



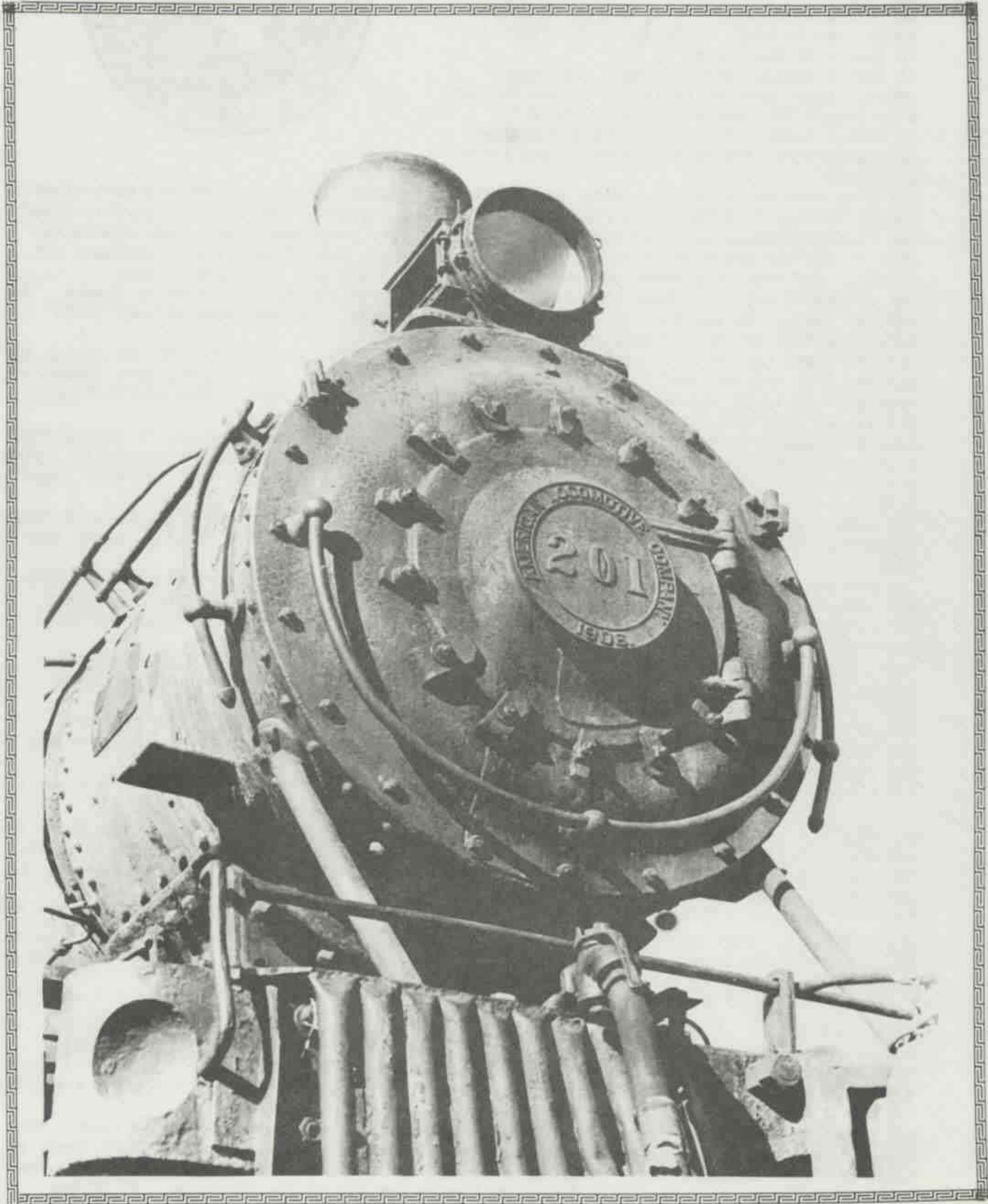
ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

FEBRUARY 1983

VOLUME 14 NUMBER 2



The almost forgotten conductor's call of "All Aboard," is once again ringing through the Ozarks.

The Eureka Springs and North Arkansas Railway chugs through the hills from the historic depot at the North end of Eureka Springs' Main Street, taking its passengers on a ride out of the history books.

As the train steams out of the depot and clickety-clacks along the rails, it's easy to conjure up memories of Jesse James, Casey Jones and John Henry. Old, almost forgotten songs come to mind. Once again the rider is in love with the train.

It hasn't always been this way. For many years, there were no trains at Eureka Springs even though the town almost owes its very existence to the rails. From the mid-forties to modern times the depot was empty and trains were gone.

But they were not forgotten. Many people remembered that the first steam engine arrived in Eureka Springs in 1883. They remembered how for many years, regular rail service brought the rich and famous to relax and vacation in this lovely mountain spa. They remembered that it was the train which brought the builders of the magnificent Victorian homes and hotels. And finally someone did more than remember. And now the train is back.

But it wasn't easy. It took the vision and fortitude of the owner to make it happen. For several years, he operated his train at Scott, Arkansas. The decision to move it to Eureka Springs was not an easy one.

For there was the logistic problem of moving a train. This was accomplished by making the coaches into trailers and pulling them with a diesel tractor. The engines were loaded on specially equipped low-boy trailers and hauled. The trip was long, slow and difficult. But it was made and the railroad is continuing to grow.

Operating now on a one and one-half mile track, work is getting under way to extend the track to the junction with the old main line. Later, if right of way is available, plans are to lay more track east or west and eventually have enough track for a 12 mile round trip.

The owner has other coaches in Kansas City and Scott and he plans to bring them to Eureka Springs and restore them to the plushness which made the railroad so popular in the late 1800's.

The present stock is being pulled by two historically significant locomotives. The #201 oil burner was used in building the Panama Canal and the #1 wood burner has never been converted to any other fuel and is one of the oldest "cabbage head" steam engines still running.

Every day, rain or shine, from the first of May to the first week of November, the Eureka Springs and North Arkansas Railway makes regular runs. Trains leave the depot every hour on the hour from 10 a.m. to 4 p.m..

Between trains there is plenty to do in the depot and gift shop. There are railroad souvenirs and plenty of good food. The fares are reasonable and there are group rates for parties of 20 or more.

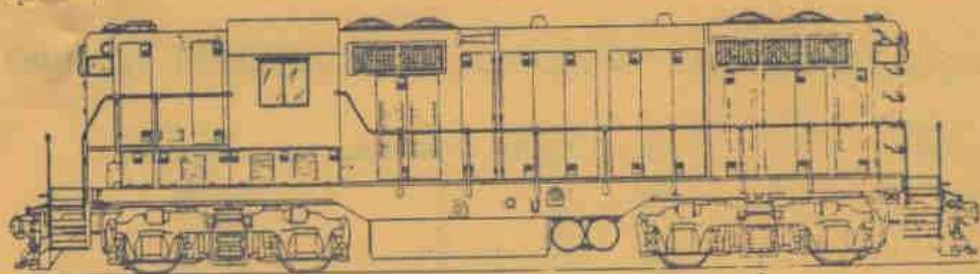
ON THE COVER -- The Moscow, Camden and St. Augustine #201, soon to become the Scott & Bearskin Lake #201, a Panama Mogul, sits in the warm summer sun on a flat car at Scott, Ark. in June, 1971. The locomotive had just arrived from the Cotton Belt and sitting on the flat car made this low angle possible. Photo by John M. Martin

NEXT MONTH -- Part Three of a Guide of Missouri Pacific Operations in Arkansas, more on the Belle and the latest in news and events. Also a Anniversary of the Shutdown of the Rock Island Article by Bill Pollard and John Martin.

