



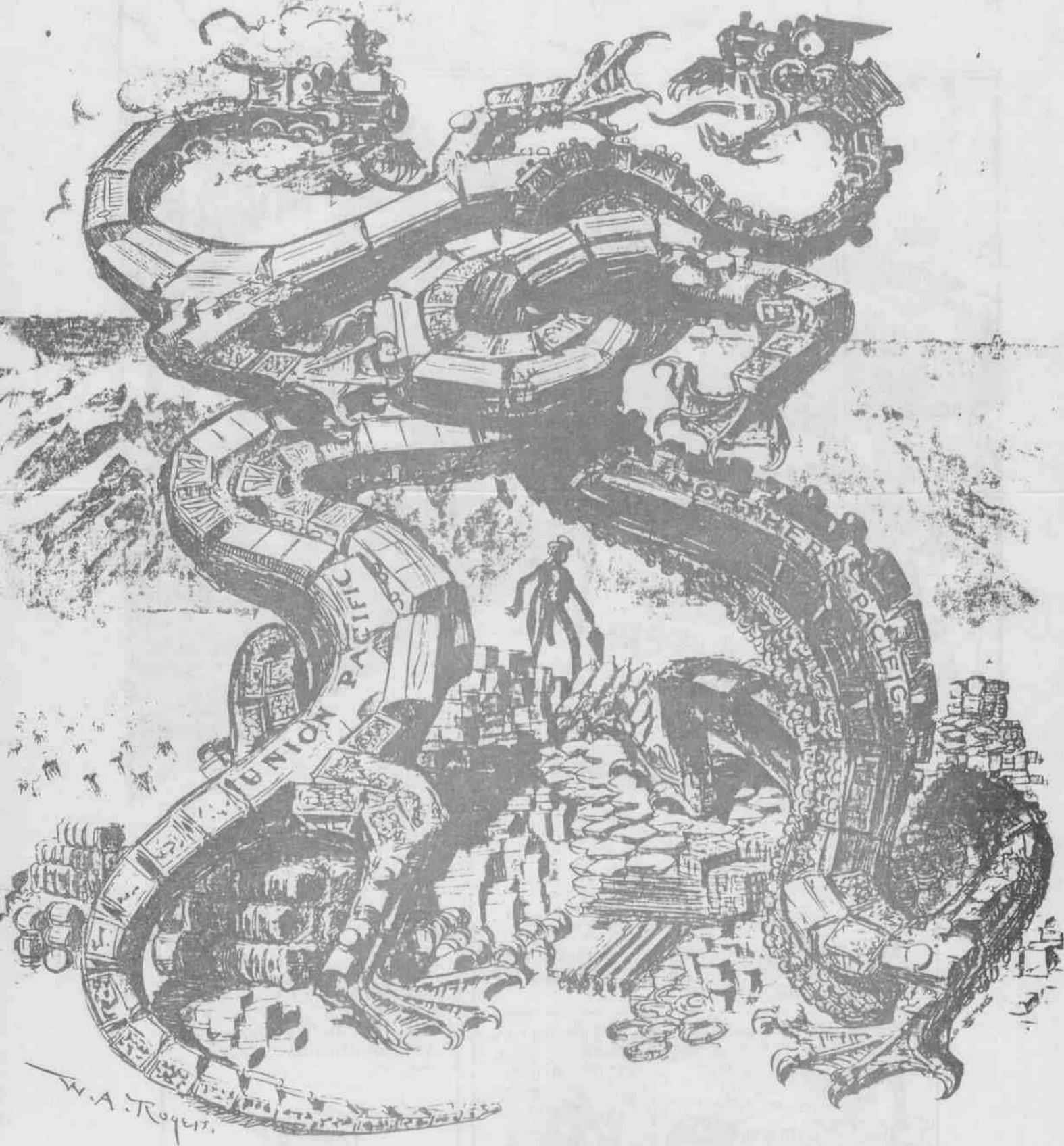
ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 24 NUMBER 2

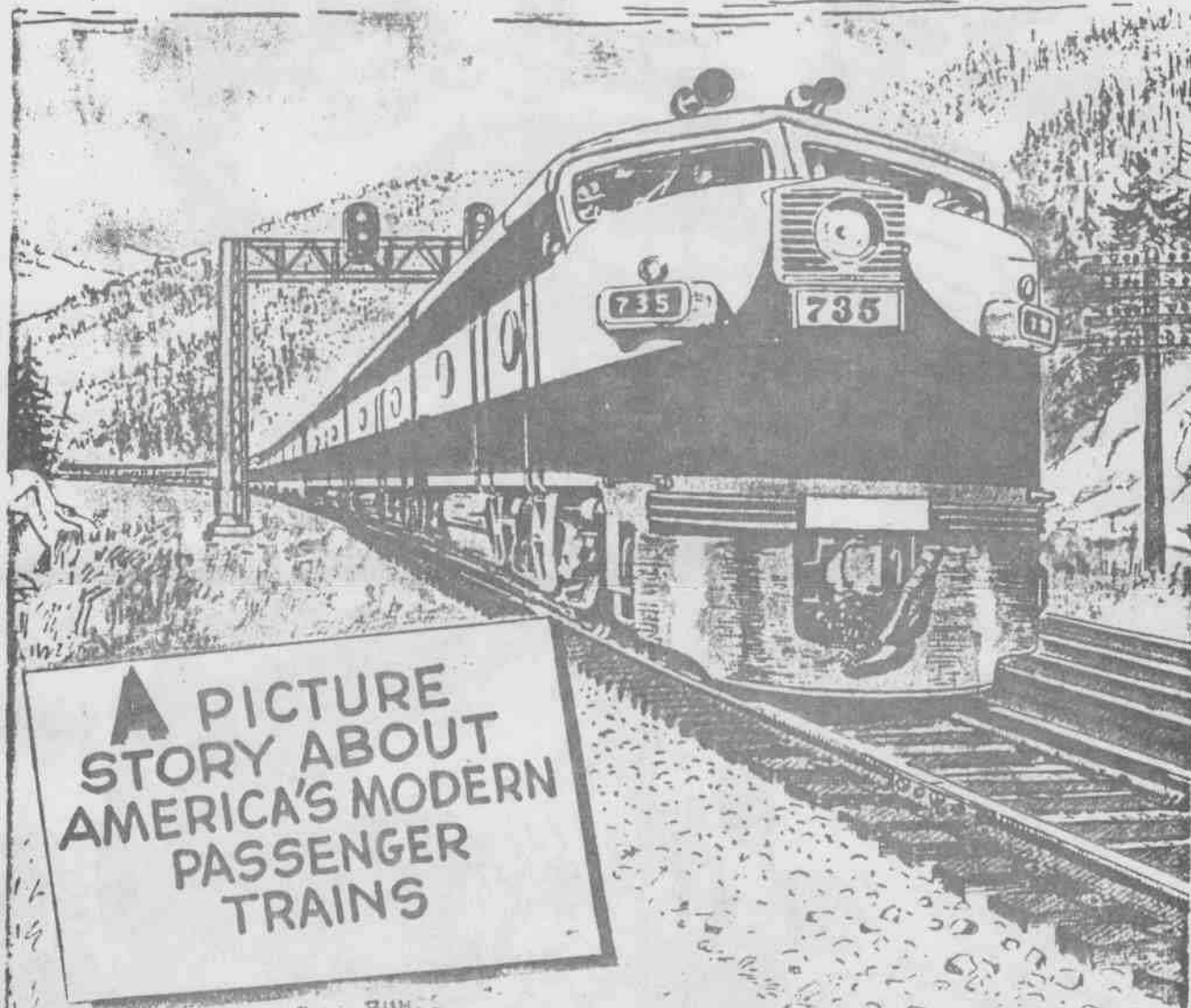
FEBRUARY 1993



ESTABLISHING "A COMMUNITY OF INTEREST"

The cover above is from the May 25, 1901 *HARPER'S WEEKLY*. It shows the classic baronism of the Union Pacific and Northern Pacific railroads of that time. (Ken Ziegenbein collection)

RIDE THE HIGH IRON!



A PICTURE
STORY ABOUT
AMERICA'S MODERN
PASSENGER
TRAINS

IT IS VACATION TIME AND LARRY BROWN IS PREPARING FOR A TRIP ACROSS THE COUNTRY. AS HE LEAVES THE HOUSE ONE MORNING...



HI, LARRY! I HAVEN'T SEEN YOU SINCE SCHOOL CLOSED FOR THE SUMMER. WHAT'S NEW?

HI, JOE. I'M GETTING READY TO TAKE A TRIP OUT TO MY UNCLE'S RANCH.

I'M GOING TO THE RAILROAD TICKET OFFICE NOW TO PICK UP MY TICKETS AND PULLMAN RESERVATIONS. I'M LEAVING TOMORROW.





SOON, THE CONDUCTOR CALLS "ALL ABOARD!" HE RAISES HIS ARM, GIVING THE "HIGHBALL" SIGNAL...



... AND, UP IN THE CAB OF THE LOCOMOTIVE, THE ENGINEER OPENS THE THROTTLE. THE LONG TRAIN BEGINS TO MOVE ...



... GATHERING SPEED AS IT THREADS ITS WAY THROUGH TERMINAL SWITCHES ONTO THE MAIN-LINE TRACK (RAILROADERS CALL IT THE "HIGH IRON"). THE SIGNALS AHEAD FLASH GREEN - CLEAR TRACK!



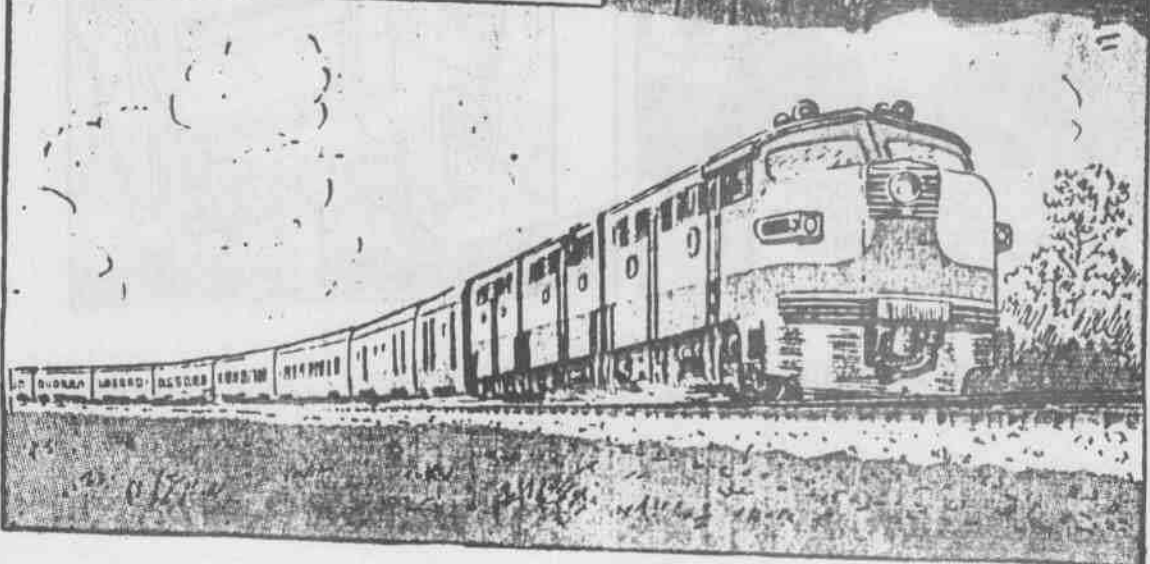
AS THE TRAIN ROUNDS A CURVE, LARRY SEES THE CARS AHEAD - DINER, COACHES, BAGGAGE, MAIL, AND EXPRESS CARS.

WELL, I'M ON MY WAY. THE TRIP IS GOING TO BE FUN.



SOON, THE CONDUCTOR COMES THROUGH THE TRAIN. HE TAKES THE TICKET FOR THE FIRST PART OF LARRY'S JOURNEY. THE PULLMAN CONDUCTOR TAKES THE PULLMAN TICKET.

POWERFUL DIESEL ENGINES THROBING, THE LOCOMOTIVE PICKS UP MORE SPEED ...





BOY! THAT SOUNDS EXCITING. I'D LIKE TO SPEND A VACATION ON A REAL RANCH. HOW COME YOU'RE GOING BY TRAIN?

WELL, HALF THE FUN IS THE TRIP ITSELF. AND ON A TRAIN THERE'S ROOM TO EAT AND SLEEP AND WALK AROUND. MY DAD SAYS, IF YOU WANT TO SEE THE COUNTRY, THE BEST WAY IS BY TRAIN. AND THEY'RE FAST, TOO! YOU OUGHT TO RIDE A STREAMLINER SOMETIME.

MAYBE I WILL. SAY, WHY ARE YOU BUYING YOUR TICKET AHEAD OF TIME?

IT'S A GOOD IDEA TO MAKE RESERVATIONS IN ADVANCE. THAT'S WHAT MY DAD DOES.



MY NAME'S LARRY BROWN. MY FATHER PHONED YOU ABOUT SOME RESERVATIONS.

OH, YES, LARRY, WE HAVE YOUR RAILROAD AND PULLMAN TICKETS ALL READY FOR YOU. HERE THEY ARE.

