



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 23 NUMBER 1

JANUARY 1992



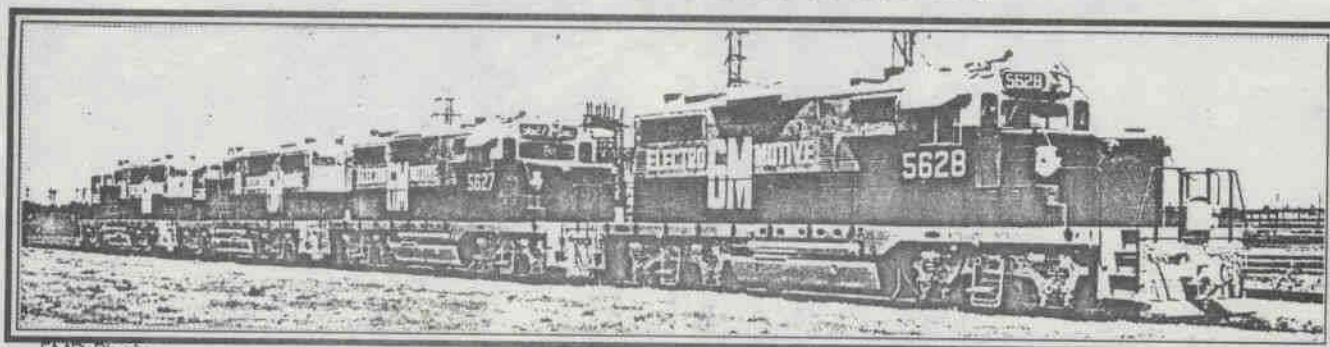
Tyler Junior College's famous "Apache Belles" rode the Cotton Belt Rail Historical Society's 819 Pine Bluff-Tyler excursion on Friday, October 18, 1991. They boarded at Pittsburg, Texas and rode to Tyler, handing out information on Tyler's Rose Festival. What a way to run an excursion! (Ken Ziegenbein photo)



TOP - The 819 Tyler excursion returning to Pine Bluff on Sunday, October 20, 1991 at 6 PM past Union Station in Pine Bluff, right on time. **BOTTOM** - Just prior to the 819's return, a Union Pacific freight headed west (north) past the Pine Bluff depot on October 20. (Both photos by Ken Ziegenbein)

Taylor Station, Arkansas, 1991. The Tyler excursion was a special train that ran from Taylor Station, Arkansas, to Pine Bluff, Arkansas, on October 20, 1991. The train was led by a Union Pacific locomotive and consisted of several passenger cars. The train arrived in Pine Bluff at 6 PM and was met by a large crowd of people. The train was a popular sight for many people in Pine Bluff and was a great way to see the Tyler excursion. The train was a great success and was a great way to see the Tyler excursion. The train was a great success and was a great way to see the Tyler excursion.

Would You Like to Take Her for a Little Test Drive?



EMD Photo

Little Rock, Arkansas, June 13, 1961

B-2 - G-15

Messrs. R. Hickman	J. E. Bernhardt
J. B. McCormack	J. F. Serrett
J. B. Hobbs	E. McNabb
T. E. Bolson	B. W. Wiggins
J. E. Pearson, Jr.	E. M. Vandiver
J. R. Scherer	G. Billingsley
S. R. Wall	J. J. Freibolt

Electro-Motive Division, General Motors Corp., have a 4 unit, 8,000 HP demonstrator of their new GP-20, 2,000 HP, 4 axle road switcher, and have expressed a desire to test these units on our railroad to demonstrate its improvement over previous models and substantial improvement in fuel consumption.

Test agreement with EMD has been executed covering operation of these units on the Missouri Pacific for approximately ten days. You will note from the proposed schedule that units 5625, 5626, 5627 and 5628 will be delivered us by the Milwaukee Railroad the evening of June 11 or early morning of June 12, at Kansas City. Schedule was set up to test these units on various trains on our railroad under various conditions.