CORRECTION DEPT. -- Unfortunately in the process of printing last issue the Date was cropped off the Timetable in the back of the issue. The Timetables of Early Arkansas Railroad were from the July 1, 1898 issue of the Arkansas Gazette.

THE ARKANSAS RAILROADER is the Official Publication of the Arkansas Railroad Club. The Regular Meeting of the Arkansas Railroad Club is held the Second Sunday of Each Month at Union Station in Little Rock, Arkansas at 2:00 p.m.. Visitors are always Welcome. The Arkansas Railroad Club has memberships available for \$10.00 for In-State, \$7.50 for Out of State Associate Members. Inquiries may be made to:

Ken W. Ziegenbein - Editor, 905 Valerie Drive, North Little Rock, AR 72118
John M. Martin - Asst. Editor. (501) 758 - 1340



GENERAL NEWS

Officer's Special -- Thursday, January 13, 1983 Missouri Pacific Lines ran an Officer's Special Train from North Little Rock to Houston Settegast Yard via Palestine, Tx. The Special Departed N.L.Rock at Noon and Arrived in Palestine sometime the evening of the 13th. They layed overnight at Palestine and Departed the morning of the 14th at 7:30 a.m. enroute to Houston with arrival at 11:30 a.m.. Aboard were Mr. J.C. Kenefick, Chairman of the Board of the Union Pacific/MoPac and Mr. D. B. Jenks. The train consisted of New GP-38/2 #2333 and Business Cars 1 and 2 with car 1 on the extreme rear and car 2 ahead both the observation ends to rear.

MoPac GP-50's Assigned to Certain Trains -- Effective January 17th, 1983, MoPac GP-50 type locomotives were placed in cycles and will be used only for the following trains: FLY, LCT, CFZ and FCZ, and TAZ. Each train will be handled by three GP-50 locomotives, of which the MoPac owns 30 units, Nos 3500 thru 3529, thus 27 units in regular service with three units to cover maintenance down time.

New Locomotives for the Little Rock & Western -- New Locomotives are expected to arrive by the End of January for the Little Rock & Western Railroad. We don't know what type of locomotives they will be but informed sources confirm they will be painted and lettered for the Little Rock Western. This will mean good-bye to the two chop-nosed Alco RS-3's they currently use, Nos 305 and 307. Look for these new units.

Track Plan Already Changing -- Many of the Changes reported as rumored in the November Arkansas Railroad are already starting to come about. The crossover in front of Union Station is going in and plans are drawn for the Rock Island connection at 25th St. in East Little Rock. The 207 crossover is on paper to be removed and the Low Water crossover will be removed when the shoo-fly opens at Pike Ave.. If you have not-iced the construction in this area it is for a new overpass at Pike Ave. and will be part of the new North Little Rock Riverfront Drive project. Missouri Pacific Trains will use the shoo-fly main sometime in 1983. You Assistant Editor has also seen some plans for the renovation of Biddle Yards but understand the final plan is still in the process of design.

Merger Cronology -- With the Completion of the MoPac-Union Pacific Merger, from the MoPac News comes the cronology of events:

- January 8, 1980 -- Union Pacific Corporation announced it's intention to consolidate the Union Pacific Railroad with the Missouri Pacific Railroad.
- January 23, 1980 -- A subsidiary of the Union Pacific Corporation made a cash tender offer for the Western Pacific Railroad's Class "A" Common Stock.
- September 15, 1980 - UP/MP/WP filed their Merger Applications
- January 6, 1982 -- Hearings Closed.
- September 13, 1982 - I.C.C. Announced it's vote approving the consolidation.
- October 20, 1982 -- I.C.C. Issued it's formal written decision.
- November 15, 1982 -- I.C.C. Declined all requests to delay the merger.
- December 9, 1982 -- The District of Columbia Circuit Court of Appeals refused to stay the consolidations.
- December 22, 1982 -- The Supreme Court of the United States denied requests that the mergers be stayed and at 2:25 p.m., the consolidations were consummated.

FILL HER UP??? -- Fuel has always been one of the major costs of operating a railroad system. Recent Fuel Studies have shown that the following amounts of fuel are burned on these typical trips:

		A TRAIN CONSISTING OF			
		3 GP-50's	3 GP-50's	2 SD-40's	2 SD-40's
		25 cars	50 cars	50 cars	100 cars
From	TO	1632 Tons	3265 Tons	3265 tons	6530 tons
		6.4 HP/T	3.2 HP/T	1.8 HP/T	0.9 HP/T
Poplar Bluff to N.L.Rock		428 gal	576 gal	568 gal	820 gal
N.L.Rock to Texarkana		463 gal	676 gal	615 gal	828 gal
Paragould to McGehee		473 gal	646 gal	572 gal	878 gal
McGehee to Alexandria		563 gal	747 gal	686 gal	1030 gal
Cotter to Newport		354 gal	518 gal	470 gal	781 gal
Newport to Memphis		347 gal	501 gal	473 gal	790 gal
Newport to N.L.Rock		239 gal	360 gal	369 gal	535 gal
N.L.Rock to McGehee		342 gal	483 gal	428 gal	721 gal

Train consists are based on MoPac's System Average of 63.5 Gross Tons per car. These simulations only approximate actual consumption since conflicting traffic, Weather factors, and train handling vary for each train.