AT A RAILROAD TICKET OFFICE, YOU CAN ALSO OBTAIN INFORMATION ABOUT FARES, SCHEDULES, AND OTHER MATTERS OF INTEREST TO TRAVELERS. THE TICKET AGENTS WILL HELP PLAN YOUR TRIP.



"YOU HAVE ROOMETTE 7, CAR 310, ON THE WESTERN LIMITED. YOUR TRAIN LEAVES TOMORROW AT 4 P.M. THE INFORMATION IS ALL MARKED ON THE ENVELOPE. HERE'S YOUR SCHEDULE FOR THE TRIP. YOU'RE GOING OUT BY A NORTHERN ROUTE AND COMING BACK BY A SOUTHERN ROUTE SO YOU'RE REALLY GOING TO SEE A LOT OF THE COUNTRY. AND HERE'S THE ROUTE MAP AND SCENIC DESCRIPTION THAT WE GIVE OUR PASSENGERS."



SAY, THAT'S NEAT-HAVING YOUR OWN PRIVATE ROOM ON A TRAIN! ARE THOSE "ROOMETTES" VERY EXPENSIVE? I'D LIKE TO RIDE IN ONE, SOMETIME.

THEY COST A LITTLE MORE THAN A LOWER BERTH, THAT'S ALL. AND THEY'VE GOT EVERYTHING.



NEXT DAY, MR. BROWN TAKES LARRY TO THE RAILROAD STATION.

WELL, SON, WE'LL GO TO THE BAGGAGE ROOM FIRST AND

CHECK YOUR BIG SUITCASE THROUGH SO YOU WON'T HAVE TO BOTHER WITH IT. YOU CAN KEEP THE SMALL BAG WITH YOU.

OKAY, DAD.



THERE'S YOUR CAR-310. YOU MIGHT AS WELL GET ABOARD. DROP US A LINE WHEN YOU GET TO UNCLE JIM'S. SO LONG, SON-HAVE A GOOD TIME.

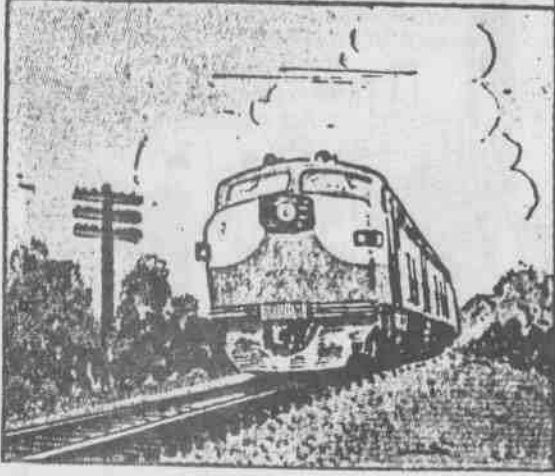
GOOD BYE, DAD. I'M ALL SET FOR A SWELL TRIP. I'LL WRITE YOU AND MOM ALL ABOUT IT.

THE TRAIN IS ANNOUNCED OVER THE LOUD SPEAKER; LARRY AND HIS FATHER JOIN THE LINE OF PEOPLE HURRYING DOWN THE PLATFORM.



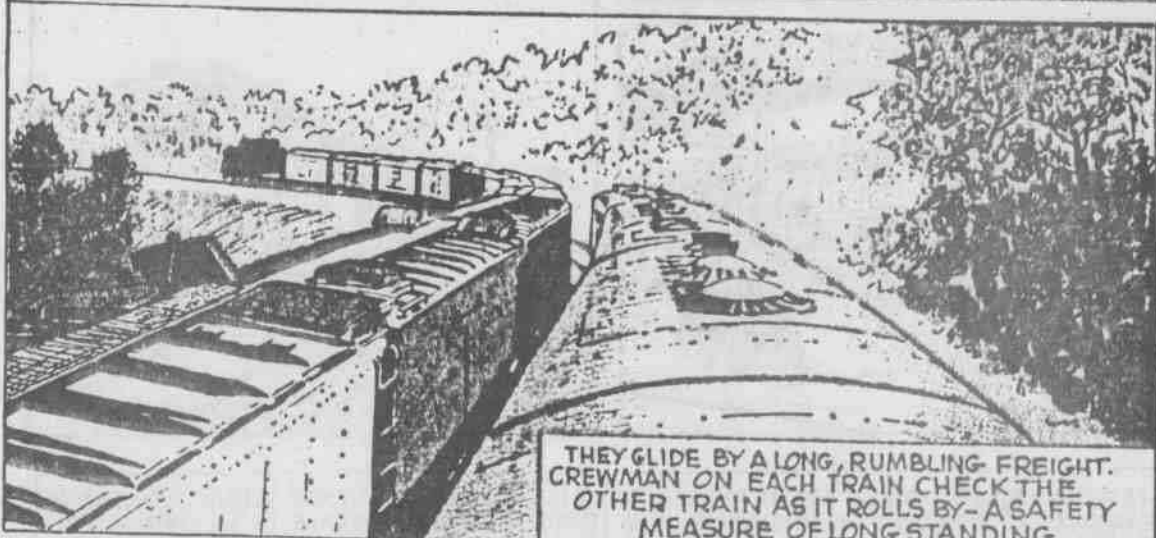
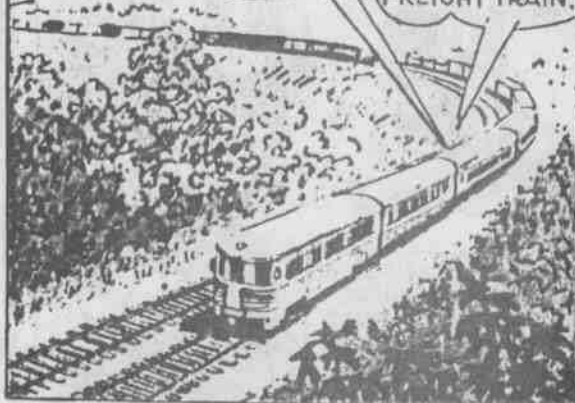
LARRY IS SHOWN TO HIS ROOMETTE BY THE PULLMAN PORTER. THE ROOMETTE IS FURNISHED WITH A WASHSTAND, TOILET, WARDROBE, LOCKER, LUGGAGE RACK AND A BED THAT FOLDS INTO THE WALL. THERE IS INDIVIDUAL CONTROL FOR AIR CONDITIONING, HEAT, LIGHT, AND VENTILATION.

... AND THE TRAIN FLASHES THROUGH THE COUNTRYSIDE, EATING UP THE MILES.



WE HAVE A GOOD VIEW THROUGH THESE WIDE WINDOWS

LOOK AHEAD! THERE COMES A BIG LONG FREIGHT TRAIN.



THEY GLIDE BY A LONG, RUMBLING FREIGHT. CREWMAN ON EACH TRAIN CHECK THE OTHER TRAIN AS IT ROLLS BY - A SAFETY MEASURE OF LONG STANDING...



... THE REAR BRAKEMAN ON THE PASSENGER TRAIN GIVES THE "ALL OK" SIGNAL WHICH IS ACKNOWLEDGED BY THE MEN IN THE FREIGHT CABOOSE.



MEANWHILE, THE CONDUCTOR, AS BOSS OF THE TRAIN, PASSES ON SOME INFORMATION TO HIS ENGINEER, COMMUNICATING WITH THE ENGINE CAB BY A TRAIN TELEPHONE...

... WHICH ON SOME PASSENGER TRAINS SUPPLEMENTS THE REGULAR BELLCORD SIGNALS FOR COMMUNICATION BETWEEN CONDUCTOR AND ENGINEER. ALONG THE ROUTE, POINTS OF SCENIC AND HISTORIC INTEREST ARE ANNOUNCED OVER THE TRAIN LOUD SPEAKER. WITH SO MUCH TO WATCH, THE AFTERNOON PASSES SWIFTLY FOR LARRY, THEN COMES THE FIRST CALL FOR DINNER.

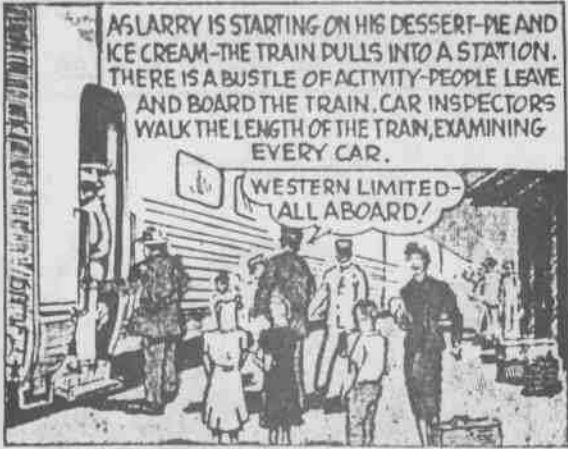


DINNER IS NOW BEING SERVED!

THAT'S FOR ME! I'M HUNGRY!



FINE FOOD, WELL SERVED, A RELAXING ATMOSPHERE AND WIDE WINDOW VIEWS MAKE DINING CAR MEALS AN ENJOYABLE FEATURE OF ANY TRAIN TRIP.



AS LARRY IS STARTING ON HIS DESSERT-TEA AND ICE CREAM-THE TRAIN PULLS INTO A STATION. THERE IS A BUSTLE OF ACTIVITY-PEOPLE LEAVE AND BOARD THE TRAIN. CAR INSPECTORS WALK THE LENGTH OF THE TRAIN, EXAMINING EVERY CAR.

WESTERN LIMITED - ALL ABOARD!

...AND IN A VERY FEW MINUTES THE TRAIN IS AGAIN ROLLING ON THE HIGH IRON.



"HEADEND TRAFFIC"- BAGGAGE, MAIL, AND EXPRESS- IS UNLOADED OR LOADED...



AFTER DINNER, LARRY TAKES A WALK THROUGH THE TRAIN. AHEAD OF THE DINER (WHICH IS USUALLY NEAR THE MIDDLE OF THE TRAIN) ARE THE COACHES. WIDE WINDOWS, RESTFUL RECLINING SEATS, AND INDIVIDUAL LIGHTS ARE FEATURES OF THE MODERN PASSENGER COACH.



IT IS GROWING DARK OUTSIDE AS LARRY WALKS BACK THROUGH THE PULLMAN CARS. IN THE OPEN SECTION PULLMANS, THE PORTERS ARE MAKING UP THE BERTHS FOR THE NIGHT. THE "SECTION" IS THE COMBINATION OF THE UPPER AND LOWER BERTHS. IN ROOMETTE CARS, SUCH AS LARRY'S, THE BEDS ARE PRE-MADE-ALL READY TO GET INTO. OTHER PULLMAN ACCOMMODATIONS INCLUDE...

A COMPARTMENT	A DOUBLE BEDROOM	A BEDROOM SUITE
<p>COMPARTMENTS HAVE AMPLE ROOM TO SEAT FOUR PASSENGERS COMFORTABLY. AT NIGHT, THERE IS A COMFORTABLE BED AND UPPER BERTH. DURING THE DAY, OCCUPANTS HAVE A SOFA AND ALSO AN EASY CHAIR. EACH ROOM HAS LUGGAGE SPACE, COMPLETE TOILET FACILITIES, AND CLOTHES LOCKER.</p>	<p>EACH DOUBLE BEDROOM HAS TWO BEDS. THE LOWER BED IS OF THE FOLDING, PRE-MADE TYPE. THE UPPER BERTH, WHICH IS STORED IN THE CEILING DURING THE DAY, IS OPERATED BY THE PORTER. CONVENIENCES INCLUDE WARDROBE LOCKER, FULL-LENGTH MIRROR, READING LIGHTS, HEAT CONTROL, AND CIRCULATING WATER.</p>	<p>A BEDROOM SUITE IS AN ENCLOSED PRIVATE ROOM, AND CONTAINS A WIDE, COMFORTABLE SOFA, WHICH AT NIGHT IS MADE INTO A BED. FOLDING PARTITIONS PERMIT THE ROOMS TO BE KEPT AS INDIVIDUAL UNITS, OR OPENED TO MAKE ONE LARGE ROOM. FAMILY GROUPS FIND THIS A CONVENIENT AND COMFORTABLE WAY TO TRAVEL.</p>

LARRY REACHES THE LAST CAR ON THE TRAIN—AN OBSERVATION LOUNGE CAR. THIS "LIVING ROOM" OF THE TRAIN IS FITTED WITH SOFT CARPETS, COMFORTABLE CHAIRS, SOFAS, WRITING TABLES, AND A BAY OF WINDOWS THROUGH WHICH ONE CAN WATCH THE SCENERY UNROLL.



ALL THIS NEW EQUIPMENT THE RAILROADS DO, OF COURSE, THEY PAY FOR ALL THE COSTS OF UPKEEP AND OPERATION. MUST COST THE RAILROADS A LOT OF MONEY. WHO PAYS FOR IT?



LARRY CHATS WITH THE TRAINMAN WHO TELLS HIM ABOUT THE NEW TYPES OF CARS AND LOCOMOTIVES BEING PUT INTO SERVICE BY THE RAILROADS.

RETURNING TO HIS ROOMETTE, LARRY FINDS IT ALL READY FOR NIGHT OCCUPANCY. HE NOTES THE MANY CONVENIENCES, VENTILATION, AIR-CONDITIONING, HEAT AND LIGHT, TOILET FACILITIES, AND THE BOX FROM WHICH THE PORTER CAN PICK UP SHOES FOR SHINING.