EMD personnel have been furnished proper transportation, and will accompany these units, along with Missouri Pacific mechanical personnel, at all times. Insofar as maintenance practices, etc., are concerned, we will be governed by instructions of the EMD people.

Road Foreman of Engines must accompany these units at all times over their territory in order to observe their performance, etc.

These units are equipped with 2,350 gallon fuel tanks, and should be fueled to capacity prior to leaving Kansas City on No. 62, June 12, then re-fueled as indicated on the proposed schedule.

Lv Kansas City	No. 161	7:00 a.m. Friday, June 16	
Ar North Little Rock		3:00 a.m. Saturday, June 17	511 miles

Lv North Little Rock	No MP-67	8:00 a.m. Saturday June 17	
Ar Houston		4:00 a.m. Sunday June 18	469 miles

Fuel Units at Houston.	Miles since last fueled.....	980
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Lv Houston	No.360	9:00 p.m. Sunday June 18	
Ar Dupo		10:00 a.m. Monday June 20	840 miles

Fuel engines at Dupo.	Miles since last fueled.....	840
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All of the above runs normally require four 1500 HP units. For the purposes of testing these units see that assignments handled with three units unless it is obvious that it will take four units to maintain schedule.

Account of recording equipment on unit 5626, this unit should be in the lead; however, train will not be delayed in order to turn units in order to keep this unit in the lead.

J.W. Treadwell, Superintendent

From the Collection of John Martin (Typed by John Martin)



A luxurious compartment on the TWENTIETH CENTURY LIMITED

For more than two years, this famous train on the New York Central has been powered by a General Motors locomotive on its daily run, 925 miles each way, between Harmon, N. Y. and Chicago. Also powered by GM Diesels are the Central's Knickerbocker and Southwestern, between Harmon and St. Louis.

"There's something really good about this morning!"

She feels as rested and relaxed this morning as she would had she slept in her own bed at home.

There are two reasons:

Modern trains follow modern locomotives. Since General Motors Diesel locomotives were introduced thirteen years ago, modernization of passenger equipment has made dramatic strides. But the locomotive itself deserves part of the credit. The flow of power in a GM Diesel locomotive is so smooth

that you ride through the night without jerks at starting and stopping. You glide to a stop—start so smoothly that you would need to watch the landscape to know when your train starts to roll.

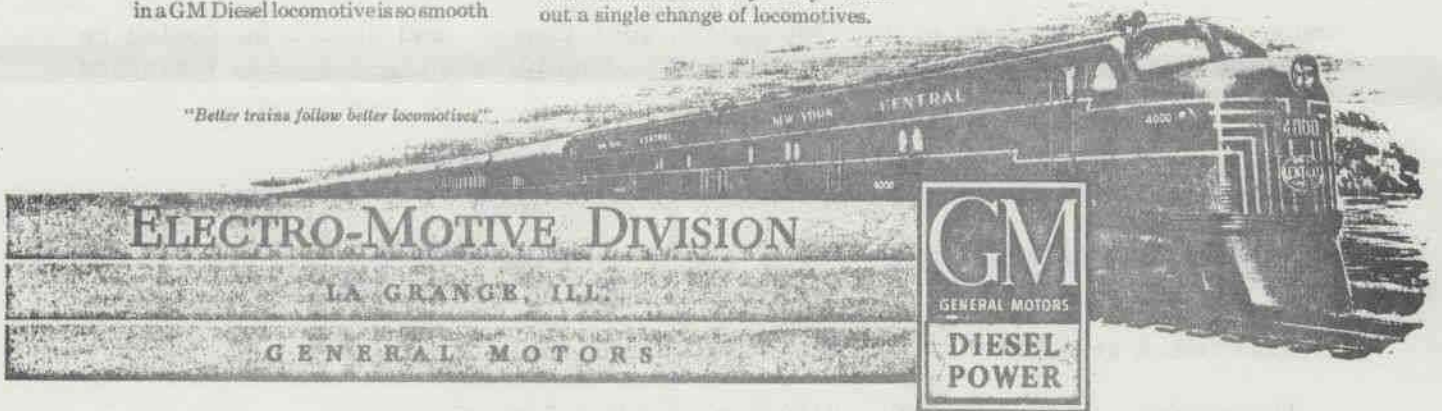
That is one of the many reasons why experienced travelers choose the trains with GM power up ahead.