LIST OF MISSOURI PACIFIC LINES LOCOMOTIVES IN STORAGE AS OF DECEMBER 29, 1982

Unit Number	Location Stored	Serviceable	UnServ.	Date Placed in Storage	Unit Number	Location Stored	Serviceable	UnServ.	Date Placed in Storage
2502	NLR	X		07/18/81	860	FTW	X		11/23/81
2504	NLR	X		07/26/81	861	FTW	X		12/03/81
2508	NLR	X		07/21/81	863	FTW	X		12/03/81
2509	NLR	X		07/20/81	863	FTW	X		12/05/81
2510	NLR	X		07/18/81	866	FTW	X		12/02/81
2514	NLR	X		07/15/81	867	FTW	X		12/01/81
2517	NLR	X		08/08/81	882	FTW	X		11/27/81
2524	NLR	X		07/20/81	869	FTW	X		12/03/81
2525	NLR	X		07/19/81	870	FTW	X		12/03/81
2526	NLR	X		07/16/81	871	FTW	X		12/02/81
2531	NLR	X		07/17/81	873	FTW	X		11/27/81
2536	NLR	X		07/15/81	874	FTW	X		12/03/81
2537	NLR	X		07/20/81	876	FTW	X		12/05/81
2538	NLR	X		07/21/81	878	FTW	X		11/24/81
2539	NLR	X		07/19/81	879	FTW	X		12/02/81
2540	NLR	X		07/18/81	880	FTW	X		12/06/81
2547	NLR	X		07/28/81	881	FTW	X		12/14/81
2548	NLR	X		07/25/81	881	FTW	X		12/09/81
2555	NLR	X		07/20/81	882	FTW	X		11/24/81
2561	NLR	X		07/31/81	883	FTW	X		12/05/81
2563	NLR	X		07/18/81	886	FTW	X		11/30/81
2515	NLR		X	06/30/81	887	FTW	X		11/25/81
2522	NLR		X	07/19/81	889	FTW	X		12/02/81
2529	NLR		X	07/15/81	890	FTW	X		12/09/81
2532	NLR		X	05/18/81	891	FTW	X		12/09/81
2534	NLR		X	02/19/81	893	FTW	X		11/25/81
2535	NLR		X	05/26/81	896	FTW	X		12/05/81
2544	NLR		X	03/24/81	903	FTW	X		12/09/81
2545	NLR		X	05/17/81	872	FTW	X		12/09/81
2546	NLR		X	05/01/81	908	FTW	X		11/26/81
2549	NLR		X	06/09/81	917	FTW	X		11/27/81
2562	NLR		X	07/18/81	923	FTW	X		12/09/81
2520	NLR		X	01/17/81	933	FTW	X		12/09/81
1257	NLR	X		03/30/82	941	FTW	X		11/26/81
1259	NLR	X		03/30/82	943	FTW	X		12/09/81
1260	NLR	X		03/30/82	945	FTW	X		11/27/81
1261	NLR	X		03/30/82	965	FTW	X		11/27/81
1262	NLR	X		03/30/82	967	FTW	X		12/09/81
1271	NLR	X		03/30/82	976	FTW	X		11/26/81
1273	NLR	X		03/30/82	1923	FTW	X		12/14/81
2971	NLR	X		03/31/82	1925	FTW	X		12/14/81
3110	NLR	X		04/20/82	1895	FTW	X		12/14/81
3176	NLR	X		04/21/82	1931	FTW	X		12/14/81
3276	NLR	X		04/21/82	1981	FTW	X		12/14/81
3011	NLR	X		04/20/82	1939	FTW	X		12/14/81
3145	NLR	X		04/24/82	1857	FTW	X		12/14/81
3275	NLR	X		04/24/82	1901	FTW	X		12/14/81
3151	NLR	X		04/25/82	1949	FTW	X		12/14/81
3174	NLR	X		04/27/82	1976	FTW	X		12/14/81
3064	NLR	X		04/27/82	1916	FTW	X		12/15/81
4521	NLR	X		04/27/82	1934	FTW	X		12/15/81
3207	NLR	X		05/02/82	1946	FTW	X		12/15/81
3108	NLR	X		05/04/82	1894	FTW	X		12/15/81
3262	NLR	X		05/10/82	900	FTW	X		12/16/81
1267	NLR	X		05/12/82	1950	FTW	X		12/16/81
1176	NLR	X		05/18/82	1954	FTW	X		12/16/81
1159	NLR		X	06/14/82	1942	FTW	X		12/17/81
1274	NLR	X		06/18/82	1918	FTW	X		12/17/81
3036	NLR	X		07/06/82	1929	FTW	X		12/17/81
1234	NLR		X	07/07/82	1906	FTW	X		12/17/81
2029	NLR		X	08/02/82	1955	FTW	X		12/17/81
3059	NLR	X		08/08/82	1937	FTW	X		12/17/81
3007	NLR		X	09/03/82	1912	FTW	X		12/18/81
3069	NLR	X		10/18/82	1915	FTW	X		12/18/81
3222	NLR	X		No Date	1920	FTW	X		12/18/81
2115	NLR		X	10/29/82	1904	FTW	X		12/18/81
1264	NLR	X		11/02/82	1929	FTW	X		12/18/81
1181	NLR		X	11/02/82	1990	FTW	X		12/21/81
1265	NLR	X		11/02/82	1945	FTW	X		12/21/81
6016	NLR		X	10/24/82	1969	FTW	X		12/21/81
3103	NLR	X		11/07/82	1931	FTW	X		12/21/81
1256	NLR	X		12/08/82	1909	FTW	X		12/21/81
1268	NLR	X		12/08/82	1910	FTW	X		12/21/81
1269	NLR	X		12/09/82	1921	FTW	X		12/21/81
3321	NLR	X		12/08/82	1953	FTW	X		12/21/81
3305	NLR	X		12/08/82	1938	FTW	X		12/21/81
1173	NLR	X		12/09/82	1952	FTW	X		12/21/81
1180	NLR	X		12/09/82	1948	FTW	X		12/21/81
3393	NLR	X		12/12/82	1805	FTW	X		12/22/81
3147	NLR	X		12/12/82	1940	FTW	X		12/23/81
1272	NLR	X		12/23/82	1908	FTW	X		12/23/81
1255	NLR	X		12/23/82	1959	FTW	X		12/23/81
1266	NLR	X		12/28/82	1927	FTW	X		12/24/81
1270	NLR	X		12/28/82	1862	FTW	X		12/24/81
1275	NLR	X		12/28/82	1951	FTW	X		12/24/81
Total at North Little Rock: 86 Locomotives - 67 Stored Serviceable,					1928	FTW	X		12/24/81
					1911	FTW	X		12/24/81
					1913	FTW	X		12/24/81
					1957	FTW	X		12/24/81
1224	FTW	X		08/12/81	1986	FTW	X		12/24/81
1226	FTW	X		08/14/81	1971	FTW	X		12/24/81
1230	FTW	X		08/14/81	1922	FTW	X		12/24/81
1236	FTW	X		08/12/81	1968	FTW	X		12/24/81
1229	FTW	X		08/24/81	1904	FTW	X		12/24/81
1222	FTW	X		08/24/81	1935	FTW	X		12/24/81
1223	FTW	X		08/24/81	1936	FTW	X		12/24/81
1225	FTW	X		08/24/81	1947	FTW	X		12/26/81
1227	FTW	X		11/20/81	1967	FTW	X		12/26/81
1231	FTW	X		11/20/81	1973	FTW	X		12/26/81
2511	FTW	X		07/29/81	1974	FTW	X		12/26/81
2550	FTW	X		01/26/81	1994	FTW	X		12/26/81
2552	FTW	X		07/26/81	1978	FTW	X		12/26/81
2553	FTW	X		07/15/81	1958	FTW	X		12/27/81
2554	FTW	X		07/17/81	1993	FTW	X		12/27/81
2556	FTW	X		07/30/81	1992	FTW	X		12/27/81
2557	FTW	X		07/19/81	1991	FTW	X		12/27/81
2558	FTW	X		07/24/81	1977	FTW	X		12/27/81
2559	FTW	X		07/18/81	1944	FTW	X		12/29/81
2564	FTW	X		07/18/81	1961	FTW	X		12/29/81
1850	FTW	X		12/06/81	1989	FTW	X		12/29/81
1851	FTW	X		11/25/81	1956	FTW	X		12/31/81
1856	FTW	X		11/25/81					
1858	FTW	X		12/05/81					

2997	STL	X	03/16/82	
2993	STL	X	03/16/82	
2996	STL	X	03/16/82	
2976	STL	X	03/16/82	
2985	STL	X	03/16/82	
2969	STL	X	03/16/82	
2984	STL	X	03/17/82	Fire Damage
2994	STL	X	03/18/82	
2995	STL	X	03/18/82	
2989	STL	X	03/19/82	
2998	STL	X	03/22/82	
2990	STL	X	03/22/82	
2999	STL	X	03/23/82	
2987	STL	X	03/28/82	
1100	STL	X	03/30/82	
1103	STL	X	03/30/82	
1123	STL	X	03/30/82	
2982	STL	X	04/01/82	
4529	STL	X	05/04/82	
1109	STL	X	05/12/82	
1115	STL	X	05/12/82	
4527	STL	X	05/12/82	
4534	STL	X	05/13/82	
1106	STL	X	05/17/82	
3231	STL	X	06/11/82	
3241	STL	X	06/18/82	
3255	STL	X	06/20/82	
3254	STL	X	06/20/82	
3259	STL	X	06/23/82	
3265	STL	X	06/25/82	
3288	STL	X	06/25/82	
3251	STL	X	06/25/82	
3282	STL	X	06/26/82	
3290	STL	X	06/26/82	
3283	STL	X	06/30/82	
3287	STL	X	06/30/82	
3291	STL	X	07/01/82	
1119	STL	X	09/28/82	
1107	STL	X	09/28/82	Main Generator
1116	STL	X	09/28/82	
4535	STL	X	10/28/82	
4537	STL	X	10/28/82	

Total at St. Louis: 63 locomotives: 51 serviceable, 2 Unserviceable.