WHEN YOU WANT TO RAISE THE BED IN THE MORNING, JUST RELEASE THE LOCK AT THE FOOT AND THE BED WILL FOLD RIGHT BACK INTO THE WALL.

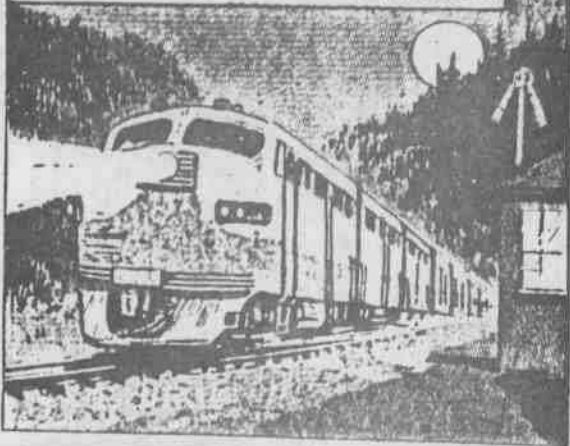


OKAY, PLEASE CALL ME AT SEVEN IN TIME FOR BREAKFAST.

LARRY GETS READY FOR BED, THEN WATCHES THE MOONLIT SCENE SLIDE BY HIS DARKENED WINDOW. THE TRAIN ROARS THROUGH THE NIGHT...



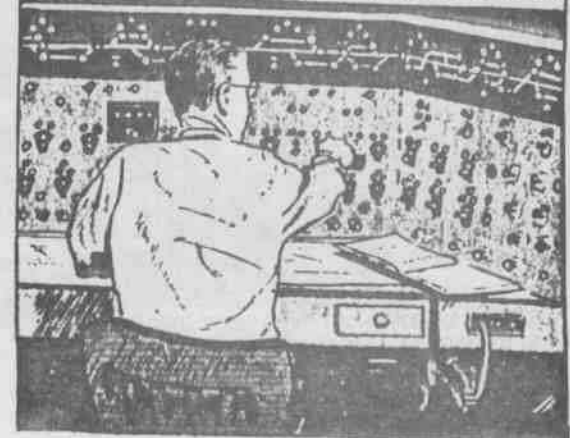
... LIGHTS GLEAM IN LITTLE STATIONS...



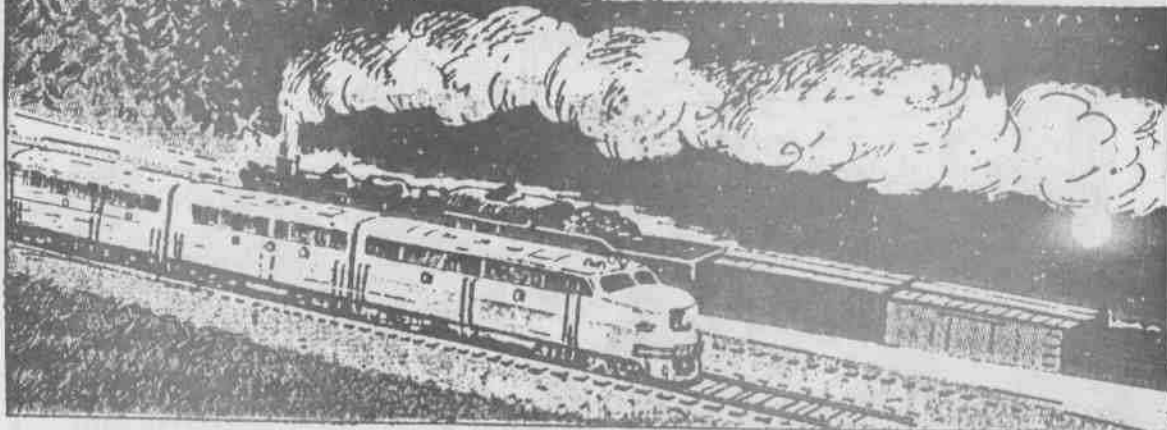
... AS AN OPERATOR OF A CENTRALIZED TRAFFIC CONTROL MACHINE MANY MILES AWAY SETS UP THE PATTERN OF TRAFFIC. LIGHTS ON THE "CTC" BOARD SHOW THE POSITION OF EVERY TRAIN IN HIS TERRITORY. PUSHBUTTONS AND LITTLE LEVERS SET SWITCHES AND CONTROL SIGNALS...



... AND SIGNALS FLASH THEIR MESSAGES...



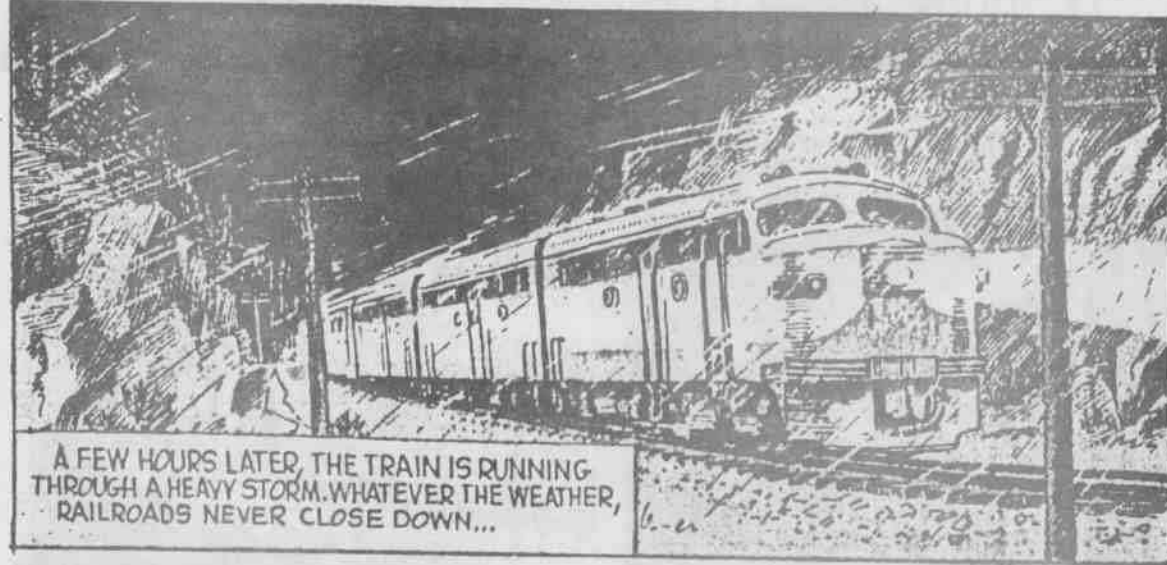
...SO THAT TRAINS "MEET" AND "PASS" WITHOUT DELAY (EVEN ON SINGLE-TRACK LINE), THE ENGINEERS RECEIVING THEIR ORDERS BY SIGNAL INDICATION.



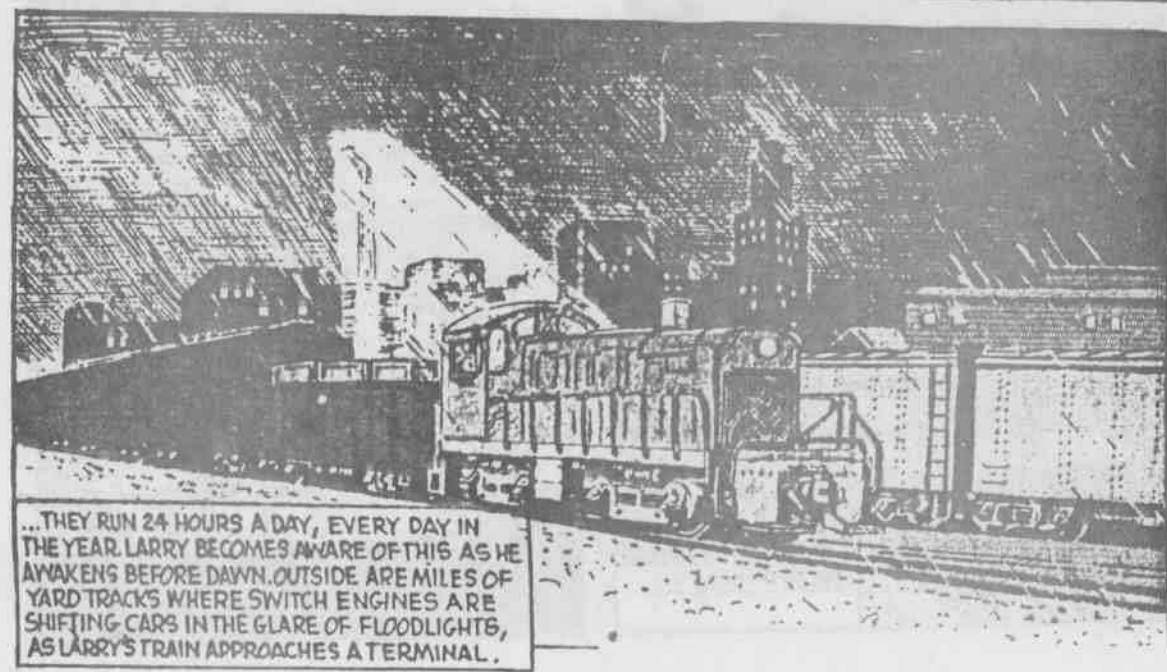
OUTSIDE THE TRAIN WINDOW, THE NIGHT IS CLEAR. A FULL MOON IS SHINING, AS LARRY GOES TO SLEEP..



...BUT UP AHEAD THE WEATHER IS CHANGING.



A FEW HOURS LATER, THE TRAIN IS RUNNING THROUGH A HEAVY STORM. WHATEVER THE WEATHER, RAILROADS NEVER CLOSE DOWN...



...THEY RUN 24 HOURS A DAY, EVERY DAY IN THE YEAR. LARRY BECOMES AWARE OF THIS AS HE AWAKENS BEFORE DAWN. OUTSIDE ARE MILES OF YARD TRACKS WHERE SWITCH ENGINES ARE SHIFTING CARS IN THE GLARE OF FLOODLIGHTS, AS LARRY'S TRAIN APPROACHES A TERMINAL.



THE WEATHER'S GETTING WORSE OUT THERE.

SURE LOOKS LIKE IT, BUT WE'VE MAINTAINED OUR SCHEDULE.

IN THE LOCOMOTIVE CAB, ENGINEER AND FIREMAN WATCH THE TRACK AHEAD AS THE TRAIN GLIDES INTO CROSSOVERS AND THROUGH SWITCHES MARKED BY SIGNAL LIGHTS...



SHE'S RUNNING OKAY, MAC. WE HAD TO SLOW DOWN A COUPLE OF TIMES.

HI, JOHN, HOW'S SHE DOING?

THE WEATHER'S BAD UP AHEAD, TOO. RAIN AND FOG.

...AND COMES TO A HALT IN THE STATION. A NEW CREW TAKES OVER.



THERE IS THE USUAL SAFETY INSPECTION, THE CONDUCTOR AND ENGINEER COMPARE WATCHES...



... AND THE TRAIN IS ON ITS WAY AGAIN.

BEFORE DAYBREAK, THE COOKS BEGIN TO PREPARE BREAKFAST IN THE DINING CAR KITCHEN.



GRAY SKY OVERHEAD AND RAIN PELTING ON THE WINDOWS EMPHASIZE THE PLEASANT ATMOSPHERE INSIDE, AS LARRY EATS BREAKFAST. AFTER BREAKFAST, HE WALKS THROUGH THE CARS. ROOMS AND BERTHS HAVE BEEN QUICKLY TRANSFORMED TO DAY USE. THE TRAIN ROLLS ON.



I'M GLAD WE TOOK THE TRAIN INSTEAD OF DRIVING LAST NIGHT. THIS WAY I FEEL COMFORTABLE AND SAFE.

LOOK! THERE'S THE ENGINE! IT'S GOING AROUND A CURVE.

I CAN RELAX ON A TRAIN, AND THAT "FAMILY FARE PLAN" CUT OUR COSTS ON THE ROUND TRIP - MADE IT A REAL BARGAIN.



THE PASSENGERS RELAX COMFORTABLY AFTER BREAKFAST. OUTSIDE THE STORM CONTINUES.

THIS IS A REAL LONG TRAIN/HAVE MORE CARS BEEN ADDED?



YES, WE PICKED UP TWO CARS LAST NIGHT. QUITE A LOT OF PEOPLE MAKE THIS OVERNIGHT TRIP, ESPECIALLY IN BAD WEATHER.

LARRY WALKS BACK TO THE OBSERVATION LOUNGE WHERE HE IS GREETED WITH A FRIENDLY "GOOD MORNING" FROM THE TRAINMAN.



I CAN SEE WHY! LOOK AT THAT TRAFFIC JAM OUT THERE!

AND IT GETS WORSE ALL THE WAY IN.

