our meetings, so let's consider it next Spring. The station has become the Jefferson County Museum.

GREAT DAY - On Monday, November 18, Doug Duncan, a Baptist Minister and club member from Kensett, took me on a trip exploring the abandoned M&NA line through White county. We found some original Carnegie 1907 M&NA rail along a short segment of the line in Searcy still being used by the Doniphan, Kensett & Searcy Railroad. New rail has been laid alongside this stretch, however, so the original rail may not last too much longer. We also had a great visit with DK&S agent M. C. Palmer while in Searcy. The DK&S is still very much active in its Management Training Program for Union Pacific. The engine it was using that day was UP GP-38 #2188.

ARKANSAS RAIL NEWS

DISASTER TO ROSE? - The Cotton Belt Rail Historical Society's excursion from Pine Bluff to Tyler started looking like it could turn into another late-running disaster, but due to the expert work of the all-volunteer crew, the trip came out smelling like a rose (like the Tyler Rose Garden). On October 18, the train left Pine Bluff nearly on time, but experienced braking problems enroute, with us going into emergency more than once. However, this was corrected and the trip, once an hour and a half late, got into Tyler only 20 minutes behind schedule (most time was made up by shorter stops). Here's the rundown on the trip to Tyler (I didn't ride the trip back):

	<u>Scheduled Arrival:</u>	<u>Actual Arrival</u>
FORDYCE -	8:30 AM	9:00 AM
CAMDEN -	9:25 AM	10:05 AM
LEWISVILLE -	11:10 AM	12:07 PM
TEXARKANA -	12:05 PM	1:40 PM
MAUD -	1:15 PM	2:40 PM
NAPLES -	2:01 PM	3:32 PM
MT PLEASANT -	2:45 PM	4:07 PM
PITTSBURG -	3:35 PM	4:47 PM
GILMER -	5:01 PM	5:47 PM
BIG SANDY -	5:35 PM	6:17 PM
TYLER -	6:30 PM	6:55 PM

There was plenty of food on board and plenty of people, from all over the country. Issues of a two-sheet "Railroader" were given to many, perhaps we'll get new members. At Pittsburg, the "Apache Belles" drill team from Tyler Junior College got on the train and

distributed pamphlets on the Tyler Rose Festival. There will be more "coverage" of this group in the January issue...I already had the front cover run off for December.

Anyway, the trip, at least the first half, was great and the engine looked great in its fresh paint.

ST JOE DEPOT - The old abandoned Missouri & North Arkansas depot at St. Joe, Arkansas was being used as a craft/antique shop as of November 9. On my way to Missouri that weekend, I noticed smoke coming out of a chimney in the old depot and couldn't resist stopping. Turns out that the owners, a couple from Harrison (the name escapes me) has leased the station to another couple who have turned it into a quaint little shop, complete with two wooden stoves. The east end has been shut off by a wooden wall, but the owner let me into that part. It still contained the old M&NA floor scale and she said it still weighed to the nearest ounce. However, there were cracks in the walls and ceiling on that end, but the part used for the shop had been sealed nicely. (Ken Z.)

***AUTUMN** - The feeling of fall comes to me very suddenly sometimes. There comes a day, the latter part of September or early October, when cold, grayish-blue clouds cover the sky, the trees are shaken by a cold, raw wind, the rarer birds are gone, and the more hardy are flocking, and as you walk or ride along, there suddenly comes to you a vision of a fire in a grate, of nuts and books and papers, and the charm of indoors beside one's own hearth. The summer is gone and the sterner season makes itself felt.*

ORPHAN TRAIN RIDERS HAVE REUNION - (Springdale) - On October 26, the fourth annual meeting of the Orphan Train Heritage Society was held in Springdale. These are former Orphan Train riders, that rode trains between New York City and points in the midwest and southern U.S. between 1854 and 1929. About 150,000 made those journeys, many of which were abandoned children. The Arkansas & Missouri Railroad ran a special excursion for them. (*NORTHWEST ARKANSAS MORNING NEWS, October 28 by Nancy Woodard, via THE SCRAMBLER, Arkansas-Boston Mountains NRHS Chapter*)