1110	Dupo	X	11/01/82
1114	Dupo	X	11/01/82
1112	Dupo	X	11/01/82
1124	Dupo	X	11/01/82

Total at Dupo: 4 Serviceable Locomotives.

3216	San Ant.	X	11/01/82
3232	San Ant.	X	11/01/82
3278	San Ant.	X	11/07/82
3226	San Ant.	X	11/11/82
3284	San Ant.	X	11/13/82

Total at San Antonio: 5 Locomotives = 4 Serviceable, 1 Unserviceable.

#4849 Moved to Erie, Pa for Engine Change 10/15/82 at G.E. Plant. Out of Service from 10/9/82 to present time.

GRAND TOTAL SERVICEABLE: 454 UNSERVICEABLE: 40 TOTAL: 494 Locomotives
(note: Grand Total does not include 4849.)

- 1290, 1292 Returned to service from Ft. Worth 4/20/82
- 1282, 1294 Returned to service from Ft. Worth 4/21/82
- 2020, 1557, 4608 Returned to Service from Dupo 7/9/82
- 2111, 2004, 2038, 1677 Returned to Service from Dupo 7/12/82
- 4645 Returned to Service from Dupo 7/13/82
- 3198 Returned to Service from Ft. Worth 7/30/82
- 3226, 3232, 3236, 3245, 3252, 3278, 3284, 3289 returned to service from Coffeyville, Mo, 8/6/82.
- 3216, 3219, 3227, 3263 returned to service from Kansas City 8/5/82
- 3222, 3236, 3280, 3268, 3271, 3275 returned to service from North Little Rock 8/5/82.
- 3261, 3239, 3253, 3237 returned to service from Coffeyville, Mo 8/16/82
- 3081, 3157 returned to service from El Paso 8/31/82.
- 3068, 3166, 3084, 3261 returned to service from El Paso 9/3/82.
- 3246, 3063 returned to service from North Little Rock 9/9/82.
- 3198, 3103, 3114, 3159 returned to service from El Paso 9/11/82.
- 1290 returned to service from Ft. Worth 9/13/82.
- 3315 returned to service from El Paso 9/13/82
- 3072, 3201, 3143 returned to service from Avondale, La. 9/24/82.
- 3189, 3210 returned to service from El Paso 9/24/82.
- 6059 returned to service from Ft. Worth 9/29/82.
- 3246, 3155, 3196, 3226 removed from report 9/29/82. We will no longer show engines in short term storage in this report from El Paso or Avondale.
- 3240, 3225, 3230, 3267, 3243 returned to service from Coffeyville 10/1/82.
- 3091, 3096, 3256, 3280, 3076 returned to service from Ft. Worth 10/2/82.
- 1538, 1414 returned to service from St. Louis 9/30/82.
- 1127, 1131 returned to service from Kansas City 10/16/82.
- 3249 returned to service from North Little Rock 10/18/82.
- 3112 returned to service from North Little Rock 10/19/82.
- 3095 returned to service from Ft. Worth 10/22/82.
- 1232 returned to service from Ft. Worth 10/23/82.
- 1539 returned to service from North Little Rock 12/07/82.
- 1185 returned to service from Kansas City 12/08/82.

Rooster of Missouri Pacific Lines Locomotives

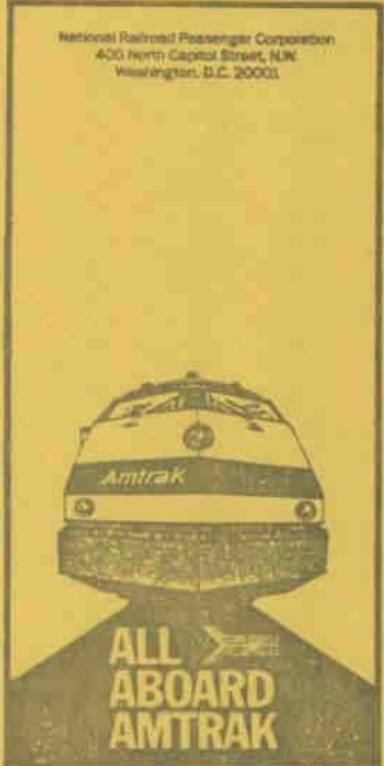
Unit Numbers	Model	Complete to 12/29/82	
		H.P.	Total
Switch Units			
1100-1199	EMD SW-12	1200	92
1216-1251	EMD SW-9	1200	29
1253-1299	EMD SW-12	1200	46
1275	EMD SW-12	1500	1
1356-1392	EMD MP-15	1500	37
1400-1422	MP SL-1	Slag	23
1518-1521	EMD SW-15	1500	4
1530-1554	EMD MP-15	1500	25
2401	Ply Hydraulic	240	1

Road Units			
1558-1684	EMD GP-15-1	1500	110
1685-1744	EMD GP-15	1500	80
1850-1878	EMD GP-19	1800	22
1879-1883	EMD GP-18	1800	5
1884-1994	EMD GP-18	1800	90
2000-2001	EMD GP-28	2000	2
2002-2007	EMD GP-38	2000	6
2009-2334	EMD GP-38-2	2000	326
2502-2584	EMD GP-35	2500	47
2600-2617	EMD GP-38M	2000	18
2965-2999	GE U-30-C	3000	35
3000-3089	EMD SD-40	3000	90
3090-3321	EMD SD-40-2	3000	232
3500-3529	EMD GP-50	3500	30
4500-4537	GE U-23-B	2250	38
4600-4666	GE B-23-7	2250	67
4667-4689	GE B-23-7	3000	3
4670-4684	GE B-23-7	2250	15
4800-4854	GE B-30-7A	3000	55
6000-6073	EMD SD-40-2	3000	74

ReCap Road Units				
GP-15-1	190	GP-38-2	326	U-30-C 35
GP-18	117	GP-50	30	SD-40 90
GP-28	2	B-23-7	85	SD-40-2 308
GP-35	65	B-30-7A	55	
GP-38	6	U-23-B	38	

Total: 1,345
Switch Units
SW-9 29 SW-15 4
SL-1 23 *Hydraulic 1
SW-12 139 MP-15 62
Total: 257

* GRAND TOTAL: 1,602 Units
*Grand Total does Not Include Ply Hydraulic (2401)



MAYBE YOUR NEXT FLIGHT SHOULD BE ON A TRAIN

ALL ABOARD AMTRAK

AMTRAK NEWS



ARKANSAS DEMOCRATS RIDE ALONG THE EAGLE ROUTE -- Starting in January, Arkansas Democrat newspapers are put aboard Amtrak's Eagle for the convenience of their sleeping car passengers. The papers are put aboard at Little Rock and each room is given a paper.