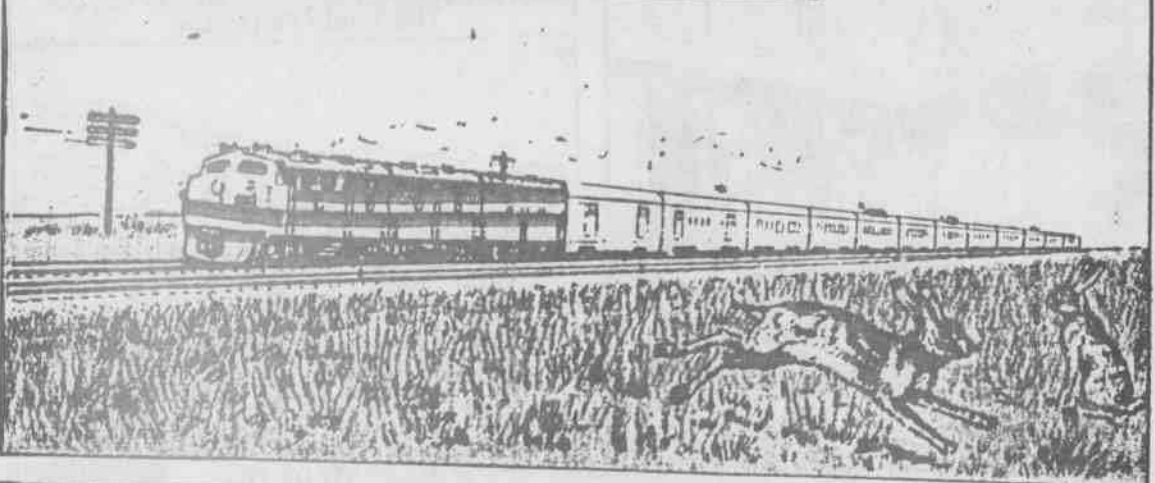
THE WEATHER CLEARS AND, BY MID-MORNING, THE BIG TERMINAL IS REACHED. HERE, LARRY HAS TIME TO LOOK AROUND THE STATION, MAIL POSTCARDS, AND BUY MAGAZINES.



SOON, ANOTHER LONG STREAMLINER IS GLIDING OUT OF THE TERMINAL ...



... AND ACROSS THE PRAIRIES. THIS IS NEW SCENERY TO LARRY.



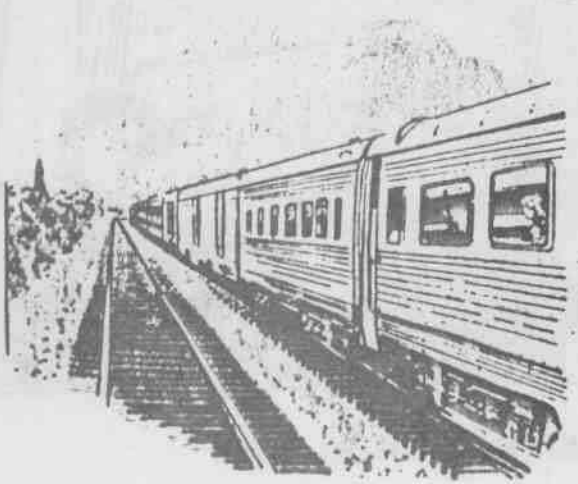
YOU CAN SEE IN EVERY DIRECTION UP HERE.



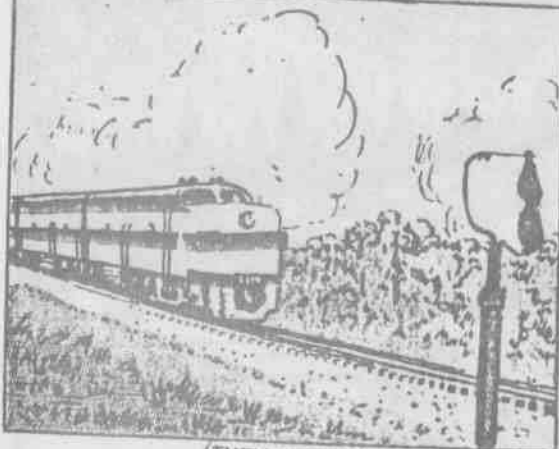
I'LL SAY. LOOK AT THOSE BIG JACK-RABBITS OUT THERE!

JOINED BY A BOY OF HIS OWN AGE, HE GOES UP IN A DOME CAR FOR A ROOF-TOP VIEW. THE TRAIN SPEEDS THROUGH LEVEL FARMLANDS...

... ROARING PAST VILLAGES WITHOUT STOPPING...



...BUT MAKING MAIL "PICK-UPS" WITHOUT LOSING A MOMENT'S TIME, AS THE RAILWAY POST OFFICE CAR FLASHES BY...



...A METAL "CATCHER" ARM SWINGS OUT FROM THE CAR DOOR AND NEATLY GRABS A MAIL BAG SUSPENDED FROM A TRACK-SIDE CRANE. THIS AUTOMATIC PICK-UP IS JUST ONE OF THE MANY WAYS IN WHICH FAST TRAINS SPEED THE DELIVERY OF U.S. MAIL.

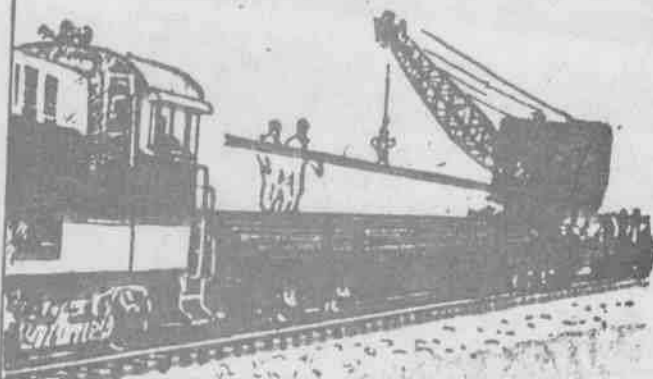


THE RAILROADS CARRY A LOT OF MAIL, DON'T THEY?

THEY CARRY MOST OF IT, SON—AN AVERAGE OF MORE THAN A HUNDRED MILLION PIECES OF MAIL A DAY, AND, IF YOU COUNT JUST FIRST-CLASS MAIL, RAILROADS CARRY MORE THAN 2/3 OF ALL INTERCITY MAIL.



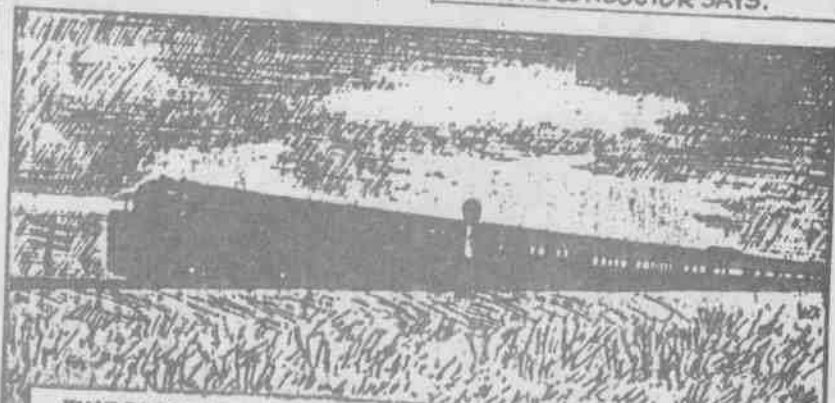
IN DOING THIS BIG JOB, THE RAILROADS USE ROADWAY AND EQUIPMENT WHICH THEY PROVIDE AT THEIR OWN EXPENSE. THEY DO NOT HAVE FACILITIES BUILT FOR THEM AT THE TAXPAYERS' EXPENSE, AS DO COMPETING FORMS OF TRANSPORTATION.



THEY ARE PASSING A WORK TRAIN. "TAKE A LOOK OUT THE WINDOW," THE CONDUCTOR SAYS.



"SEE THAT TRACK-LAYING JOB OUT THERE? WE'RE PUTTING IN NEW AND HEAVIER RAIL. THAT KIND OF WORK GOES ON ALL THE TIME AND THE RAILROADS PAY FOR IT THEMSELVES. THEY PAY THEIR OWN WAY—JUST REMEMBER THAT."



TIME PASSES SWIFTLY FOR LARRY, WITH SO MUCH TO WATCH AND SO MANY SENSATIONS TO ABSORB. SOON, IT IS NIGHT AGAIN.

NEXT MORNING, LARRY LOOKS OUT AT NEW AND EXCITING SCENERY—A PANORAMA OF ROLLING PLAINS AND HIGH BUTTES AND ENDLESS RAILS STRETCHING INTO THE DISTANCE. COYOTES ARE WITHIN SIGHT FROM THE TRAIN WINDOW.

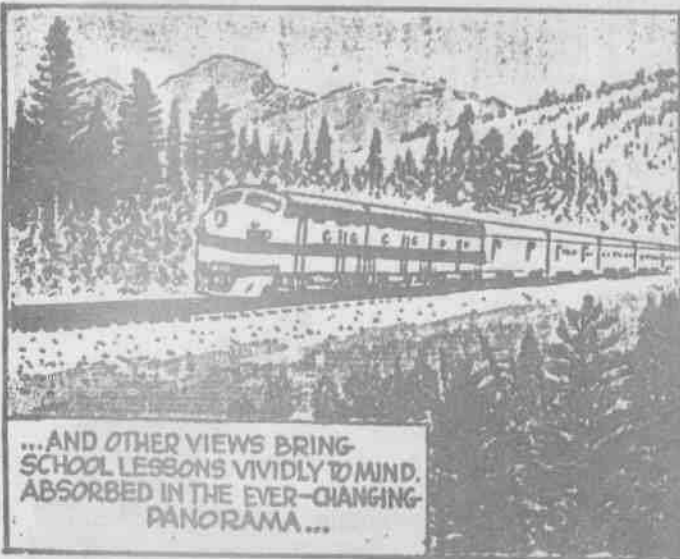


OH, BOY! I'M REALLY OUT WEST, NOW!

LATER, AT BREAKFAST, HE WATCHES THE SCENE UNFOLD FROM THE DINING-CAR WINDOW, AND HIS THOUGHTS DWELL ON THE PART PLAYED BY THE IRON HORSE IN THE OPENING OF THE WEST.



THE TRAIN WINDS ALONG A RIVER FAMOUS IN HISTORY. THIS...



... AND OTHER VIEWS BRING SCHOOL LESSONS VIVIDLY TO MIND. ABSORBED IN THE EVER-CHANGING PANORAMA...



... LARRY SETTLES DOWN AT HIS WINDOW. THERE ARE VIEWS OF WIDE GRASSLANDS...

... CATTLE ON THE RANGE AND REAL COWBOYS AT WORK. AND GOING OVER THE FAR HORIZON ARE THE STEEL RAILS THAT BUILT THE LAND.



"THE BASIS OF RAILROAD OPERATION IS THE TRACK AND ROADBED BENEATH IT. THIS IS ROUGH COUNTRY, BUT JUST NOTICE HOW SMOOTHLY THE TRAIN RIDES, HOW EASILY SHE TAKES THE CURVES."



IT'S SMOOTH RIDING, ALL RIGHT, CURVES AND ALL. SURE IT'S GOOD ROADBED AND HEAVY RAIL.

IT IS IN MOUNTAINOUS SECTIONS THAT ROADBED AND TRACK TAKE THE TIGHTEST BEATING UNDER EVERY EXTREME OF WEATHER. THAT IS WHY RAILROADS SPEND SO MUCH TO LAY IT AND TO MAINTAIN IT CAREFULLY.

LARRY BECOMES ACQUAINTED WITH A GIRL OF HIS OWN AGE, AND IS INVITED TO JOIN HER AND HER MOTHER FOR LUNCH IN THE COUNTER CAR.



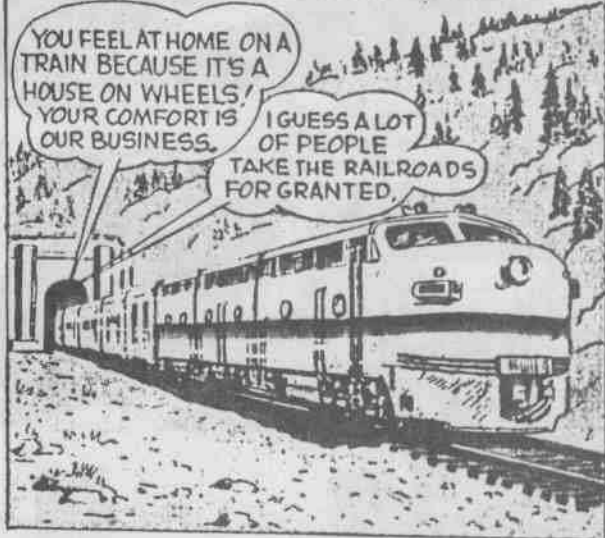
WELL, SON, YOU'LL SOON REACH YOUR DESTINATION. HAVE YOU ENJOYED YOUR TRIP?

I SURE HAVE, CONDUCTOR. YOU'VE MADE ME FEEL RIGHT AT HOME.



PASSENGER TRAINS HAVE COME A LONG WAY SINCE THEIR BEGINNINGS OVER A HUNDRED YEARS AGO. AND WHILE THE ROMANCE OF RAILROADING IS STILL THE SAME, THROUGHOUT THEIR LONG HISTORY...

...RAILROADS HAVE STEADILY IMPROVED THEIR SERVICES. RAILROAD PEOPLE ARE ALWAYS SEARCHING FOR WAYS TO MAKE THE RAILROADS EVEN BETTER.