HIKING TRAIL - (East Arkansas) - The state Parks and Tourism Department is considering turning an abandoned railroad corridor, between Lexa and McGehee, into a hiking trail, like many other parts of the country are doing. This line once belonged to the Missouri Pacific and was host to the famous "Delta Eagle" passenger train. "Rails to Trails" has been active in many areas of the country recently, saving vital corridors. Union Pacific would donate the land to the state, but some concern has developed about the 58 bridges along the route which the state would be liable for if they took it over. Of course, this being Arkansas, the state has no money to keep those 1930's bridges in shape. (*ARKANSAS DEMOCRAT-GAZETTE, November 16 by Rachel O'Neal*)

SPECIAL MOVE - (Pine Bluff) - On October 16, a special long passenger coach was moved through Pine Bluff on its way to southern California for the movie industry. The coach, CLPX 1634, is 85 feet long, has 4 axles, 36-inch wheels and weighs 130,000 pounds. It is 14.01 feet high and 10.00 feet wide. It was build in 1950 by Pullman Standard and was to be used in a movie about the Pullman strike. A rider accompanied the coach from New London, Ohio to California (Leonard Robins). Trailing tons were limited to 4,000.

Minor repairs were performed on the car in Ohio, with its routing over the Wheeling & Lake Erie to Carey, Ohio, CSX local to Columbus, manifest to the Russell Yard Complex, R313 Russell, Kentucky to Louisville via Covington cutoff, hence S573 Louisville to Nashville and then to Memphis with interchange at SSW. Arrived in Pine Bluff 7:25 PM October 15 on 1CXPBM-15. It left town on 1PBSAM-16, 12:26 PM on October 16.

A&M RECORD RIDERSHIP - (Springdale) - On October 12, 1991, the Arkansas & Missouri Railroad handled 211 passengers on one of its excursion trains from Van Buren to Winslow for the fall colors. The train had 4 cars: coach 104 (the "Biloxi Blues"), coach 106,

the 1899 combine #102, and the 1920s ex-Erie caboose 170. (*THE TURNTABLE, Midland Valley NRHS, November 1991*)

RAZORBACK SPECIAL - (Fort Smith) - On September 21 and November 2, special trains were run between Fort Smith and Fayetteville for Razorback football games on the A&M RR. The Boston Mountain Rail's coaches were used. (*THE TURNTABLE*)

FORT SMITH RAILROAD NEWS - (Fort Smith) - The Fort Smith Railroad now had its own engines instead of using the UP's. They are: RS3m 7802, GP9 1791 and GP9 1902. Operations on the FSRR start each day at 8:00 AM when the train to Paris departs, carrying charcoal and chicken feed (the "Charbroiled Chicken Train"). (*THE TURNTABLE*)

GENERAL RAIL NEWS

FRISCO RAILROAD MUSEUM NEWS - The Frisco Railroad Museum of Ash Grove, Missouri (the owner of which gave a show to our club last August) has a large display and model Frisco layout at Silver Dollar City, Missouri in conjunction with that amusement park's annual Olde Time Country Christmas festival (with their 100-miles of lights strung throughout the large park). The museum's display was very well done. He said it took three weeks for him to put the layout up.

The festival runs through December 15 (Thursdays through Sundays, excluding Thanksgiving), so if you'd like to see a fascinating layout plus by far the **BEST** displays of Christmas crafts and gifts anywhere in the U.S., drive up to Silver Dollar City (9 miles west of Branson, Missouri). The music and lights are well worth the trip in themselves.

Snowflakes are one of nature's most fragile things, but just look at what they can do when they stick together.