EAGLE FLYS OFF COURSE -- The evening of January 14, 1983 just out of St. Louis at Mile Post 5 1/2, 3/4 of a mile south of Davis Street Jct. in St. Louis, Amtrak's Eagle Derailed all Eight Cars while traveling Southbound at 23 m.p.h., on MoPac's Oak Hill Subdivision. The Accident occurred at 11:30 p.m. and there were no personal injuries. The Train consisted of Engines 334-357 and cars 32012, 33019, 34099, 38020, 34037, 39929, 2463, 1157. An estimated \$10,000 damage was done to each of the Superliner cars and \$1,000.00 damage to the Hi-Level Dorm/Coach and Heritage fleet cars for a total of \$61,000. damage to the train and right of way. There were no injuries. Neither of the two locomotives derailed but all wheels except for the rear truck of the baggage car was derailed. The cars derailed to the West side of the Main Track in a curve. The train was carrying 126 passengers when it derailed. All the passengers were bussed to St. Louis where a make-up train consisting of Superliner Baggage Coaches was made up and continued the trip. The Make up train consist of Unit 315 and cars 31044 and 33022 which operated by the derailment site on the East Main Track and on to it's destination.. The last car was rerailed at 9:50 a.m. the 15th.



"At The Old Depot"

A GUIDE TO MISSOURI PACIFIC OPERATIONS -- PART 2

By John M. Martin

Now Let's Look at an Actual 24 hours period of Operations in the Terminal:

MISSOURI PACIFIC LINES - OPERATIONS - MAY 10, 1981

<u>TRAIN</u>	<u>FROM/ TO</u>	<u>ENGINES</u>	<u>ARRIVAL OR CALL TIME</u>	<u>TRAIN TOTALS</u>	<u>REMARKS</u>
DM	FN	3066-2084-3199	Ar 1210am	52/76	
FC	FS	3506-3527	Ar 1210am	3/64/2942/5432	
FC	TN	3505-3527	CF 1210am	3/64/2942/5432	
LV	TV	3115-4505-4528	CF 1215am	49/90/7199/8280	
MCZ	TN	6019-6016-3007	CF 115am	73/0/4903/6832	(was in at 1120p)
DH	TV	3066-2084-3199	CF 125am	52/76/7494/7888	
22	TN	247-245	CF 200am	6 cars	
DE	FN	3267-3238	Ar 215am	59/12/4876/4459	
DE	TS	3267-3238	CF 215am	59/12/4876/4459	
753	FV	1817-2206-2019	Ar 215am	1/65/2430/4468'	CAB 13650
105(08)	FC	3300-3318	Ar 220am	81/32	
22	FS	247-245	Ar 233am	6 cars	
HL	FS	1921-1762-1948-1906	Ar 230am	91 cars	
MFS	FN	3086-3181	Ar 235am	15/16/1507/2128	
MFS	TS	3086-3181	CF 235am	15/16/1507/2128	
775	TV	1952-1991-2057	CF 400am	5/29/1449/2175	102 rail
XLA	TS	2104-2162-4642	CF 430am	28/75/5435/6437	
HDZ	TS	3135-3077	CF 430am	66/45/7570/7579	(was in at 1020p)
21	TS	363-284	CF 511am	6 cars	
21	FN	363-284	Ar 551am	6 cars	
LF	TS	3318-3300	CF 545am	66/42/6298/6549	306 rail
LK	TC	3136-3245	CF 545am	18/79/4154/5850	303 rail
MLN	FN	L&N 4665-4620-4626-MP2182	Ar 645am	125 cars	
CFZ	TS	3512-3526	CF 655am	29/0/2052/2763	
CFZ	FN	3512-3526	Ar 710am	30/0/2129/2856	
NL	FV	1918-1791-1862-1956	Ar 720am	42/76	
CKB	FV	BN 5071-5384-5066-MP 4638	Ar 750am	1/110/3468/6221	
CKB	TC	BN 5071-5384-5066-MP 4630	CF 800am	1/110/3468/6221	
LB	TV	1817-2206-2019-1973	CF 800am	75/54/9168/7446	305 rail
VLX	FS	3026-3054-1950	Ar 855am	63 cars	
CMU	FN	3244-3126-3010	Ar 930am	1/79/2430	
MLF	FN	3244-3126-3010	Ar 955am	132 cars	
ALX	FS	3296-3297-3104	Ar 1000am	83/40/10638	
LKY	TC	6030-3009	CF 1000am	60/46/6843/6445	304 rail
CMU	TC	3244-3126-3010	CF 1005am	1/75/2532/4392	Main line
FM	FS	6032-3208	Ar 1010am	20/25/2442	CAB 13461
FM	TN	6032-3208	CF 1010am	20/25/2442/2902	Main line
WLA110	TS	1950	CF 1015am	Wrecker Train	301 rail
FCZ	FS	3505-3517-3521	Ar 1040am	49/0/3033/4481	CAB 13852
FCZ	TN	3505-3517-3521	CF 1040am	49/0/3033/4481	CAB 13852
776	FV	2290-2262	Ar 1100am	61/21/5417/4800'	CAB 13562
106	T	2613-1974-2132-1956	CF 1215pm	17/16/2163/2126	101 rail
MAR	FS	3123-6067-3281-3011	Ar 1240pm	1/60/1844	
MAR	TN	3123-6067-3281-3011	CF 1240pm	1/60/1844/4123	
CFR	FN	3052-3095	Ar 1245pm	29/28/5071/3627	CAB 13917
CFR	TS	3052-3095	CF 1245pm	29/28/5071/3627	
DN	FN	3176-2972	Ar 1255pm	28/83/4925/6926	CAB 13563
DN	TV	3176-2972	CF 1255pm	28/83/4925/6926	
XKR108	T	3226-3091-3060-4563	Ar 100pm	84/12/10340/6557'	CAB 13807
XKR108	FC	3226-3091-3060-4563	Ar 115pm	84/12/10340	
LMS	TN	3026-3054	CF 145pm	52/39/6329/5272	309 rail
ND	FV	1859-2102-4519-4610	Ar 145pm	68/69/9764/8244	CAB 13688
107	FW	2189-1573-1946	Ar 205pm	101 cars	CAB 13614
LMI	TN	IC 8237-MP1971-IC8286- MP 1583	CF 215pm	49/31/5665/4911	102 rail
LMN	TN	2182-L&N 4626-4620-4665	CF 300pm	51/34/6238/5435	303 rail
LK	TC	1839-1954-1942-3000	CF 330pm	29/90/5387/6929	
CHZ	FN	3298-3138-3072	Ar 345pm	65/0/4293/5551'	CAB 13438
KLY	FN	4507-6061-3254-4649	Ar 355pm	115 cars	
CHZ	TS	3298-3138-3066	CF 430pm	59/0/4127/5576	Main Line
DF	TS	3514-3522	CF 510pm	49/14/4458/4456	CAB 13633
DF	FN	3514-3522	Ar 510pm	49/14/4458/4456	CAB 13633
LC	TN	3296-3297-3101-4618	CF 545pm	79/61/9542/8456	308 rail
LCB	TN	4656-2614-1756	CF 600pm	58/46/6756/6312	310 rail
LD	TN	2015-2002-4658	CF 630pm	36/90/6938/7657	307 rail