And you can ride through the night—on a transcontinental journey—without a single change of locomotives.

And the savings in operating costs have enabled the railroads to provide extra comforts for passengers.

Fact is, the entire economy of the nation benefits as the railroads approach closer and closer to complete dieselization—the traveling public, shippers, investors and the railroads themselves.

"Better trains follow better locomotives."



(Ken Ziegenbein collection)

THE POUNDER

by
WILLIAM CHURCH

My Dad, who at the time of his retirement in 1960 had racked up 55 years of railroading experience, told a story of an engineer on the Frisco Railroad who ran between Chaffee, Mo. and Harvard, Arkansas who had the reputation of being a hard man to fire for because he was a Pounder and how a Boomer Fireman got one up on him before he pulled the pin.

The Frisco's River Division, in the early 1900's was a Boomer Job for Firemen. The Division that was of 149 miles plus large hand fired locomotives, made the run from Chaffee, Mo. to Harvard, Arkansas a Boomer Job. Most firemen staying long enough to make a pay day and then go looking for better working conditions.

The Chaffee-Harvard freight pool had an Engineer who was a hard man to fire for because he worked a hard engine. Every time he started a train he knocked holes in his fireman's fire. As there were always numerous stops along the way, his fireman spent much of his time down on the firing deck repairing the damage done by the Runner starting the engine at the last stop.

Needless to say by working his engine like that he gained the name of a pounder and his job was always open. Any fireman that did not quit after one round trip with him was automatically marked up on his run.

One Boomer much to the amazement of all concerned, when he returned to Chaffee from Harvard did not quit.

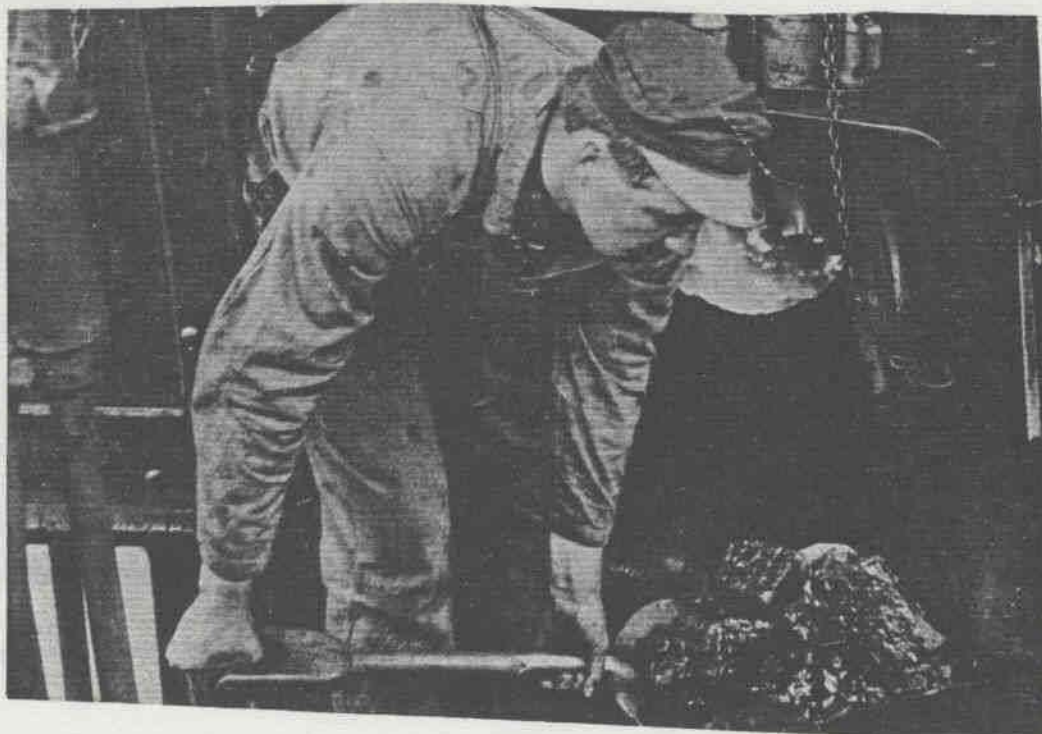
Since the Boomer's actions by not Pulling the Pin on the job after one round trip with the Pounder, he was automatically marked up as the Pounder's regular fireman.