LUXURY TRAIN STOPS RUNNING - (New York) - The luxury American European Express service, that ran expensive "Orient Express" trains between New York City and Chicago, was suspended suddenly on October 14, stranding a full load of eastbound passengers in Chicago. Apparently, the company ran out of cash after a summer of reduced revenues following a disastrous June derailment. The company has not filed for bankruptcy and says it will resume operations at some future time, but its "Royal Floridian" service this winter has been scrapped. (*CINDERS, Philadelphia Chapter, November 1991*)

NEW CROSSING SIGN - (Kansas) - A newly designed "Yield" sign is being tested on a few grade crossings in Kansas that don't have electronic devices. This sign has a reflective, angled part which reflects both car lights and approaching train lights at night. If successful, this type of sign may be put over the country under the familiar crossbuck design. (*Kansas Operation Lifesaver via Jim Johnson*)

SACRAMENTO RIVER RETURNING TO NORMAL - (Dunsmuir, California) - Southern Pacific has come out smelling like another rose in northern California in their handling of the July 14, 1991 toxic spill wreck. On that date, 2,000 gallons of a herbicide spilled in the Sacramento River, killing all fish for 42 miles. However, due to expert handling from SP, the river now contains fish again and the public relations people of SP did an excellent job of handling the situation. Special trains were run up and down the river on Labor Day using the 4449 at the request of Dunsmuir's mayor. The Washington Post even ran an article on October 29 very favorable to Southern Pacific. (*Jim Johnson*)

"PACIFIC EAGLE" STARTS - (Chicago) - The Union Pacific inaugurated a three-days-or-your-money back service between Chicago, St. Louis or Kansas City and Los Angeles on October 1, 1991. The UP makes the 2,262 mile trip between Chicago and Los Angeles in 56 hours. These trains are all intermodal, of course and 95% reliability is promised. (*UP "INFO" October, 1991*)

"I can't change the laws of physics. It takes a mile or more to stop a train after I hit the brakes." - UP engineer Johnnie Williams from INFO.

ROUTE IMPROVED - (St. Louis) - SP's line between Chicago and St. Louis has finished another year of upgrading work. The past year saw 55,000 ties and over 90 miles welded rail installed along the line, which was in horrible condition two years ago. The project will be finished next year. (*SP news bulletin*)

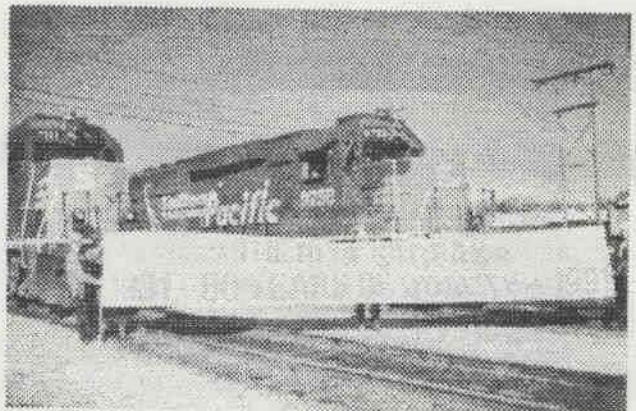
NEW SANTA FE ENGINES - Santa Fe is planning to buy 90 new GE locomotives this next year. Currently, SF has 1,484 engines. (*KANSAS CITY STAR, November 12 sent in by Jim Johnson*)

TEXAS BULLET TRAIN ON TARGET - (Houston, Texas) - Apparently, the world's first privately funded high-speed train is nine months ahead of schedule in getting private investment for the project. Already \$170 million has been raised. Critics, including Southwest Airlines, still maintain that public funds will someday be needed (**SO WHAT?** Did SW Airlines build their own airports? Do they staff their own air traffic controllers? How DARE they talk about anyone using public money! How dumb do they think the public is? How stupid their pea-brained lawyers are! - Off my soapbox and back to the news, Ed.)

The train is supposed to begin service in 1998 between Houston and Dallas. The Texas High-Speed Rail Authority also is studying a line between San Antonio and Monterrey, Mexico. (*HOUSTON CHRONICLE, November 6, 1991 sent in by Jim Johnson*)

SANTA FE HISTORIC LINE between Atchison and Topeka, which is owned now by the T&P of Utah, is now being sought by local groups along the line after T&P began taking up some of the rail near Cummings, Kansas last summer. Apparently, in Kansas the Utah company buys rail lines and sometimes begins salvaging them instead of running trains, like was insinuated. (*Topeka CAPITAL-JOURNAL, November 1*)

BLUE STREAK CONTINUES - October marked the 60th year of continuous operation of Southern Pacific's "Blue Streak" freight operations. It began operation between St. Louis and Pine Bluff 60 years ago and today it still operates, with several "Blue Streak" trains in operations today over different routes of the SP\Cotton Belt. The photo at right shows a celebration banner with two of SP's newest engines, the 7111 and 9758, in Kansas City.