MLI	FN	1951-1903-1955	Ar	635pm	13/44/2565	
LB	TV	6061-4537-1859	CF	645pm	63/69/8473/7769	306 rail
SAL	FS	3264-2133	Ar	650pm	17/16/3553	
735	TS	2059-2262-2290	CF	700pm	24/30/3629/3187	103 & 104 rail
762	FS	4528-1880-2054-2097-4617-				
			4619	Ar	750pm	33/63/4617
CL	FN	3234-3255-3158	Ar	815pm	30/76/4891/1800'	CAB 13686
HK	FS	2974-2965	Ar	830pm	90 cars	
HK	TC	2974-2965	CF	830pm	22/68/4016/5838	
HD	FV	6037-3106	AR	830pm	55/39	
MCZ	FS	3113-3228	AR	905pm	36/6	
TAZ	FN	6059-3147-3249	CF	930pm	42/0/2940/3806	
TAZ	TS	6059-3147-3249	AR	945pm	41/0/2889/3130	
MCZ	TN	3113-3228	CF	1000pm	32/6/2131/3605	
HD	TN	6037-3106	DF	1015pm	55/39/6620/5678	310 rail
FC	FS	2137-3222	Ar	1020pm	6/71/3615	
MLS	FN	3210-2079-3069	Ar	1020pm	59/56/6838	
DMZ	FN	3215-3110	Ar	1100pm	No Totals	
FL	FS	1861-1800-1872-1853-2532-				
			2515	Ar	1115pm	18/56/3503
84	FV	3033-4533-4622	Ar	1125pm	104 cars	

Train Expected Later

DH	FN	3067-2984	about	100am or later
HL	FS	6012-6026-1780	about	100am or later

LEGEND:

From/To Column: F= From ; T= To
 N= North End (Poplar Bluff & Memphis)
 S= South End (Texarkana)
 V= Valley Line (Louisiana Division)
 C= Central Division (To Van Buren)

Arrival or Call Time: Ar = Arrival
 CF = Called For Time

Train Totals read: 1st Figure denotes Loads / Second Denotes Empties in train.
 3rd Figure denotes Total Gross Tons in Train
 4th Figure denotes Length of Train in Feet.

 An Analysis of the day of Operations reveals some interesting facts about MoPac's service thru North Little Rock.

This day included 83 in and out bound train movements (not including Local Switch jobs, transfer jobs and traveling switch engine jobs i.e.: the NIA Job), including four Amtrak Passenger Train moves and 79 Freight Train movements. The 83 trains consisted of 235 locomotives and 6465 cars, (including 12 passenger cars). Thus the Average Freight Train thru North Little Rock consisted of Three Locomotives and 78 cars, on this day. Twenty two of the trains were thru trains and were not yarded, running by on the Main Lines.

It is proper to note that the exact sequence may seem out of order, and is at times because many times outbound trains were called before the arrival of the inbound train. And, with several trains called for the same time, complications may have allowed some trains to depart before others. The value of this is that it gives you an idea of how many trains and how complex an operation, Missouri Pacific's North Little Rock Yard is.

SOME INTERESTING FACTS ABOUT MISSOURI PACIFIC'S NORTH LITTLE ROCK YARD COMPLEX

There is 31.34 Miles of Main Track with 166.77 miles of Yard tracks and 975 switches in the North Little Rock Terminal Area.

The Main Line has 132 lb. Conventional Rail on Both Tracks.
 136 lb. Across the Baring Cross Bridge
 132 lb. From the Bridge to HH Tower
 131 lb. On both Tracks South of HH Tower.

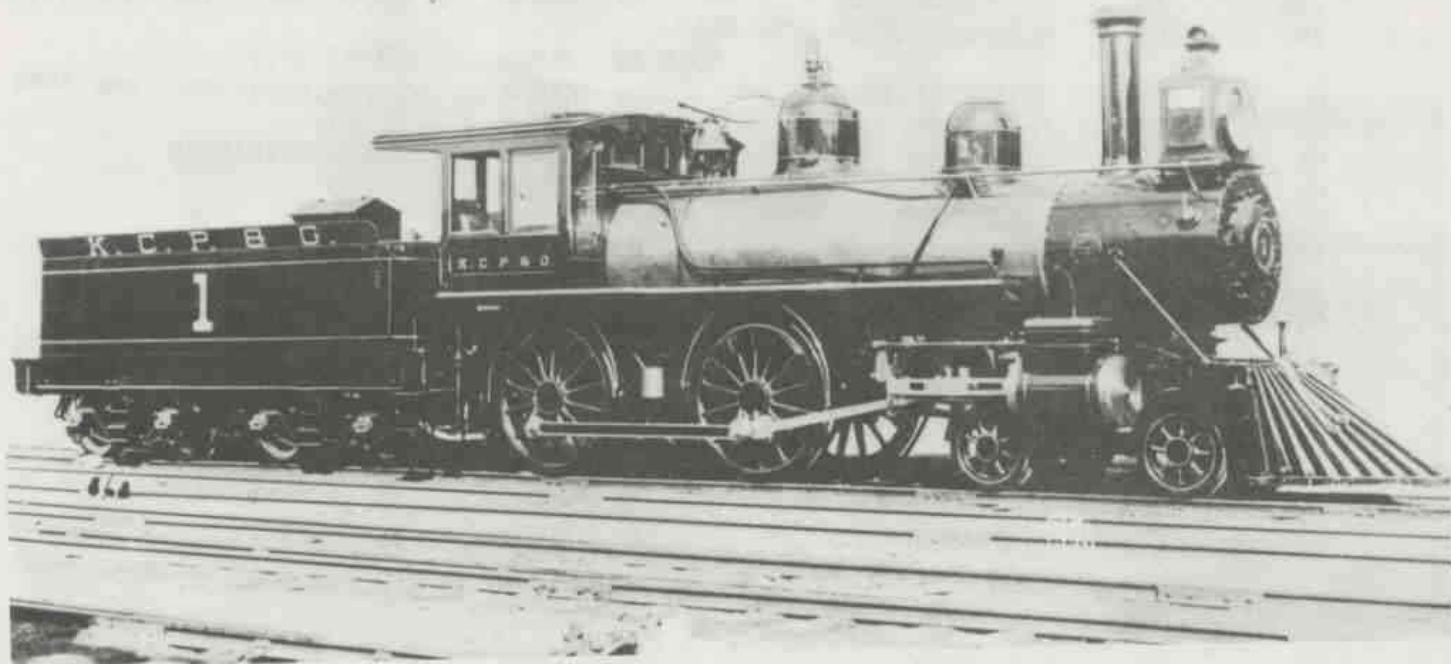
The Grade of the Hump is 3 deg. on the uphill side and 4 deg. on the downhill side, 0.8 deg through the group retarders with 0.1 deg rise in the bowl. The curves in the bowl are 10, 11, and 12 deg. except for the outside tracks which are 15 deg.. The turnouts in the bowl are 8½ deg..

The bowl Yard has 112 lb rail, 136 lb. rail through Hump and Master Retarders, 132 lb. through group retarders. There are 64 tracks in the bowl with a capacity of 930 cars.

The 100 Yard has 90 lb. rail throughout holding 1247 cars in it's Eight Tracks.

The 200 Yard has Mixed Rail sizes from 100 lb to 132 lb., consisting of 10 tracks 201-211 (there is no 202 rail, it was taken up in July 1982 and made into a yard road) holding 1050 cars.

The 300 Yard has 112 lb rail in 10 tracks holding 10,247 cars. The City Yard or 600 yard, has 110 lb. rail throughout with 14 tracks holding 374 cars. (All car capacity above is based on a 65' long car.). Smith Yard has 75 lb rail.