My Dad was the Night Caller at Chaffee, Mo. and was as amazed as the rest of the employees running out of Chaffee that a man had lasted one round trip with the Pounder and came back for more.

On the Ready track while the Pounder was down on the ground with his Oil Torch and Long Neck Oil Can inspecting the engine and oiling her around, he kept hearing the fire box door clanging open and shutting as the Boomer up on the firing deck was scooping coal for all he was worth, getting his fire ready for the Pounder's assault.

When the Pounder climbed back up in the cab he opened the fire box door to inspect his fireman's fire and saw that the Boomer had filled the fire box up to the arch.

The Pounder's remarks about the fire's condition were stopped short by the Boomer who said, "Now let me see you turn this one over when you start."



DOWN MEMORY LANE

by

William Church

PASSING OF THE RED CABOOSE

(anonymous)

I often think I would like to run,
an old fashion Highball Train.
Stride along the running boards,
on the Hurricane Deck again.

I love to feel the sway that comes,
when she hits the grades and bends.
and the joy that comes from a job well done,
as the day and the journey ends.

Somehow I fear the same old thrill,
will not be there for me,
for the modern trend has changed a lot
of the things that used to be.

I am all for the safer things of course,
that the boys find here today
the Frogs and the Link and Pins,
have all gone their way.

The worst of all is still to come,
if all the news today is true.
The old caboose that we hold so dear,
will soon be held taboo.

That dear old car where all good cheer,
and Brotherhood held sway,
according to the latest word,
is soon to pass away.

The old Hand Brake and Diamond Stack,
hold memories dear to me.
The Pilot Bar and the old Pay Car.
of the days that used to be.

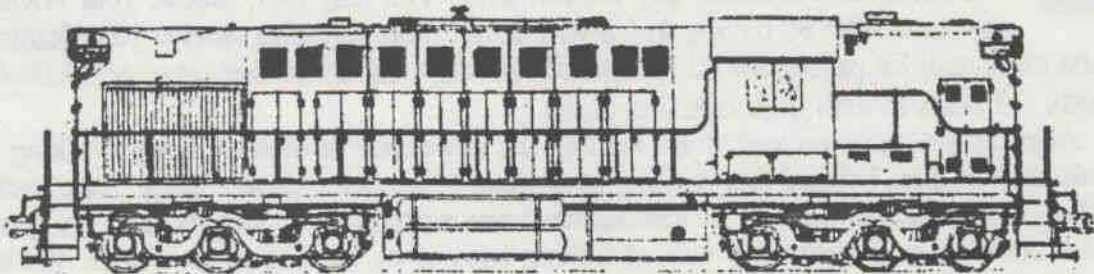
I fancy that I could work once more,
and still feel quite content,
of all the changes that are still to come,
if I was still competent.

But little joy would come my way,
when work would be abuse,
if the railroads would try to run their trains,
Without the RED CABOOSE.