SP FILES TO END SERVICE - (San Francisco) - Southern Pacific has filed notice that it will end San Francisco-San Jose Commute service January 1, 1992, unless the state releases funds that was approved by the voters to keep the line running. (*SP UPDATE*)

"MR. MAC" DIES - Harold McKenzie, who served as President of the Cotton Belt for 18 years until he retired in 1969, died on September 26 at 86. He was on the first Pine Bluff to Tyler 819 trip in 1988.

STEAM TRAIN HAS CARS - (Austin, Texas) - Steam engine 786 now has matched set of vintage Pennsylvania coaches to pull. Southern Pacific 786 was restored to running condition by the Austin Steam Train Association this year and plans to start running excursions by next spring. The cars were all built in the 1920s and remodeled in 1958. They apparently are in running order. The engine was first put in service in 1916 on the Houston & Texas Central Railway and was sitting in a park in Austin since the 1950s. First excursions will run from Cedar Park to Burnet as track repairs on other sections to Austin will not be complete soon enough. Plans are eventually to run from Burnet to Austin to possibly Giddings. (*AUSTIN AMERICAN, October 7 sent in by James R. Fair*)

BUSIEST DAY IN HISTORY - Union Pacific said that August 23, 1991, was its busiest day in history. It handled 16,540 cars that day, equalling a train 188 miles long. (*RAILS*)

SP INCOME INCREASES - The second quarter of 1991 saw an increase of \$11 million in operating income over the second quarter of 1990. For the first six months of the year, SP operating income showed a loss of \$54.1 million, however. Carloads decreased from 943,400 in the first six months of 1990 to 906,900 in the first six months of this year. (*Southern Pacific Bulletin*)



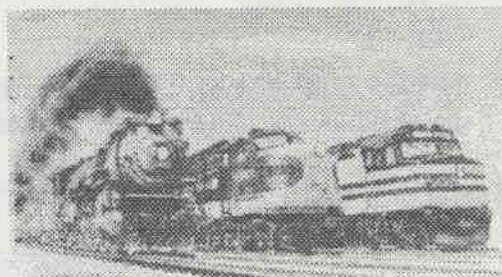
AMTRAK NEWS

'CRESCENT' 1992 TRAIN OF THE YEAR - Amtrak has named the historic

"Crescent" the 1992 Amtrak Train of the Year and will feature it on Amtrak's 1992 year-at-a-glance wall calendar. The picture on the calendar is by famous painter Gil Reid (see below). This calendar can be purchased from Amtrak for only \$5 from Amtrak Calendar, PO Box 7717, Itasca IL 60143. No cash. Postage included.

NEW AMTRAK STATION IN LITTLE ROCK -

According to the October 29 ARKANSAS DEMOCRAT-GAZETTE and Richard Allin, Amtrak will be getting a new station in Little Rock, moving from the upper level of historic Union Station to the lower level. This information came from the station's owner, John Bailey. Too bad the city is so backward that it didn't do this years ago, but they've been too busy building new airport runways for the tax-subsidized airlines.



Amtrak's 1992 Calendar

FY 1991 TOTALS IN - In FY 1991, October 1990-September 1991, Amtrak had a slight drop in ridership but increased its long-distance riders 3.6 percent. The "Eagle," which runs through Arkansas, gained 11.6 percent.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	SEP 90	SEP 91	%CHANGE
NORTHEAST CORRIDOR	861,243	807,749	- 6.2%
SHORT DISTANCE	402,908	351,362	-12.8%
LONG DISTANCE	432,493	435,126	+ 0.6%
("Eagle")	12,462	12,922	+ 3.7%
("Sunset")	7,409	7,798	+ 5.3%
("City of New Orleans")	15,183	15,506	+ 2.1%
SPECIAL TRAINS	1,150	1,420	+23.5%
TOTAL	1,697,794	1,595,657	- 6.0%