Kansas City, Pittsburg & Gulf 4-4-0 No. 1.
 Photographed at the "Baldwin" Locomotive plant in 1895. The Burnham, Williams & Co. lettering was on the builder plate. This locomotive was one of the 401 out-shopped during this year total production, of all classifications. Note-the large builder plate and the oil-burning headlight.

K. C. S.
Kansas City Southern Railway.
 (STRAIGHT AS THE CROW FLIES)
Kansas City to the Gulf.

....The only direct line from Kansas City to....
The Beaumont-Port Arthur Oil District

(From R.R. Guide 1904)



List of Presidents,

E. L. Martin	1889-97
A. E. Stilwell	1897-00
S. W. Fordyce	1900- -
S. R. Kustt (acting)	1900
S. R. Knott	1900-05
J. A. Edson	1905-18
L. F. Loree	1918-20
J. A. Edson	1920-27
C. E. Johnston	1928-38
H. C. Couch	1939- -
C. P. Couch	1939-41
W. N. Deramus	1941-61

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

No. B 2441

--Mr. R. H. Laing,--
 A. G. P. & T. A., St. L. & S. W. Ry. Co.,

UNTS. DEC. 31, UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK VALID WHEN COUNTERSIGNED BY A. M. S. B. O. M.

COUNTERSIGNED
A. M. S. B. O. M. *J. A. Edson*

K. C. S. Railway.

105 THAYER BUILDING
 KANSAS CITY, MO.

PORT ARTHUR ROUTE

KANSAS CITY SOUTHERN

BEFORE THE FLYING CROW ON KANSAS CITY SOUTHERN RAILWAY COMPANY

By Bill B. Bailey

There is something about unknown lands that seizes the imagination of man's visions. One thing visionaries have in common is originality and the sixth sense to decide change. The Kansas City, Pittsburg & Gulf Railroad Company was built due to the promotional skill of visionary Arthur Edward Stilwell, prince of the Railroad promoters in the closing years of the eighteenth century. His admiration for railroading came from his grandfather, Hamblin Stilwell, who had been one of the builders of the New York Central, founder of Western Union's great telegraph company, as well as a builder of the Erie Canal and the fourth mayor of Rochester, New York.

Arthur's father invested and lost the family fortune in the Pennsylvania oil fields. After this event, Arthur's energy and optimism materialized into salesman and promoter. He told Commodore Vanderbilt, "When I become a man, I'm going west to build a railroad". And that is what he did. During his lifetime he promoted and built 3,000 miles plus of new railways and was the founder of 38 towns and villages. He founded Mena, Arkansas which is one of the most noted towns founded by him in 1896. In Mena today, there is a Stilwell School and a Stilwell Park. At DeQueen, Arkansas the old Railroad station is near the intersection of streets called Stilwell and Port Arthur. Stilwell, Oklahoma was the only town that he named for himself and was the division point of the railroad until early 1913.

The Kansas City Southern Railway Company emerged on March, 19, 1900. The rails extended from Kansas City to Port Arthur, Texas a distance of 788.6 miles. Mr. S. R. Lustt was acting president of the railroad, Vice President was George J. Gould, the General Manager was J. A. Edson, the General Ticket Agent was S. G. Warner, and William Coughlin was the Superintendent of the Northern Division. Stuart R. Knott became the first president of the railroad holding the office from 1900 to 1905.

Arthur Edward Stilwell lost control of the Kansas City Southern in 1900. Within eight days following the loss, his exuberance pictured a profit to prospective investors, and the Kansas City, Mexico & Orient Railway project was under way. This railway was the only one that was international in its conception, making Stilwell one of the greatest promoters of all times.

Stilwell legacy remained for years on the Kansas City Southern. The two slogans "The Port Arthur Route" and "Straight as the Crow Flies" were selected by Arthur Stilwell because of their briefness which attracted attention to the railroad. I know of no other railroad that used a bird on its rail escutcheon. "Straight As The Crow Flies" became more influential in freight service than passenger service. In a future article on The Flying Crow Passenger Train, I will have more details on the Flying Crow emblem & its operations which started on Sunday, July 15, 1928.

The slogan routing suggested by its name was fictitious from my point of view, since the K C So right of way embraced a curvature that made a fast schedule illusionary. The famous D & R G W had a slogan, "Through the Rockies not around". Had the K C So had a resemblance slogan I think it should have been "Around and Over the Ozarks not through them". The trains moved over the second subdivision 84 miles between Neosho, Mo. & Stilwell, Okla. in their slowest stride. Up one hill and down again, the ruling grade in each direction was 1.8 percent of smoke and cinders from engines & helper-engines working the front end. The pull on the fourth subdivision, Heavener, Okla. to DeQueen, Ark. was 29 miles without let up to the summit of the Quachita Mountain Range at Rich Mountain. Both districts were engine helper territory on heavy trains. To add to the problems, the Indian Territory or Oklahoma road bed was an open stock law region. Often in the fall of the year when the damp oak leaves were falling and sticking to the rails in cuts, the Engineer would climb out onto the running board with a hammer to pound clogged sand delivery pipes. This action usually took place on the downgrade tracks.

≡ STRAIGHT AS THE CROW FLIES ≡

The engines & tenders rolled best on phosphor-bronze bearings. A special mixture of 33 per cent of mineral oil with 67 per cent of olive oil was used to prevent hot axles. In 1914-1915 a 7 x 9 white oak tie sold for 30 cents along the K C So system. Standard track construction was used, and oak ties with date nails were used for installation records. Twenty-two ties per 33' rail were used in lieu of 18 or 20 as most railroads were constructed. On Saturday, November 16, 1907 a signature of Theodore Roosevelt made Oklahoma a State. For this one day, K C So put into effect a 2-cent fair for travelers on passenger trains. The second hand queens of the rails were sister engines No. 140 & 141 outshopped by Schenectady Locomotive Works "Class 4-4-0" in 1894 for railroad service. Each weighed approximately 64 tons. Some years after their purchase, originally coal burners, they were converted to oil & electric, and head lights were added. This series of engines had that day's most modern of "Retractable" Janey Coupler. Engine No. 143 was the oldest active engine in KCS motive power in 1940. This class engine's last assignment was handling the two-car "Stub" to the Flying Crow Passenger Train over the twenty-two miles of branch line rail between Lake Charles and De Quincy, La. Early in 1940 a railroad bus was substituted for the run and the surviving 4-4-0 engine was scrapped. In general most old K C So engines disappeared in the 1930's, as K C So had few branch lines for them to operate on. Most crew members would have told you that the best all-around K C So freight engines were the 500's (American 2-8-0) with Vanderbilt-type tenders for increased water capacity. They were the general work horses of the road for years. The 800's (American 4-6-2) came in second in this stocky locomotive class.

The following engines served the road well and added to the variety of engines. No. 368, 4-6-0 (Baldwin 1898) in its last era of usefulness in 1932, powered the Lake Charles, La. branch train called "The Dodger". All of these class 300's were out of service by 1935-1936. No. 1003, 0-8-0 (Baldwin 1900) engine was still in operation in 1952 at Pittsburg, Kansas. It was active on the last steam switching operation on the system. This 0-8-0 switcher was remodeled from a consolidation No. 168 in 1925.