T H E E N D

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CLUB HAPPENINGS - ANNOUNCEMENTS

1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>President</u> - John Hodkin, Jr. 506 Gorden St N Little Rock AR 72117 (501)-945-2128	<u>Vice-President</u> - Jonathan F. Royce 2100 Rebsamen Pk Rd #426 Little Rock AR 72202-1603 (501)-663-4573
<u>Treasurer</u> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<u>Secretary</u> - Polly Hamilton 20 Dell Hot Springs AR 71901 (501)-321-2696
<u>NRHS Rep</u> - Peter Smykla 2800 West 37th Pine Bluff AR 71603 (501)-535-4724	<u>Editor</u> - Ken Ziegenbein 905 Valerie Drive N Little Rock AR 72118 (501)-758-1340
<u>Board</u> - Stanley Wozencraft PO Box 1938 Little Rock AR 72203	<u>Board</u> - Peter Smykla 2800 West 37th Pine Bluff AR 71603
<u>Board</u> - Clifton E. Hull 3507 E Washington, #31 N Little Rock AR 72114	<u>Board</u> - William Church 5619 Bel Caro Place N Little Rock AR 72118
<u>Board</u> - Robin Thomas 10980 Rivercrest DR #26 Little Rock AR 72212-1412	<u>Honorary Board</u> - Matt Ritchie 111 Tenkiller Sherwood AR 72120

P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday, January 12 at our usual place, the Twin City Bank on Main Street in North Little Rock. The program will be presented by PETER SMYKLA. His slide show will be on the RAILWAYS OF AUSTRALIA. Time will be 2 PM.

Remember that these meetings are open to the public. Invite those friends. Good refreshments are always served. Our format, begun last year, will be to have the program begin at 2 PM, followed by a 20-30 minute break for refreshments, then have the regular club meeting. It has proven successful thus far.



DUES ARE DUE - Remember that January 1 is the due date for your 1992 dues, \$15 a year for self or \$20 a year for family (only one newsletter per family, unless of course, all in the family pay the full \$15). You may join, renew, your NRHS dues at the same time by paying \$14 a year more. You may also receive your Railroaders via first class mail by paying for 12 months of first class stamps at one time, or \$9.00 extra (it costs .75 cents to mail each one first class).

Also, as you have noticed, I am mailing the newsletter differently again! Talking with the bulk-rate people, I found that mailing by folding twice gives us the "letter" rate instead of the "flat" rate, meaning the cost of mailing has been reduced to 11.1 cents each, as opposed to 14.6 cents by mailing the old way of folding once or by mailing in envelopes. We may still use the envelopes occasionally if we have other brochures, membership cards, etc. to include with the newsletter.

CLUB WRITERS HONORED - The following Arkansas Railroad Club writers were honored at the club's annual Christmas party, December 14 (Emcee was TOM SHOOK):

JAMES R. FAIR, JR - "The North Arkansas Line" published in 1969 documents the 82 year old, 365-mile line that served the Ozarks between Joplin, Missouri and Helena, Arkansas. It was the connection to the Eureka Springs resort.

Dr. Fair is a distinguished Professor of Chemical Engineering at the University of Texas at Austin, having also received MS and PHD degrees from that institution. Dr. Fair worked for Monsanto Chemical Co. for 23 years and was involved in the merger years ago between Lion Oil Co. and Monsanto. Dr. Fair grew up in Little Rock and has a trove of information on the Little Rock Street Railway system, which he has published in the ARKANSAS RAILROADER, the monthly publication of the Arkansas Railroad Club.

Dr. Fair and his wife are proud parents of two sons and a daughter, who at one time worked as the history editor of the ARKANSAS GAZETTE, which is also a source of many railroad stories. Dr. Fair is a Presbyterian and his father was a Cotton Belt employee in Little Rock, with offices at one time near the end of Rock Street.

Want to know more? Dr. Fair maintains a large library on Railway info and is a formidable source on the railway industry, its towns, industries and people. He currently is working on books on the Louisiana and Arkansas Railroad (the Harvey Couch Empire) and the Rock Island "Sunbelt Route" from Memphis to Tucumcari, New Mexico, which passed through Little Rock, Oklahoma City and Amarillo, Texas.

CLIFTON E. HULL - "Shortline Railroads of Arkansas" published in 1969 documents all the shortlines in Arkansas, such as the Monte Ne, Dardanelle & Russellville, Yazoo & Mississippi and the Possum Trot. This book is available directly from the author. Write to him at 3507 E Washington, #31, North Little Rock AR 72114.