THAT'S RIGHT. THE WORK GOES ON SO STEADILY THAT MOST PEOPLE DON'T REALIZE IT. MODERN POWER, NEW METALS, NEW MACHINES, ELECTRONICS, BETTER WAYS OF DOING JOBS—ALL THESE THINGS ARE WORKING FOR THE RAILROADS EVERY DAY.



SOME OF THE THINGS LARRY LEARNED ABOUT RAILROAD PASSENGER SERVICE:

- RAILROADS HAVE A LONG RECORD OF STEADY IMPROVEMENT.
- THERE ARE ACCOMMODATIONS FOR DAY AND NIGHT TRAVEL TO SUIT EVERY TASTE AND POCKETBOOK.
- MODERN PASSENGER TRAINS ASSURE YOU A FAST, COMFORTABLE, AND SAFE JOURNEY. (YOU ARE SAFER TRAVELING BY TRAIN THAN BY ANY OTHER MODE OF TRANSPORTATION.)
- RAILROADS ARE PRIVATE ENTERPRISE. THEY PAY THEIR OWN WAY.
- AMERICA'S GREAT NEW STREAMLINED TRAINS ARE ROLLING ON THE HIGH IRON TODAY.

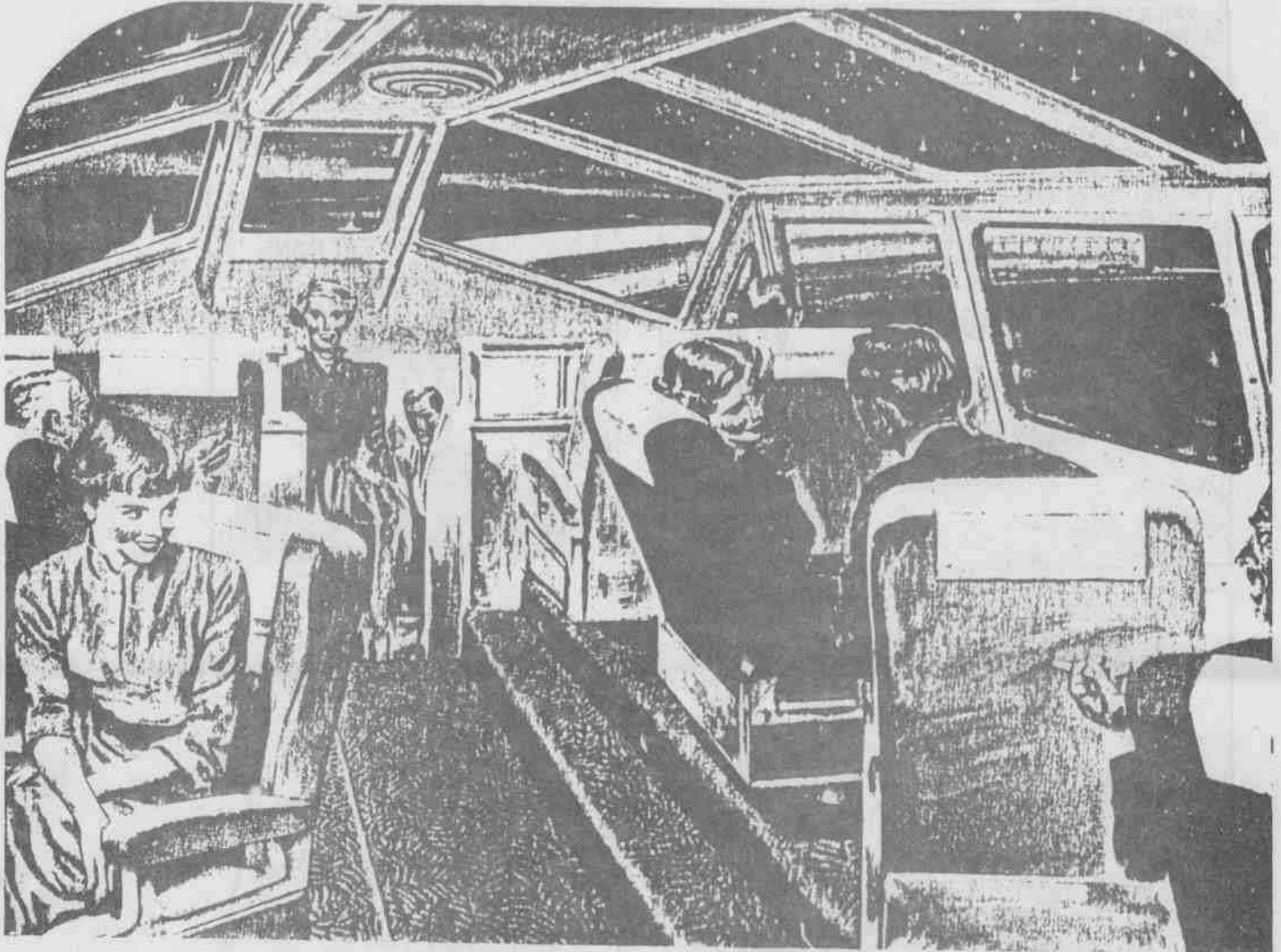
1-55 - 3000 M - O. S. P.

SCHOOL AND COLLEGE SERVICE
ASSOCIATION OF AMERICAN RAILROADS
 TRANSPORTATION BUILDING, WASHINGTON 4, D. C.



(The story on the preceding 12 pages is a black & white reproduction of an early 1950s color comic made by the Association of American Railroads. I own the original, which I bought in a flea market in rural Texas in 1991. I found it excellent reading, and wanted to share it. It is one of the best passenger train promotional stories I've seen and could just as easily be used today to sell Amtrak as it was in the 50s. I especially like the night scenes in a thunderstorm, showing just how constant and stable train travel can be.) (Ken Ziegenbein)

The Pullman ad below from about 1949 was sent in by BILL ELDRIDGE. The "Dome" ad was for the "500" that he and others used to own locally. The ad goes along well with the "Ride The High Iron" comic reproduction.



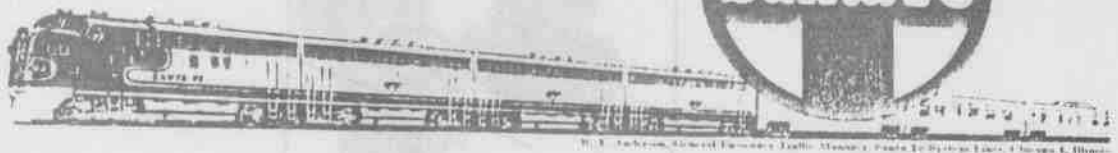
The crystal Pleasure Dome of the new Super Chief—one of the many new features setting a New World Standard in Travel.

"Top of the Super - next to the stars!"

New Super Chief

You've seen dome cars on trains—but never before one like this!
 In the dome lounge on the all new Super Chief, your individual sofa seat turns so you can look ahead, look back or all around to view thrilling scenery by day. At night you can almost "reach up and pick a star."
 Come and enjoy, too, the distinctive Turquoise Room—the only private dining room on rails—the lounges, Fred Harvey food, all room and room-suite accommodations, Santa Fe hospitality all the way.
 Ride the new Super Chief—any day you choose—between Chicago and Los Angeles. Just see your local ticket agent for reservations.

**Ride Great Trains
 through
 a Great Country**



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CLUB HAPPENINGS - ANNOUNCEMENTS

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<u>Treasurer</u> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<u>Secretary</u> - Polly Hamilton 222 Pike Benton AR 72015 (501)-776-3722
<u>National NRHS Dir</u> - Dick Davis PO Box 240 Austin AR 72007-0240 (501)-843-9658	<u>Editor</u> - Ken Ziegenbein 905 Valerie Drive N Little Rock AR 72118 (501)-758-1340
<u>Historian</u> - R. W. McGuire 114 Rice St Little Rock AR 72205 (501)-375-1738	<u>Board</u> - Robin Thomas '95 10980 Rivercrest DR #26 Little Rock AR 72212-1412 (501)-225-1952
<u>Board</u> - Stanley Wozencraft '94 PO Box 1938 Little Rock AR 72203 (501)-664-3301	<u>Board</u> - Peter Smykla '96 2800 West 37th Pine Bluff AR 71603 (501)-535-4724
<u>Board</u> - Clifton E. Hull '93 3507 E Washington, #31 N Little Rock AR 72114 (501)-945-5556	<u>Board</u> - Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 (501)-834-4914



P R O G R A M

The next program of the Arkansas Railroad Club will be held on Sunday, FEBRUARY 14 at Twin City Bank in North Little Rock on Main Street. Time will be 2 PM. ROBIN THOMAS is slated to give the February program, which should be on various rail subjects/slides, etc. Refreshments will be served and the public is invited. We will also be having discussions about the forthcoming NRHS Board meeting and the Show & Sale.

MEMBERSHIP LIST TO BE PRINTED - The April *RAILROADER* will contain our annual listing of currently active members. If you do NOT want your name or address printed or if you do NOT want your phone number included, please let me know by MARCH 15th. Otherwise, you will be included in the list, along with your phone number, if we have one for you. Thanks.

NEW FAX NUMBER - The Arkansas Railroad Club now has a 24-hour Fax number. It's 501-753-6830. The fax is located at Kinko's Copiers on JFK Blvd in North Little Rock (they're open 24 hours for business also). Having access to their fax doesn't cost us anything until used. We pay .49¢ for each page of fax received. They will notify me when a fax is received.

Should you ever fax the club something (like a last-minute item for the newsletter), just be sure you indicate that the fax is for the Arkansas Railroad Club or me, Ken Ziegenbein. Thanks.

CALENDAR PHOTOS WANTED - The Arkansas Railroad Club will have a 1994 club calendar for sale and we want YOUR photos in it! This will be a 12-photo (black & white) calendar, one for each month. We will pick the best 12 photos received to be included. Here are the rules:

1) Photos must be 3½" x 5" or 4" x 6" or 5" x 7" or 8" x 10", color or black & white (calendar will be printed in black & white, however)

2) Slides O.K., but we will have to have a print made of the slide before the half-tone can be made and would prefer that you have the print made from the slide yourself.

3) Photos/slides must be taken by yourself or a relative and we must have your permission to use the photo in the calendar. Photos must be taken in Arkansas.

4) Photos can be from any time, current or 50 years ago. Just be sure they're your photos or one taken by a relative (grandfather, etc.). Any railroad subject O.K., diesel or steam, depots, track, etc. Photos must have been taken in Arkansas.

5) **BE SURE TO INCLUDE A CAPTION ON EACH PHOTO**, including the date it was taken and location and subject. We will not use a photo that has no information on it.

6) Send all photos/slides to the **ARKANSAS RAILROAD CLUB - PHOTOS**, PO BOX 9151, NORTH LITTLE ROCK AR 72119-9151. Deadline will be August 15th. Material received will not be returned unless you request it. If you want it returned, remember that it will be September or October before you get it back.

Just to clarify it once more: the calendar will be printed in black & white, so if you send a color photo, it will be printed in black & white. The cost of making black & white half-tones (used for printing) is the same regardless if the source photo is color or black & white.

HELP NEEDED - We will need help for our May 1st Show & Sale, including setting up tables, selling tickets, etc. If you can help, contact John Hodkin, Jr. at the address on the top of the previous page. Also, please reproduce and distribute the Sale flyer stapled to the front of this newsletter. Thanks.

DUES FOR 1993 - If you see a red "SECOND NOTICE" stamped next to your address on the front of the newsletter, that means this is your second to last *RAILROADER* unless you send in your 1993 dues. No separate notices will be sent. I.D. cards will be mailed in March, hopefully.

MISSOURI PACIFIC ARCHIVES - Member Dale Walker of St. Louis, archivist for the Missouri Pacific Historical Society, recently sent me a large list of Missouri Pacific items they have in their archives relating to the Arkansas area. Among the items listed, for example, are MPHS #1335, a file regarding construction of tracks to serve Ordnance Plant near Camden 1944-52 or MPHS #1475, a map of MPRR Arkansas Division 1927, etc. There are several pages of listed items. Should you wish a copy of this hand-written list, write to the Arkansas Railroad Club and I'll copy it for you.

THINKING OF YOU - Longtime member DONALD E. STEVENS of 25 Sandalo Lane, Hot Springs Village AR 71909 wrote to say that his wife of 53 years, Dot, had a paralyzing stroke on November 8th and was still in the hospital in early January. She may not be able to travel in '93, so won't be able to attend our meetings. We all hope everything goes as well as can be expected.

We are always getting ready to live...but never living.

ARKANSAS RAIL NEWS



READER RAILROAD NEWS - (Reader) - Member RICHARD GRIGSBY sent in some good information on the Reader Railroad. He is the Assistant General Manager and Road Foreman of Engineers. Other officers of the line are Charles Haynie, Jr., President - General Manager; Bobby R. Hildebrand, Vice-President; Donna Wingfield, Secretary-Treasurer; Lila Fite, Auditor-Traffic Manager; Jim J. Templin, Chief Mechanical Officer; Perry Davis, Mechanical Engineer; George H. Ivey, Chief Engineer.

Reader Railroad operations are under the supervision of the Historic Reader Foundation, Inc. Mr. Charles "Chuck" Haynie, Jr. is the Executive Director and currently there are plans to be set to operate for school groups this Spring. A regular summer schedule would follow with Fall night runs being considered.