	OCT 89- SEP 90	OCT 90- SEP 91	%CHANGE
NORTHEAST CORRIDOR	11,185,322	10,881,550	-2.7%
SHORT DISTANCE	5,123,956	5,055,480	-1.3%
LONG DISTANCE	5,820,551	6,029,500	+3.6%
("Eagle")	200,507	223,759	+11.6%
("Sunset")	107,423	105,348	- 1.9%
("City of New Orleans")	208,043	218,170	+4.9%
SPECIAL TRAINS	56,471	65,442	+15.9%
TOTAL	22,186,300	22,031,972	- 0.7%

Amtrak had an average of 167.4 passengers on its trains at any one time in SEP 1991 compared with 168.5 on board in SEP 1990, a decrease of 0.6%. (The "Eagle" had an average of 160.0 on board at any one time in SEP 1991 compared with 150.6 in SEP 1990).

Amtrak was on time 81.0% of the time in SEP 1991 compared with 81.1 percent in SEP 1990. The "Eagle" was on time 45.0% of the time in SEP 1991 compared with 30.0% in SEP 1990.

NEWS UPDATED through November 15...mailed at the end of November. **DEADLINE** for the January newsletter is December 15.

DECEMBER IN RAILROAD HISTORY

sent in by James O'Neal (from AAR 1954 publication)

First locomotive to be placed in scheduled service in America began running out of Charleston, South Carolina December 25, 1830.

President Zachary Taylor, in his first annual message to Congress, December 4, 1849, proposed a railroad to the Pacific Ocean. Taylor was the first Chief Executive to advocate such a project. (Forward thinking man!!)

First locomotive and train west of the Mississippi River made its initial trip out of St. Louis December 9, 1852.

In a newspaper ad, December 10, 1813, Oliver Evans of Philadelphia proposed building a railroad between New York and Philadelphia, guaranteeing a train speed of 12 miles an hour.

The Huey Long Bridge, longest steel railroad bridge in the United States, spanning the Mississippi River above New Orleans, opened for traffic December 16, 1935. It is 23,235 feet in length.

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month, except December and May. This month we'll be having our annual Christmas Party on DECEMBER 14, at the Spaghetti Warehouse in Little Rock. We are a chapter of the National Railway Historical Society.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Send items relating to the "Railroader" to our club address: PO Box 9151, North Little Rock AR 72119, ATTN: EDITOR. Newsletter phone is (501)-758-1340. Leave message if I'm not there.

N.R.H.S. REPORT

By
DICK
DAVIS

What Does The N.R.H.S. Do?

In my first report (Arkansas Railroader, Oct 1991), I mentioned that this is the most commonly asked question, according to President Raymond Wood. And, I admitted that the NRHS is doing more than I thought they were. At the Board of Directors Meeting in Huntington, WV in August, where I represented our Chapter as the Alternate Director, we were given a list of 74 "Initiatives" performed by the Society from January 1, 1991 thru July 31, 1991. In that first report, I gave you a glimpse of the first 16. In the last issue, we reviewed 17 thru 47.

And, now, I want to pass more of these "Initiatives" along to you!

48. President Wood received an invitation from the government of Russia to lead a delegation of rail historians, preservationists, etc to Russia in 1992.

49. Director of Membership Development, David Ackerman, reported that during this period of time membership inquiries continued to rise - 7% over the same period last year with 71% of these joining the NRHS. Railfair publicity has resulted in several dozen inquiries and memberships.

50. Mr. Ackerman has developed a new system of chapter membership contract referrals to increase better recruitment of new members within chapters.

51. Chairman V. Allan Vaughn continues to avail chapters in the distribution of appropriate flyer notices via the NRHS Newsletter. This service is free.

52. Many new films have been added to the Dodge Memorial Film Library by increased support via the NRHS budget. Four of the ten films are there due to the very good generosity of the Potomac Chapter. They continue to be the premier chapter supporters of the Society's Film Library.

53. Thirty films have been videotaped for inclusion in our Society's new video library.

54. Very few movie films remain to be repaired, releadered and/or re-emulsioned. Practically all are now in the Philadelphia office. Descriptions of existing and new films have been developed for inclusion in the new 2nd edition of the film - video catalog.