Clifton Hull and his wife Naomi are significant observers of the railway scene in Arkansas and maintain a significant collection of information which is shared with all scholars, some of which is also archived in the North Little Rock Public Library. Mr. Hull, who is retired, worked for the U.S. Army Corps of Engineers and is a Certified Engineering Technician. As a young man he worked as a railroad brakeman on the Missouri Pacific between North Little Rock and Van Buren, Arkansas.

In preparing to write the saga of the "Lilliput Line" he began his collection of photographs and he personally retraced most of the actual routes and researched newspapers and other available records.

WALTER M. ADAMS - "The White River Railway" published in 1991, documents the construction and operations of the railway (White River Division of the Missouri Pacific/Union Pacific) between Carthage, Missouri and Diaz (Newport), Arkansas between 1901 and 1951. It includes background information on the Ozarks and White River region and describes competitive rail lines. The book is illustrated and identifies many of the early employees of the railroad. The book is softbound with 180 pages and may be ordered from the author at 3609 Lakeshore Drive, North Little Rock AR 72116.

Mike also published "A History - North Little Rock - The Unique City" in 1986 and has numerous articles in railway related books. Mike was a lifetime

employee of the Missouri Pacific Railroad, working in most of its administrative and operating departments. Mike was the son of Walter B. Adams, a railroad agent, and grew up on the line at Cricket and Cotter, Arkansas.

WILLIAM CHURCH - "Memories of My Love Affair with the Blue and Gold" published in 1991 documents his life working on the Missouri Pacific Railroad as a fireman up through the ranks to Conductor on the famed "Texas Eagle" trains. His story is about real life events in operating trains from St. Louis, Missouri through the Ozarks to Poplar Bluff, Missouri and related branch lines. Imagine operating 8 passenger trains and twice as many freights in each direction per day over a single track railroad through the mountain areas between Bismarck, Iron Mountain, Arcadia, Tip Top and Gads Hill, Missouri. Mr. Church is from a railroad family. If you want to know "how it was", contact his through the Arkansas Railroad Club.

AWARDS PRESENTED were plaques stating - "The Arkansas Railroad Club recognizes their member Railroad Historian (name) given at Little Rock, Arkansas December 14, 1991.

RUBY (Mrs. Eakles) HILLE

BORN: October 4, 1907

DIED: November 1, 1991

The Hille's celebrated their 65th wedding anniversary on June 30.

W. C. HARRIS

DIED: December 9, 1991

Mr. Harris was 92 years old. He lived in North Little Rock.

WANTED - NEGATIVES - Clifton "Gene" Hull, 945-5556, is asking anyone who knows the whereabouts of about 385 missing Saunders negatives. These negatives were borrowed from the Arkansas History Commission and never returned. Mr. Hull is helping to index all of Saunder's thousands of negatives.

FUTURE RAIL CHASES - The next scheduled rail chase will be on February 8 and will be another Kansas City Southern chase. Other dates will be March 1 and April 11 (we will try again to do the M&NA abandoned right-of-way in White County on April 11). Contact Matt Ritchie for details or to suggest other outings.

NEWS WANTED - Please keep sending in any railroad news items for your area, especially in Arkansas. I especially need news from the Democrat/Gazette, as I don't have time to read that paper every day (in fact, I haven't read it at all since December 2). Thanks.

RAILROADER IN BULL SHEET - Page 4 of the December 1 issue of "The Bull Sheet." a national rail-news/story publication, had the full page devoted to describing the "Arkansas Railroader" and gave our club address. It was a very glowing review. The Bull Sheet is published monthly by Allen Brougham, 8708 Richmond Avenue, Baltimore MD 21234-2831. He does not take subscriptions for future issues, but does take donations to help cover costs of previous issues, currently running about \$8.50 a year.