The Reader has come under the new FRA regulations and they have been trying to do a number of things to please the FRA. So far, they haven't done enough, but a dialog is continuing between the Reader and FRA to resolve the problems. Mr. Grigsby doesn't know why the FRA ever decided to regulate small historic preservations and the agency is in line for a lot of public criticism.

The Reader Foundation is bringing the whole FRA regulation scheme to the attention of the new President and Congress. They hope they can help the FRA find a way out of their problems and allow resumption of safe Reader (and other tourist lines) operations.

The FRA does have a great responsibility to regulate the nation's freight and passenger railroads, and is very much needed. But their attempts to nit-pick on small historic lines such as the Reader is a symptom of the lack of leadership the agency has suffered over many years, according to Grigsby. He and others hope they are able to resolve the differences and begin operations again. (Letter dated December 28, 1992)

If you ask enough people, you can usually find someone who'll advise you to do what you were going to do anyway.

MISSOURI & NORTHERN ARKANSAS RR - JOHN HARVEY of Batesville sends the following regarding the new Missouri & Northern Arkansas short-line in North Arkansas:

At 8:00 am Sunday, December 13, 1992, RailTex took control of their 20th short line, the Missouri and Northern Arkansas, from the Union Pacific. The MNA consists primarily of the Carthage Branch (former Missouri Pacific main from Diaz Junction AR to Pleasant Hill MO, 383.8 miles) and the Clinton Branch (ex-MKT Sedalia Sub from Clinton MO to Fort Scott KS, 77.9 miles intersecting at Nevada MO). Also included are the Webb City Branch (Carthage to Joplin MO, 16.8 miles) and the Atlas Industrial Lead (Webb City to Joplin MO, 6.6 miles) and the Springfield Branch (Springfield to Wallis MO, 6 miles). All of the above trackage is leased except for the section between Bergman and Guion, Arkansas.

To allow for more effective interchange with the UP, the MNA has been granted trackage rights from Diaz Junction to Newport AR on the south end and from Pleasant Hill to Neff Yard in Kansas City on the north end. The trackage rights from Aurora to Springfield via the BN were not conveyed to the MNA, so the BN is responsible for moving cars between those two points. Headquarters for the railroad are in the former MP station in Carthage.

Power for the new operation is primarily GP40's. Five ex-MKT units (502,504,508,510 and 515) and six GATX units formerly leased by the BN (3075-3078, 3081-3083) are being leased with the possibility of being purchased at a later date. BN SW1200 238 is leased for use in the Springfield area. Several UP units are being used short term (noted 127, 177, and 1814) until all the GP40's are debugged.

The first train to be operated by the new Missouri and Northern Arkansas was a CNANW coal train, Extra UP6237 North, to the Independence Plant of Arkansas Power & Light. This train was delivered by the UP less than 30 minutes after the MNA takeover. Several other light engine moves were made later that Sunday to begin to familiarize crews to the new trackage. Train scheduling is still being developed. As of this writing (January 2, 1993), operation is as follows, starting on the south end:

Cotter to Aurora: One turn out of Aurora.
Aurora to Carthage: One train each way.
Carthage to Joplin and Atlas: As needed.
Carthage to Kansas City: One train each way.
Nevada to Fort Scott and Clinton: As needed.

There are also two coal trains operating on the MNA. The CNANW trains mentioned above operate 10-14 times per week. Also, Kansas City Power & Light receives about 3 trains per week at their plant at Ladue MO near the end of the Clinton line. This plant was previously served by the BN until their contract expired. The present trains are coal bought on the spot market and will continue for the foreseeable future.

The Bergman to Guion segment currently has no on-line traffic, which is why UP sold that portion rather than lease it. Efforts by the new management are underway to gain enough bridge traffic to make the link viable and allow keeping the entire line intact. Possibilities for the future are third party operation of passenger service out of Branson MO, the popular tourist attraction of the Ozarks.

John also sends these editorial comments: "It appears that the UP moved very quickly due to their fears of change with the new administration. Apparently, the make-up of the ICC is about to change and the UP was afraid that the lease/sale would not be approved. Also, I guess you saw the negative TV ads against the change. The unions are not happy!"

Bill Strawn is the Senior General Manager. Steve Roberts, a friend of John's from the University of Arkansas, is General Manager. The MNA has started out using "Go Teams," which are personnel brought in from other RailTex operations to run the railroad until they can get all their permanent employees. They were caught short on radios and are using UP's frequency 160.470 until the FCC assigns them their own in another month. The radio towers have not been changed to be operated from Carthage, so people in vans are using cellular phones to call the dispatcher in Carthage for track warrants, then relaying them to the crews via radio. RailTex is very proud of their history of avoiding having to abandon rail lines, so every effort is going to be made to make the Guion-Bergman segment viable (which runs along the White River). Overall, John thinks the change will be great. He just wishes they had named the new line the White River Railway. (*John Harvey's letter dated January 2, 1993*)

GENERAL RAIL NEWS

UTU LEGISLATIVE AGENDA FOR 1993 - In the January 1993 edition of *UTU NEWS*, the union's 1993 legislative agenda was listed. Here are a few of the UTU's "wish list":

1) All train dispatchers should be included in the Hours of Service Act as should individuals who transport crews to/from duty assignments; 2) Noise abatement regulations should be issued; 3) No car carrying hazardous materials should be placed at the rear of the train; 4) Train dispatchers should be provided private, quiet rooms to work in; 5) Standards should be made for bridge construction; 6) Whenever a state or local jurisdiction conducts, without probable cause, an alcohol or drug test of a railroad employee after a grade crossing accident, the employee tested shall be entitled to monetary damages; 7) Prohibit a railroad from allowing an employee to work more than 12 consecutive days without having 24 consecutive hours off duty; 8) Every operating employee who works on a call basis should be given an eight-hour notification; 9) Power brake inspections should be done every 500 miles instead of every 1000 miles.

There were several more wishes, but these are the ones I found most interesting.

ACTIVE RAIL GROUP - (Shreveport, Louisiana) - The Red River Valley Historical Society in Shreveport has acquired several pieces of rolling stock over the years, including four passenger cars, two steam engines and two diesels. Their equipment is stored at various places across the city. For more information, contact them at 3756 Sunset Drive, Shreveport LA 71109. (Thomas White)

ILLINOIS CENTRAL EXPANDS - (Memphis) - In January, the Illinois Central expanded its role in the Memphis area by signing a contract to haul more piggyback freight. The railroad signed with M.S. Carriers, a trucking firm, to haul its intermodal freight between Memphis and Chicago, New Orleans and St. Louis. IC has its largest yard in Memphis, using 23 yard engines working 24-hours a day. (Memphis *COMMERCIAL APPEAL*, December 6, 1992 sent in by Carl Lancaster)

FUEL CONSUMPTION OF LOCOMOTIVES

MODEL	IDLE GALLONS/HR	FULL LOAD GALLONS/HR
SW1	1.5	35
GP9	3.2	107
SD40	5.5	168
SD45	6.0	195
SD50	2.9	176
SD60	2.9	186
C30-7	4.0	164
C39-8	3.4	189
D8-40C	3.7	192

(*THE KEYSTONE*, Pittsburgh Chapter via *THE COAL BUCKET*, Horseshoe Curve Chapter)

AMTRAK NEWS



X2000 HIGH SPEED TRAIN ARRIVES - Last October, Amtrak took delivery of a new high-speed train from Sweden called the X2000. It has the capability of going 150 MPH and can go much faster around curves than other trains (about 40 percent faster), reducing transit time. It has an active tilt system that compensates for 70 percent of the centrifugal force as it goes around curves, with little discomfort to passengers. It's wheels are set on trucks with flexible axles to steer themselves around curves. The cars can tilt as much as 8 degrees. The trains would reduce running times between New York and Boston to under 3

hours and between New York and Washington D.C. to just over 2 hours. It has been shown that business travelers will switch to trains if transit time is under 3 hours, with 42 percent of all travel currently using Amtrak between Washington and New York.

The X2000 is much cheaper than building a whole new high-speed rail system, since it uses current track. This train will be used in regular passenger service on the Northeast Corridor in February 1993 to test passenger reaction. The train uses one-ninth the energy of an airplane.

Amtrak's goal is to be able to cut trips to under three hours between such cities as Chicago-Detroit, St. Louis and Minneapolis, Miami and Orlando and Los Angeles and San Diego. The Chicago area may see this train next, after the Northeast Corridor. (Amtrak press release and the *DES MOINES REGISTER*, December 14, 1992 sent in by Stephen Eudy)

VIEWLINERS ORDERED - Amtrak ordered 50 new single-level Viewliner sleeping cars from Morrison Knudsen of Boise on December 2, 1992. The first cars will arrive at the

end of 1994. The Viewliners have a second row of windows for upper berth passengers. The can be used anywhere on the Amtrak system, but primarily along the East coast, where aging heritage fleet cars now reside.

AMTRAK GIFT CERTIFICATES - Amtrak is offering gift certificates that can be exchanged for Amtrak tickets. Call 1-800-USA-RAIL for more information.

OFF-SEASON FARES - Amtrak's off-season coach fares for the whole country is \$259, for two regions \$229 and for one region \$179. Children 2-15 are half price traveling with an adult. Up to three stopovers are permitted. You use the ticket to purchase individual segments of your trip (you get regular tickets) and have 45 days to take your trip. Call Amtrak at 1-800-USA-RAIL for more information.

AMTRAK CALENDAR - The 1993 Amtrak year-at-a-glance calendar is available from Amtrak for \$5 for one, \$9 for two or \$12 for three. They can be ordered from Amtrak Calendar, PO Box 7717, Itasca IL 60143.

CLAYTOR'S RETIREMENT - Controversy is swirling around the selection of a new chief executive at Amtrak, following President W. Graham Claytor's announcement that he intends to retire in 1993 (he is 80). The Amtrak board would name his successor, and apparently the Bush Administration might fill four existing vacancies on the board before leaving office, thus having their view dominate the selection process. The Washington POST then reported that Claytor made it clear that he would not leave if a GOP-dominated board named someone he doesn't like. He is apparently reassured by the election of fellow Democrat Bill Clinton, and that is why he decided to step down. (Ed. note...I wouldn't automatically be assured of Amtrak's survival under a Democratic Administration - remember Jimmy Carter's gutting of the system in the late 70s? We all thought Amtrak would flourish under him, too). (*CINDERS, Philadelphia Chapter, January 1993*)

TRAIN OF THE YEAR - Amtrak's train of the year is the *Pioneer*, which runs from Chicago to Seattle, via Denver and Idaho.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	SEP 91	SEP 92	%CHANGE
NORTHEAST CORRIDOR	807,749	813,485	+ 0.7%
SHORT DISTANCE	351,362	433,711	+23.4%
LONG DISTANCE	435,126	454,481	+4.4%
("Eagle")	12,922	14,517	+12.3%
("Sunset")	7,798	7,720	-1.0%
("City of New Orleans")	15,506	15,653	+0.9%
SPECIAL TRAINS	1,420	2,220	+56.3%
TOTAL	1,595,657	1,703,897	+6.8%

	OCT 91- SEP 92	OCT 91- SEP 92	%CHANGE
NORTHEAST CORRIDOR	10,881,550	10,121,700	-7.0%
SHORT DISTANCE	5,055,480	5,307,705	+5.0%
LONG DISTANCE	6,029,500	5,874,933	-2.6%
("Eagle")	223,759	206,471	-7.7%
("Sunset")	105,348	99,985	-5.1%


	OCT 91- SEP 92	OCT 91- SEP 92	%CHANGE
("City of New Orleans")	218,170	202,221	-7.3%
SPECIAL TRAINS	65,442	49,265	-24.7%
TOTAL	22,031,972	21,353,603	-3.1%

To catch up, on the next page are Amtrak's system total ridership and the *Eagle's* ridership from May through August, 1992. Apparently, Amtrak only mails these lists out every few months now to help cut costs. The September ridership is included in the table above. June was a disaster ridership-wise, especially for the "Eagle" which saw over a 30 percent decline in ridership. However, ridership picked up again in September and we hope it will continue to grow.

"EAGLE"	MAY 1991 - 20,177	MAY 1992 - 18,918	-6.2%
SYSTEM	MAY 1991 - 1,974,964	MAY 1992 - 1,884,714	-4.6%
"EAGLE"	JUNE 1991 - 24,696	JUNE 1992 - 16,978	-31.3%
SYSTEM	JUNE 1991 - 1,862,356	JUNE 1992 - 1,623,042	-12.9%
"EAGLE"	JULY 1991 - 25,569	JULY 1992 - 22,136	-13.4%
SYSTEM	JULY 1991 - 1,909,407	JULY 1992 - 1,903,309	-0.3%
"EAGLE"	AUG 1991 - 22,800	AUG 1992 - 9,020	-11.4%
SYSTEM	AUG 1991 - 2,013,264	AUG 1992 - 1,996,712	-0.8%

NEWS UPDATED through January 15...mailed about January 22. Deadline for the next *RAILROADER* will be February 15.

Gene Hull found the following poetry in an early 1930s issue of *Railroad Man's Magazine* and wonders what prompted it in those days?



The Passing of the Red Caboose

By Christopher James Byrne


I OFTEN think I'd like to run on an old time highball train
And stride along the running boards of the hurricane deck again.
I'd love to feel the sway that comes when she hits the grades and berds;
And the joy that springs from a thing well done as the day and the
journey ends.