55. Videotapes for the video library continue to be acquired, including, "Great Metros of the World", a six volume set, Bangor & Aroostook RR Centennial video, and many, many more.

56. Editor of The Bulletin (sent to all members of the NRHS), Frank Tatnall, has interviewed several printers and requested bids for the printing of The Bulletin in a new 8 1/2 x 11 inch format.

57. Editor Tatnall prepared a photo essay of our new office facilities in Philadelphia for Issue 3, 1991 of The Bulletin.

58. Mr. Tatnall arranged for an Amtrak related program for the Philadelphia Chapter, MENSA Society.

59. Director of Chapter Development, George Hartman, initiated negotiations with railfan groups in Sparrow Bush, NY and England who have expressed an interest in the NRHS.

60. Mr. Hartman revised a questionnaire to be used by Regional Vice Presidents to ascertain the "health" of chapters in their respective regions that were chartered within the previous year.

61. Director of National Conventions developed a meeting schedule of the National Convention Committee for the period of June thru December 1991.

62. National Convention Committee tasks and agenda for 1991 were developed.

63. June 15, National Convention Committee members, Mark Cedek, Mr. Dawes and Regional VP, Dr. Albert Howe, met with the Chicago Chapter 1993 Convention Committee Chairman and NRHS Chairman V. Allan Vaughn in Chicago regarding new financial arrangements and a review of preliminary convention plans.

64. On June 24, Sr VP Leroy Dietrich and NRHS HABS/HAER Director, Richard Shulby, met with staff members of the National Park Service, HABS/HAER Division to acquaint Mr. Shulby with their operations and involve the NRHS in the preservation of their documents. HABS is the shortened version of Historic American Building Survey (a collection of architectural drawings of various buildings including old railroad depots and stations. HAER is the shortened version of Historic American Engineering Record, a collection of engineering feats, many of which have been developed by the nations railroads.

The following "Initiatives" have all been performed by our Office Manager, Lynn Burshtin, and her volunteer staff:

65. Completion of a cross-indexed (by title, author and subject) card catalog for the Society's Library of American Transportation general hard cover book collection. The Library is located in the Society's Headquarters in Philadelphia.

66. Created a similar card catalog for the National Railway Bulletin from 1986 to the present in an effort to continue The Bulletin Index, 1936-1985 compiled by NRHS Historian, Hugh Gibb.

67. Handled over 100 research-related questions - approximately 75% were telephone requests and 25% were written requests. These inquirers included television stations, magazines, book authors, other libraries and

amateur as well as professional researchers.

68. Assisted five researchers who visited the Library, three of which were non-NRHS members.

69. Assisted approximately 50 members and non-members with administrative questions and/or problems. Included in this total are inquiries from prospective members.

70. Attended Board of Directors Meeting in Bethlehem, PA on May 5. Hosted an Open House for National Directors and Officers at the National Office/Library Facility on May 4.

71. Attended Senior Officer Planning Session held at the National Office during the second weekend in February.

72. Began to fulfill orders for back issues of The Bulletin directly from the National Office.

73. Filled orders for rentals from both the Film Library and the Video Library.

74. Filled orders for rentals of the 1990 National Convention Seminar Audiotapes. (These are available to our club, as are all items available from the Society.)

Update

The above report on Initiatives was typed before I left for the fall Board of Directors Meeting in Sharon, Pennsylvania.

Before commenting on that meeting, I, first, would like to thank the Club/Chapter for their vote of confidence in electing me as the National Director to represent you at N.R.H.S. Board Meetings and the Convention.

Attending the above mentioned Board Meeting, to say the least, was a valuable lesson in planning for the 1993 Spring Board of Directors which our Chapter will be hosting. I will not go into a lot of details but will mention that I took a lot of notes and will pass these along to our local committee.

Friday, November 8, was registration day, and, followed in the evening by a talk and slide show about railroading in the local area as well as some other topics.

Saturday, November 9, we were taken by buses and vans to the Greenville Railroad Park which is administered by the host chapter (Shenango-Pymatuning Chapter). They do have a nice set up there and I took several pictures there which I will show at a later date. From there we were taken on a long, gruelling trip by buses and vans to Titusville for a trip over the Oil Creek & Titusville Railroad. The line runs on a section of track formerly owned by the Pennsylvania Railroad and makes

several stops along the way including a photo-run by.