A change in recognition is now in order. A total change came between 1910-1912 when K C So took delivery on 12- (American 0-6-6-0 Mallet), a real tallowpot on 57" drivers and operated at 225 lbs. boiler pressure with an open air-cab. Everybody checked the crank pins before the 57" drivers ate the rails up on starting, and after the soot and clinkers settled back to earth and the farmers put the fires out in the fields, the train was on its way. The boomers called the K C So in these years the "Kindle-Choke-Smoke Road". Drag Freights were called the "Haywires". The weight of engine and tender loaded was 526,000 lbs. Heavy trains sometimes employed two of the big mallets on coal trains, separated by a water car & five cars to meet bridge weight limitations. Restricted to 25 mph due to their wheel arrangement, only three of these serviced the 1930's. 701, 706 & 711 were not scrapped until around 1948-1949. The largest engine in length used on the K C So was No. 766 (American 2-8-8-0). With its big square tender fully loaded, it weighed in at 780,700 lbs., and was the most powerful tonnage-mover that ever operated on the road. The 900's (Lima 2-10-4) exceeded the weight of No. 766 but not as powerful a tonnage-mover. I will not go into detail on the 900's; for they deserve an article written about themselves, as well as the 2-8-8-0 class. The Wells Fargo & Co. Express and the Western Union were part of the services offered to the public along the system.

The only existing KCS, L&A division steam engine on display today is No. 253 0-8-0 "American 1924", given to the city of Texarkana on September 17, 1956. It is located at the Fair Grounds at I-30 & Highway 71 in Texarkana, Texas. These are names in the railroad transportation history which start stirring the mind when talked about. The Kansas City Southern line has little meaning to most people and no ring at all to some, but its story is probably one of the most fascinating railroad promotions of all times by one man, Arthur Edward Stilwell, born Oct. 21, 1859 and died Sept. 25, 1928. It's rather ironic that this man's name was almost forgotten through the years because it was a rather small mid-western railway he founded. The K C S lines is a class one railway system today serving all forms of transportation needs of our country.



PROGRAM



The February program will be given by Jim Johnson, Public Relations Representative of the Cotton Belt Railroad. He will show a short film on the Southern Pacific followed by a talk on matters concerning the S.P. The program will be given at our regular meeting time of 2pm on the second Sunday of February (February 13).

Meeting place, as usual, will be at Union Station, Markham and Victory Streets, In Little Rock in the PSC meeting room.

Mr. Johnson will be flying in that Sunday morning just to give us this program, so let's have a BIG turnout! (By the way, the January meeting had more people than I've seen at one of our meetings in a long time).

Another Officers Special -- Earlier in this newsletter you read about a UP/MOPAC Officers Special. Well, least we be accused of being a one railroad newsletter when it comes to special moves, here is news of the S.P./Cotton Belt Officers Special which ran January 8 and 9, 1983 between Kansas City and points in Texas and on west.

The train consisted of the following consist: 2 SP Units # 3201 and 3209, followed by 2 SP baggage cars # 295 & 298, SP 292 "SLEEPER", SP 141 "OAKLAND", SP 140 "STANFORD", and on the tail end SP "SUNSET".

The train ran Kansas City-East St. Louis-Jonesboro (arriving 430pm January 8)-Pine Bluff (arriving 710pm Jan 8 and staying overnight). On January 9th it left Pine Bluff at 600am, arriving Shreveport at 10am. No details on schedule from then on.

SP Chairman and other officers were on board.

From the editor -- I wish to again thank the many of you (22 at last count) who have sent in envelopes with stamps used for mailing the "Arkansas Railroader". This helps a whole lot. I also wish to thank the Gaines for giving me some paper for this issue.

Also, the free use of the offset printer at Dick Byrd's place of work (Enmar) is allowing us to have such long newsletters. Otherwise, the pages would have to be severely limited.

And, even though I am editor, much of the typing and story-getting in recent issues has been done by Assistant editor John Martin (9 pages of this newsletter were done by John). He has excellent sources and he also does the screening necessary for us to print photographs. Without this screening, the pictures would have to be curtailed.

Between John and I, we have access to 3 IBM electric typewriters, so typing will never be a problem.

Thanks to all.

Ken Ziegenbein, Editor

REMINDER -- Dues are due. Annual dues for in-state residents are \$10 (\$7.50 for out-of-state). You may also pay your National Railway Historical Society (NRHS) dues through the club. These dues are \$9 per year.

You may make your payments to the "ARKANSAS RAILROAD CLUB" and send them to either me at 905 Valerie Drive, North Little Rock ar 72118 OR to club treasurer Dick Byrd at 12 Flintwood Drive, Little Rock AR 72207 .

You must pay your annual dues to keep getting the "Arkansas Railroader". Just sending in stamped envelopes will not guarantee that you'll still get the newsletter.

New member Sally Miller Perdue (a former Miss Arkansas) talked about a special project of hers at the January meeting concerning former Cotton Belt Steam Locomotive #819, now rusting in a park in Pine Bluff.

The essence of her talk was to SAVE THE 819. Seems that this locomotive has been allowed to deteriorate over the years to a pitiful state. Ms Perdue asked the club to help in her efforts to restore and move this fine example of past railroading.

Some ideas expressed were to have a luncheon honoring former steam locomotive engineers to raise money to match funds with the Cotton Belt to restore and preserve this engine at a new setting, having a special fund-raising campaign to help in restoration, etc.

Any ideas welcome. Let's all get behind her in this matter. It would be a good club project.



HIGHBALL TO THE WEST -- the lights are green and the land is flat waiting for the next Missouri Pacific freight to roar over this crossing near Aledo, Texas, a few miles west of Fort Worth. (Picture taken in August 1982 by Ken Ziegenbein).

SANTA FE...ALL THE WAY -- Unit #3071 carries a long freight southward toward Fort Worth, Texas on a hot August afternoon in 1982. This location, near the town of Haslet, about 15 miles north of Ft. Worth, was plagued with high weeds and rattlesnakes. (Photo by Ken Ziegenbein).

CABOOSES ANYONE? -- Any railroad executive out there who happens to read this newsletter and wants to make friends with some very nice people in the Arkansas Railroad Club may want to consider donating one of your road's no-longer-used cabooses to the club. As talked about in the last meeting, our club is actively soliciting a piece of rolling stock and since many cabooses may soon be retired due to innovations, one of these would make a nice addition.

If indeed you know of anyone willing to donate a caboose to the Arkansas Railroad Club, please contact your newsletter editor at 905 Valerie Drive, North Little Rock Arkansas 72118. I will pass it along to the proper persons.

THIRD ANNUAL RAILROADIANA SALE -- to be held March 26, 1983 at the National Guard Armory, 2600 Poplar Street (I-40) Exit, North Little Rock, Arkansas. Doors will open to the public at 9:00am and close at 3:30pm. Admission will be \$1.00 with children under 12 free.

Exhibitors cost per 30-inch by 8.0 foot long table is \$15.00 with the chairs being provided. All tables need to be reserved in advance.

Set up time will be from 6 - 8pm on Friday March 25 for exhibitors only, and on Saturday from 8 - 9am.

If interested, fill out the application below and mail to the address indicated:

RETURN REPLY TO:

Bill B. Bailey
8318 Reymere Drive
Little Rock AR 72207

DATE RECEIVED _____
by Arkansas Railroad Club.

NAME _____
ADDRESS _____
PHONE _____ DATE _____
NUMBER THAT WILL BE ATTENDING TABLES _____

TABLE FEE (@\$15 each)
1. _____
2. _____
3. _____ AMOUNT ENCLOSED:
4. _____
\$ _____