Somehow I fear the same old thrill would not be there for me,
For the modern trend has changed a lot of the things that used to be.
I'm all for the safer ways, of course, that the boys find there to-day;
I'm glad that the old time link and pin and the frog have gone their way.

The worst of all is still to come if the news to-day is true—
The old Caboose that we all hold dear is soon to be taboo.
That dear old car where all good cheer and friendliness held sway,
According to the latest word, is soon to pass away.

The old hand brakes and the diamond stack hold memories dear to me,
The pilot bar and the old pay car of the days that used to be;
I guess I'm just old-fashioned, but I can't keep silent when
I've known the thrill of the olden days and the joys that filled me then.

I fancy I could work once more and still feel quite content
With all the changes that have come if I were competent;
But little joy would come my way and work seem but a hind
If railroads try to run their trains without the Red Caboose.



February 1993

**KNOW WHERE YOU ARE GOING
AND WHAT YOU ARE GOING TO DO WHEN YOU GET THERE**

by: William Church, retired MoPac Conductor

Billy," said Trainmaster Mr. Jim Gregg to me as I sat in one of his numerous Book of Rule Classes, "on order No. 1 you have rights over train No. 2 to station 'D,' what do you do at 'D'?"

"Head in at 'D' for No. 2 sir," I replied.

"Why do you head in at 'D' for No. 2?"

"My rights over No. 2 ended at 'D' and I have to clear the main track at 'D' for him there."

"O.K., that is correct, but now at 'B' you receive order No. 2 giving you a meeting point with No. 2 at 'C' instead of 'D', now what do you do?"

"I hold the main track at 'C' against No. 2."

"Are you sure you are to hold the main track at 'C'?"

"Yes sir, I have a meeting point with No. 2 at 'B' and I still have right of track against No. 2 on order No. 1."

"All right Billy, the Train Dispatcher issues you train order No. 3 annulling train order No. 1, now what are you going to do?"

"I will take the siding and meet No. 2 on his timetable schedule, sir."

"Can you tell me why you would do that?"

"When order No. 1 was annulled, my rights over No. 2 were annulled and I had to meet him where the timetable would take me."

"I see you remember what I have been trying to pound in your head, be sure you always remember, know where you are going and what you are going to do when you get there."

Major Israel used another approach in teaching train orders to a class of GI conductors and engineers in a Book of Rules Class on the Clairborne and Polk Military Railroad back in World War 2.

"Sergeant", addressing GI conductor, "if you are going east with an order to wait at Gray until 2:15 pm for No. 1, and you arrive at Gray at 1:55 pm and find No. 1 in the clear of the main track, what would you

do?"

The sergeant gave the question a long minute before replying, "I will wait there until 2:15 pm just as my orders said."

"Oh you would, would you," replied Major Israel. "So you always follow orders."

"Yes, sir," replied the sergeant.

"Well tell me this sergeant, if you have a date with your girl to meet her at 6:00 pm at the bus depot and you arrive there at 5:30 pm and find her there ready to go, I suppose you will wait there until 6:00 pm just because you said you would wait there until 6:00 pm for her."

"Of course not, sir," replied the sergeant, "we would take off and do our thing."

"Then you had better follow my orders and do your thing at Gray, which would be getting the hell away from there."

The first train orders were issued only under the direct supervision of the Division Superintendent. This practice held sway for several years, in fact until modern times some railroads issued train orders over the Superintendent's signature.

Although all Code of Operating Rules called for train orders to be brief and to the point, the wording of a train order usually told who the dispatcher was even before you could see the initials at the bottom of the order.

Like Train Order No. 129 issued February 7, 1942 and submitted by P.B. Wooldridge in the August 1992 *ARKANSAS RAILROADER* was typical of GCS. This order was a combination of a running order, a meet order and a right of track for Extra 571 South. While such a long order often made a train crew do a lot of reading and re-reading of the order, it was all right before them and they had just one order to handle.

The Train Dispatcher, like the train crews, also had to know where the trains were going and what they had to do when they got there. Of course sometimes the train crews failed to understand just what the Train Dispatcher intended for them to do

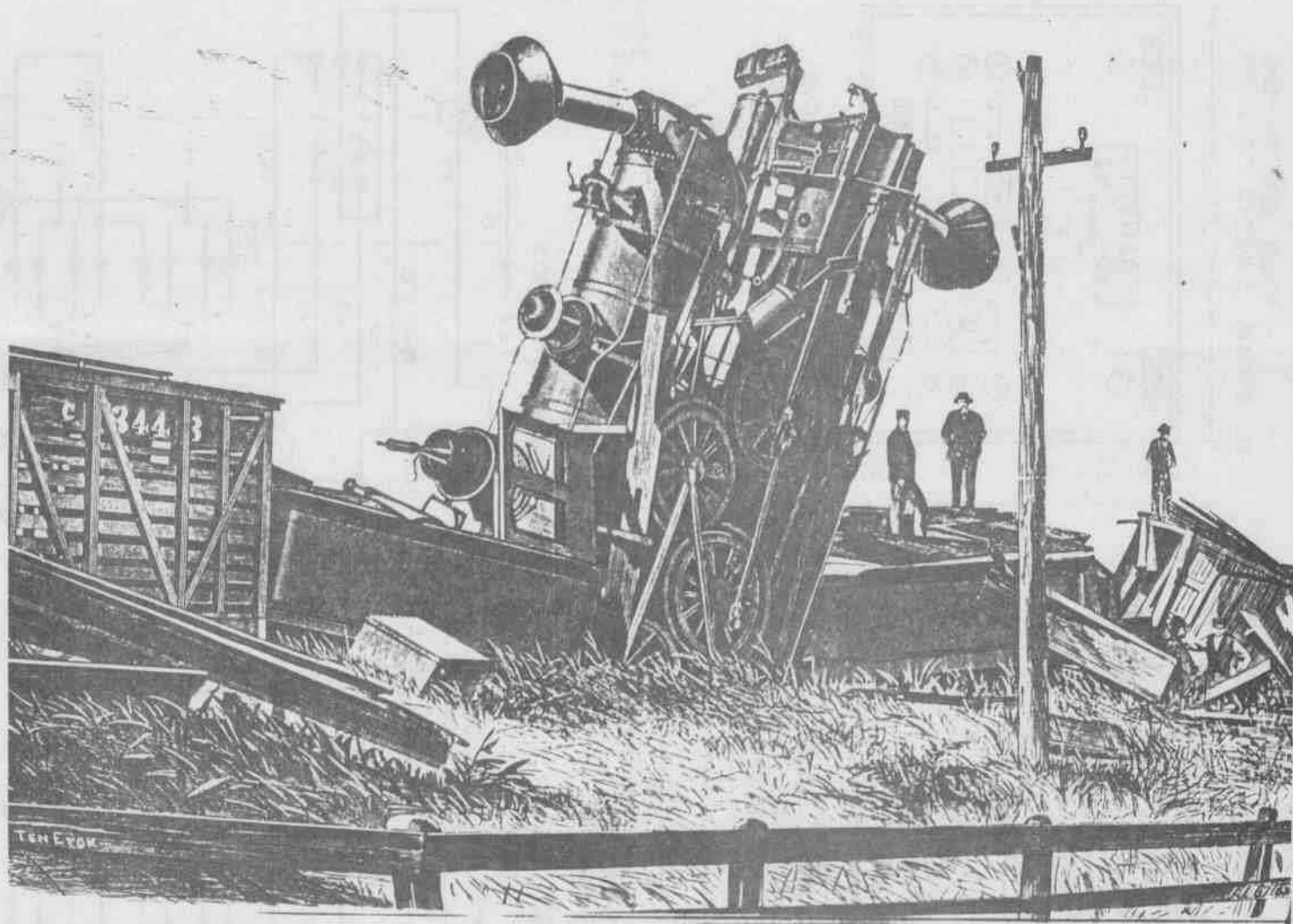
and a "Corn Field Meet" was in order. And again, sometimes the Train Dispatcher slipped up and two trains got together.

Take for instance the case of Baldy Sauers, an old time Train Dispatcher on the Iron Mountain, who for years held down a desk in Little Rock.

Baldy started his career as a train dispatcher on the Vandalia Line, later the main line of the Pennsy between St. Louis and Terre Haute. At the time he was dispatching on the Vandalia Line, the Van did not have scheduled train operating on Sundays. Any trains operating on the Van had to be operated as extra trains on train orders issued by the dispatcher. It was the usual custom to run an extra from each end of the railroad to clean up the leftovers from the week.

On this Sunday, "Baldy" was ordered to call the usual two extras on Sunday morning and with the usual pick up orders, start the extras out of their respective terminals, but failed to issue a train order to each crew of the meet with the counterpart. As each crew knew where they were going and what they were going to do when they got there, which was the other end of the road, they proceeded merrily on their way, putting all of their trust in Baldy's experience as a train dispatcher.

Somewhere deep in the Illinois countryside near the proverbial Corn Field the two extras hit head on and spilled cars all over the countryside.

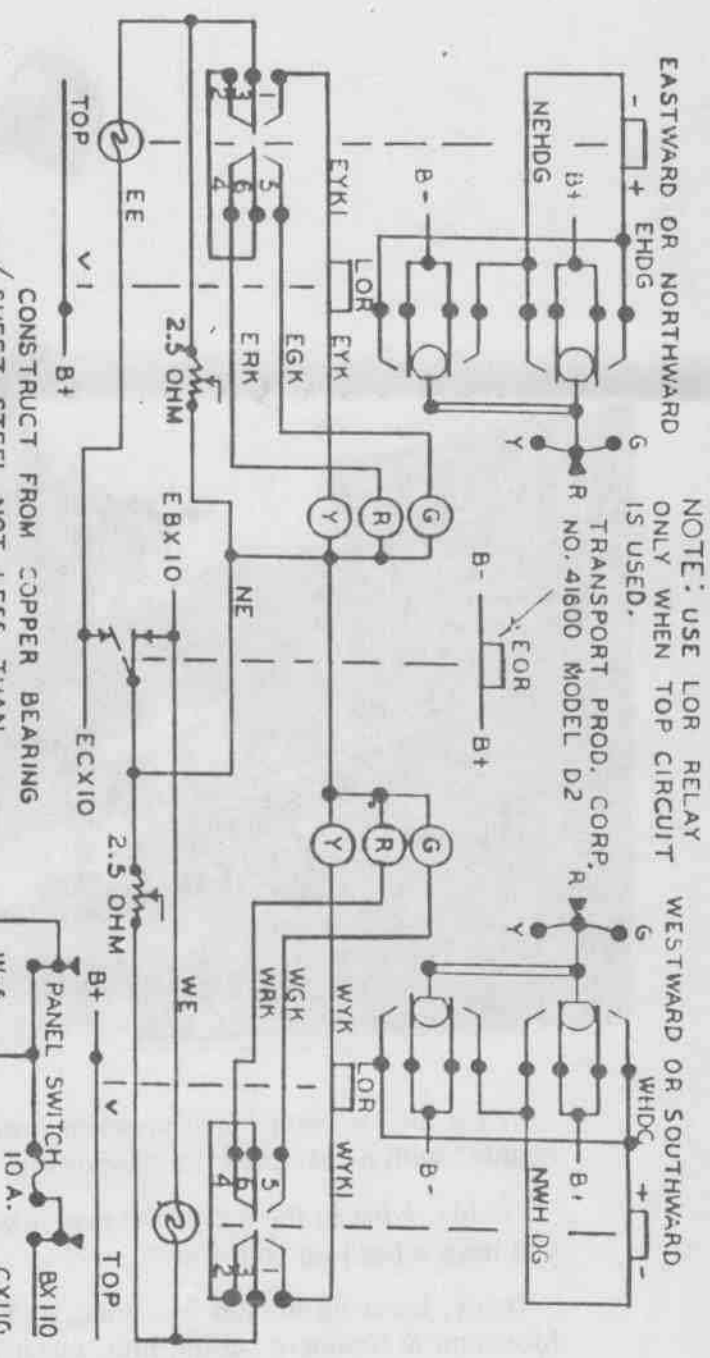
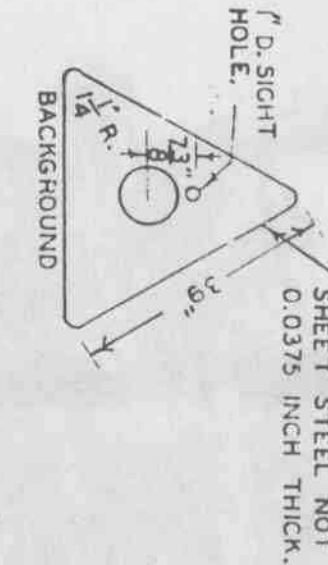
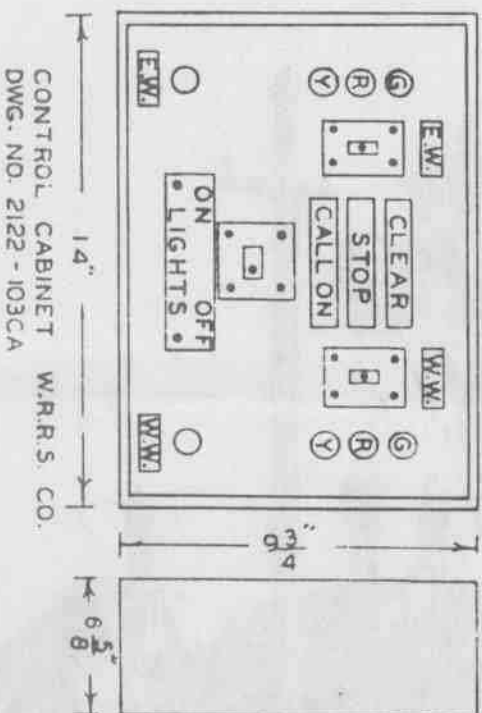
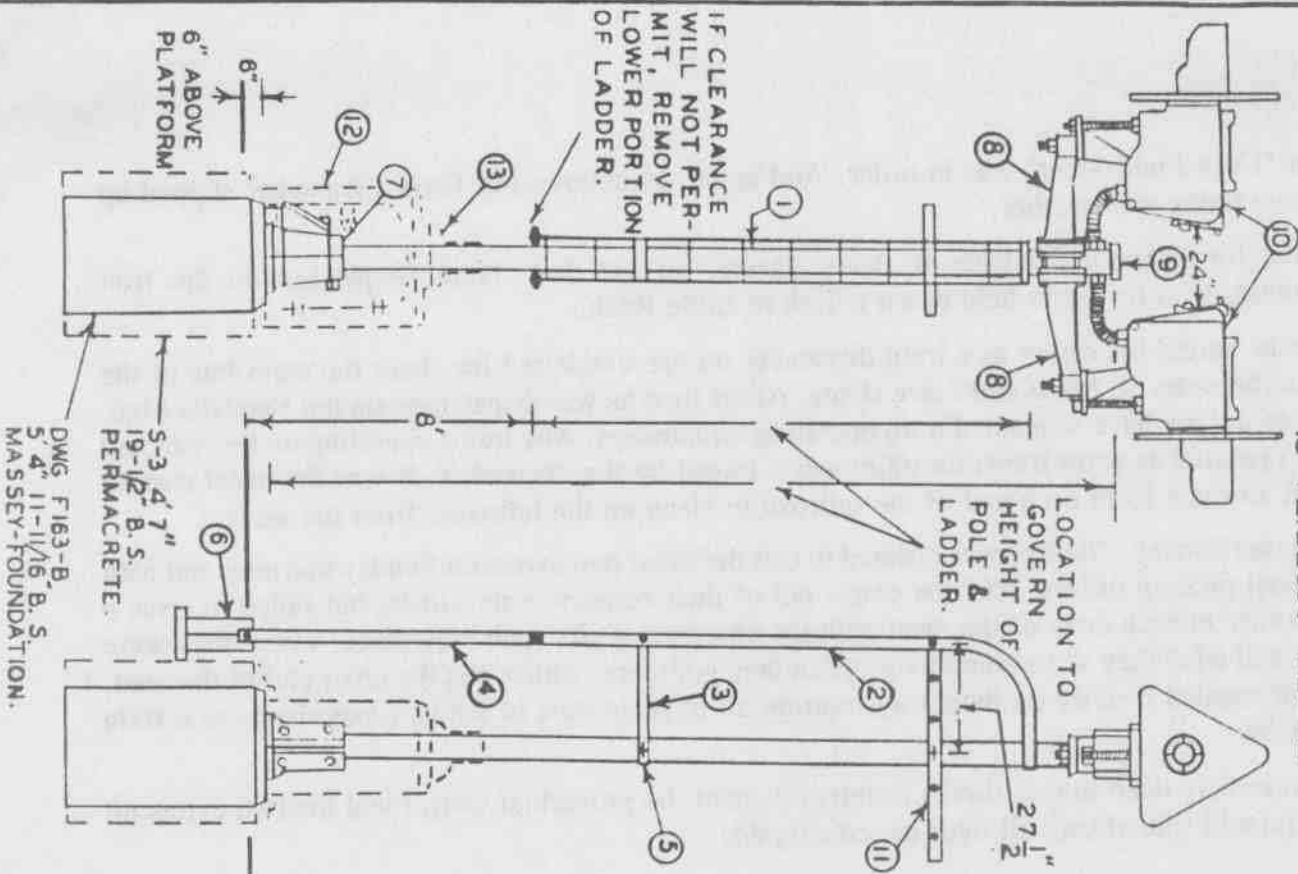