That evening was the banquet at the Ramada where the Meeting was held. The speaker was Donald H. Hoffman, President and CEO, Transtar Incorporated which is the holding company owning the railroads formerly owned by U. S. Steel.

Sunday, the Board Meeting began promptly at 8:30 and we squeezed every minute out of the allotted 4 hour time frame.

The election of new officers took place and I voted in favor of electing all since there was no opposition.

New requests for Charter were presented by two groups and I voted for their inclusion in the N.R.H.S. There were from the Beaver Valley Junction Chapter in Beaver Falls, PA and from the Connecticut Eastern Chapter in Windham, CT. Their inclusion brings the total number of Chapters to 178. A group in London is also considering membership.

We approved the NRHS budget for the coming year. (I gleaned some information from this process which I will pass along to our Treasurer, Officers and Board.)

Also approved was the adding of two classes of memberships to the Society...Corporate and Institutional Memberships. (These I will also pass along to our Board and Officers for consideration).

I voted for the approval of an amendment to the Convention Manual which regulates full conventions. The Amendment changes the distribution of proceeds at the Convention to be divided as follows: 50% each to the Host Chapter and the National of the first \$10,000 net; and 80% to the Host Chapter and 20% to the National of all proceeds over \$10,000. (This does not effect Board meetings such as we will host in 1993 and Regional Meetings. All proceeds from these remain with the Host Chapter.)

I further voted in favor of Charlotte, NC for the 1996 National Convention.

The next Board Meeting will be held in Savannah on April 3-5 (One year before our meeting here).

The next National Convention will be in San Jose, California on July 22-26.

Once again, thanks for electing me as your National Director.

Happy Holidays.

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

DECEMBER 1 - Train watching from Union Station in Little Rock. Meet there for "Eagle" arrival at 7:15 AM.	JANUARY 12 - Regular club meeting at Twin City Bank in North Little Rock, 2 PM. PETER SMYKLA gives program.
DECEMBER 7-8 - Oklahoma Train Show, Oklahoma City, sponsored by Central Oklahoma Railfan Club.	FEBRUARY 9 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.
DECEMBER 14 - Annual Christmas Party, Spaghetti Warehouse, Little Rock, 4:30 PM.	MARCH 8 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.
JANUARY 1 - All-day informal meeting at Twin City Bring railroad things to show, like videos, slides, etc.	APRIL 12 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.
JANUARY 1 - Dues are due! Our dues are \$15/year (\$20/year for family).	MAY 2-3 - Arkansas Railroad Club's Annual Show & Sale in Little Rock.

See inside for more detailed information on some of these activities. You may also call Matt Ritchie for more information (834-4449). Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.

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.

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
PO BOX 9151
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!



GET HOME FOR CHRISTMAS, storm or rain.
Aboard my New York Central train!
Your N.Y.C. Conductor

THE SEASON'S EATINGS are never finer
Than on our New York Central diner!
Your N.Y.C. Diner Chef

GOOD CHEER you'll find, and relaxation
Aboard my Central observation!
Your N.Y.C. Club Car Steward

MY GIFT TO YOU is perfect rest.
With bed and roadbed both the best!
Your N.Y.C. Pullman Porter

WHITE CHRISTMAS? If you'd arrive,
Take the train... and let ME drive!
Your N.Y.C. Engineer

Merry Christmas from all
... on your New York Central overnighiter

GIFT IDEA! A TRIP HOME
Ask your New York Central
ticket agent about arranging
your gift to a parent or young-
ster, brother or sister away
from home.

PLAN YOUR HOLIDAY HOME-COMING ON THESE GREAT OVERNIGHTERS . . .
20TH CENTURY LIMITED COMMODORE VANDERBILT LUXURY COACH PACEMAKER NEW ENGLAND STATES
SOUTHWESTERN LIMITED THE DETROITER CLEVELAND LIMITED OHIO STATE LIMITED

New York Central
The Water Level Route—You Can Sleep