When the Division Superintendent heard of the wreck, he proceeded to vent his anger on "Baldy" with a first class dressing down.

"Baldy, what in the hell is the matter with you, you only had two trains on the railroad and you have a head on collision!"

Baldy, knowing his job was gone, and off in the distance he could hear the St. Louis, Iron Mountain & Southern calling him, reached for his hat and made for the door, turning slightly to look the irritated Super in the eye and replied, "Sir, it only takes two to have a head on collision." ~~WELL, WELL~~

- 1-AAR 16162
- 2-AAR 16192
- 3-AAR 15859
- 4-AAR 16194
- 5-AAR 13711
- 6-AAR 10521
- 7-PL B2581 REF. 4 US&S
- 8-PL B2881 REF. 19
- 9-PL B2850 REF. 8
- 10-PL B2881 REF. C
- 11-PL B2586 REF. 3
- 12-PL L1135 REF. A
- 13-PL B2850 REF. 3B



NOTE: USE LOR RELAY ONLY WHEN TOP CIRCUIT IS USED.
TRANSPORT PROD. CORP. R. NO. 41600 MODEL D2

NOTE: FOR H-2 UNITS USE US&S LAMPS PC#182814. 10 VOLT 13 & 3.5W. BULB. FOR CONTROL CABINET LAMPS USE MAZDA NO. 02, 0 - 0 VOLT BULB.

ROCK ISLAND LINES
SIGNAL DEPARTMENT CHICAGO, ILL.
SEARCHLITE TYPE
TRAIN ORDER SIGNAL

CHECKED *g.g.c.* APPROVED *C.M. Blumberg*
CORRECT SIGNAL ENGINEER
4-10-53
552-L-5

STEVEN ~~Steven~~ Eudy
P.O. Box 25027
West Des Moines, IA 50265

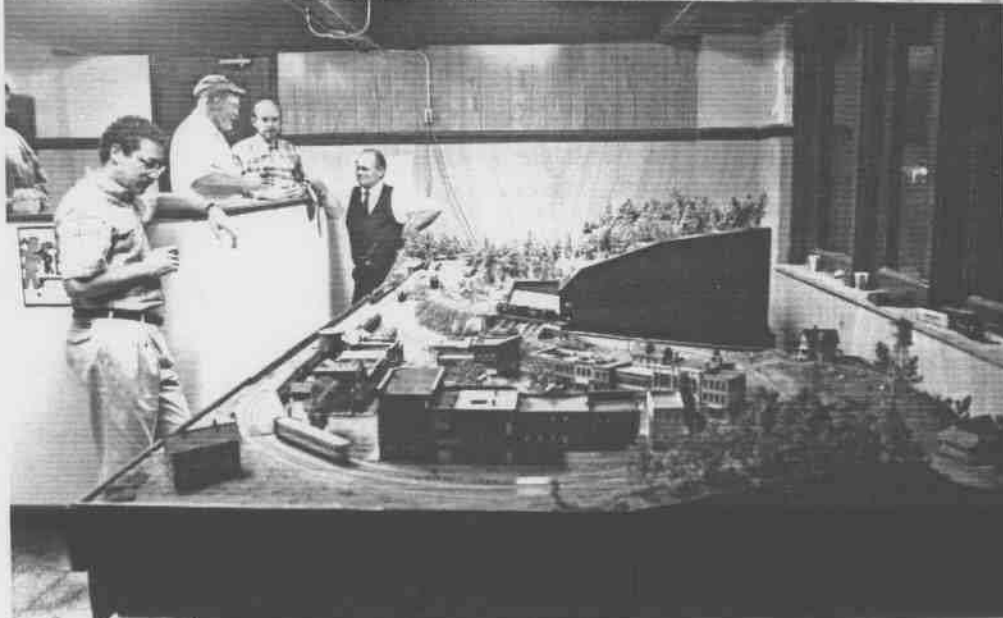
Steven Eudy
P.O. Box 25027
West Des Moines, IA 50265



Southern Pacific's "Santa Special," as seen in Kansas City, ran from Pine Bluff, Arkansas to Dalhart, Texas from December 14-23, 1992. Santa, played by Pine Bluff Switchman J. R. Johnson, had his own pad in the caboose. Nearly 1,700 kids visited the train on its journey. The trip will be repeated next year. (See December "Railroader" for more details) (Jim Johnson photos)



The two photos below left were taken October 22, 1992 inside Union Station in Little Rock during a kickoff function of the proposed Children's Museum of Arkansas. Club member and owner of Union Station John Bailey and his wife Patricia are hoping to open the museum in the Fall of 1993. If you'd like to become a member of this museum, individual memberships are \$25. Write to the Children's Museum of Arkansas, 1400 W Markham #202, Little Rock AR 72201 or call 374-6655.



LAST MINUTE NEWS

BILL CHURCH HOSPITALIZED - On January 12, long-time club member and writer of many railroad stories for the *RAILROADER*, BILL CHURCH, had a major stroke. He was in a coma for two days and as of the writing of this sheet (January 21), Bill was still in Baptist Memorial Hospital in North Little Rock, not able to have visitors. He was sleeping most of the time. The prognosis is uncertain. He could move his arms at one time, but then lapse back into a sleep. His wife Polly has been spending much of her time at the hospital.

Bill's phone number was published on many Show & Sale flyers, so if you get one, please don't call his home - call John Hodkin instead. Polly knows that she will be getting some of the Show's calls and will relay them to others.

If you'd like to write, his address is 5619 Bel Caro Place, North Little Rock AR 72118.

Bill sent in the story on the previous pages last August.

FORT SMITH RR LEASE - (Paris) - On January 15, Union Pacific asked the ICC to end the Fort Smith Railroad's leased operation of the Paris Branch line. The legal notification says that another operator will provide service over the line. The closure, if the ICC agrees, will include 49 miles of line from Fort Smith to Fort Chaffee, Barling, Lavaca, Charleston (home of U.S. Senator Dale Bumpers), Thessing, Branch, Ratcliff and Paris.

The Fort Smith Railroad has used the rail line under a lease agreement since the U.P. ceased providing services. In the meantime, FSRR has been plagued by derailments and delays due to poor track condition.

The spur line's present users include Arkansas Charcoal and Tyson Food's local feed mill. Tyson announced a few months ago that it will build another mill at Spadra instead, closing the Paris chicken feed mill. It appears now, however, that the Paris mill will not be closed, but will continue in operation to produce swine feed.

John Bromley of Union Pacific says he sees no interruption of service on the line when a new operator takes over. He says the new operator will likely be the Dardanelle & Russellville Railroad, a locally well-known and historically important rail company. "As I understand it, D&R is sitting on ready, as soon as all the T's are crossed and the I's dotted," said Bromley. (*THE PARIS EXPRESS, December 23, 1992 sent in by Doug Harley of Bonita, California*)

ARKANSAS POSTCARD SHOW - (Little Rock) - On March 27 and 28th, the Arkansas Postcard Club is sponsoring its first Arkansas Postcard Show at the Arts and Crafts Building, State Fairgrounds, Little Rock. Admission is free. They will have a million post cards in one room, many of which will be railroad related. Time will be 9:00 am - 5:00 pm on the 27th and 10:00 am - 4:00 pm on the 28th. Even though we will be having the NRHS Board meeting at that time, perhaps some of us could still go to this show. Perhaps they will be interested in getting a table at our show as well.

MARCHE HISTORY - Julia Besancon-Alford, 215 Lonsdale Circle, Jacksonville AR 72076, would like information on the town of Marche, Arkansas, a Polish settlement. She'd like old photos about the railroad (Missouri Pacific) which helped create it. The town was formerly known as "Bartlett" and "Warren Station" and was settled in 1876 by Count Choinski. The town is located a few miles west of North Little Rock on the busy Union Pacific line. She is writing a history of the town.

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, FEBRUARY 14 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..



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

Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)
24-Hour FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club

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 - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119

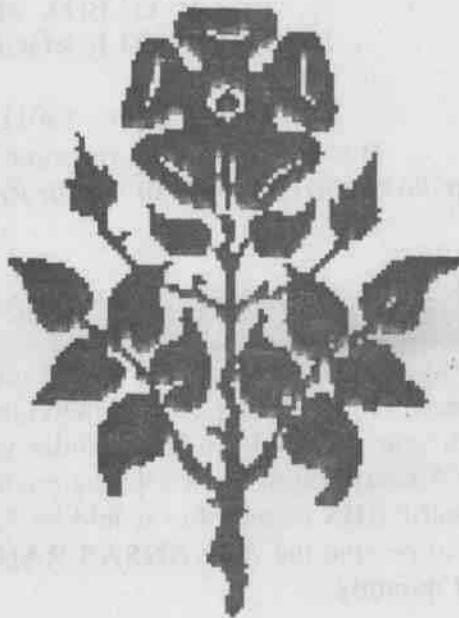
WELCOME ABOARD!!!

ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

FEBRUARY 14 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.	MARCH 26-28 - NRHS Board of Directors Meeting - Camelot Hotel, Little Rock.
MARCH 14 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.	MAY 1 - Arkansas Railroad Club's 13th annual Show & Sale, Hall of Industry, State Fairgrounds.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



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

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FEBRUARY 1993