ARKANSAS RAIL NEWS

MOPAC FREIGHT HOUSE BURNS - (El Dorado) - On November 22, 1991, the El Dorado Fire Department, in a controlled burn, burned down the old Missouri Pacific freight house in El Dorado. Used until that week as the office for the two switch crews which work from El Dorado, it was built during the oil boom of the early 1920s. The freight house has been replaced by a small prefab portable office building. The burn took just over an hour to

bring the building down to nothing more than a smoking pile off charred timbers and isolated burning floor timbers, which were allowed to burn out during the day. (Bart Jennings)

819 EXCURSION A SUCCESS - (Pine Bluff) - The October "Cotton Belt Star" excursion from Pine Bluff to Tyler was a success. A modest profit was made which will be used to help maintain the 819 and the Arkansas Railroad Museum. Major expenses on the trip included: track charges, \$17,344; insurance, \$6,309; fuel, \$3,289.37. The excursion committee is making application with Southern Pacific for the 1992 schedule.

OPEN HOUSE - (Pine Bluff) - The Cotton Belt Rail Historical Society will be having an open house and chili supper on Thursday, February 13, 1992 at the museum in Pine Bluff. It will be to show off the work being done on the display area.

GENERAL RAIL NEWS

CORNY STORY - (Chicago) - From Barton Jennings comes the following: News from the Chicago area which is a bit weird. An August derailment of four rail cars of corn along Wolf Lake has caused a ban on waterfowl hunting in the area. The corn spilled into the lake during the derailment and cleanup, which drew fish, ducks, geese and seagulls to the area. Looking into the matter, the Law Enforcement Division of the US Fish and Wildlife Department has cancelled the hunting season in the area because it ruled that the spilled grain and the waterfowl it attracted was considered to be baiting of game. Because birds were flying in from all directions, the entire area was closed, not just the area where the grain was spilled. (From The Star newspaper, a Chicago suburb newspaper, dated October 27, 1991. At least the ducks now like the railroad!)

ODDS ARE - Every 41 seconds, someone dies of heart disease; every 64 seconds someone dies of cancer; every 3 1/2 minutes someone has a fatal stroke; every 5 1/2 minutes someone dies in an accident; every 6 1/2 minutes dies of lung disease; every 12 minutes, someone dies of AIDS. (National Center For Health Statistics)

POLAND STEAM - The November 14, 1991 issue of The Wall Street Journal had a disturbing article on the front page about railroading in Poland. The article reports that the national railroad, PKP, is in such a hurry to modernize, that it is abandoning entire lines and is destroying hundreds of operating steam locomotives. The main reason seems to be that they are embarrassed to be using such old equipment. Witold Wojtkowiak, the Master of the Maintenance Shed in Wolsztyn, thinks the idea is crazy and wants to use the engines as tourist attractions to bring in western dollars. He wants to charge people for the right to take pictures. Last year he raised \$14,000 doing just that at his shop. Union Pacific, which is helping PKP modernize, at first approved of the idea of destroying the locomotives, but after seeing them, the UP representative in Poland changed his mind and recommended saving some for tourist operations. So 150 have been saved. And the fate of the rest? Dynamite!

In the past year 800 locomotives have been blown up. Leaving 250 on the roster and 40 on the job. Evidently Poland is catching up to US politics. You can't buy food for the starving but you can replace good equipment with costly foreign equipment which burns foreign oil instead of local coal. (Thanks to Barton Jennings)

1522 READY TO RUN AGAIN - (St. Louis) - The Frisco 1522 steam engine had a successful break-in run on October 26 and 27 after having its bearings replaced. The engine is being stored at Union Station instead of the Transportation Museum this winter, so if anyone visits St. Louis over the winter, stop and see it. (THE GATEWAY RAILLETTER, December 1991)

STEAM ENGINE 786 RUNS - (Austin, Texas) - Restored Southern Pacific engine 786 was supposed to make its official debut at 10:30 AM on December 14. I haven't heard if this

really occurred. The Austin Steam Train Association intends to start excursions with the 2-8-2 this spring. (RAILS)

ARCTIC CIRCLE TRAIN - Sweden's Inlandsbanen Railway, a railway that carries passengers into the wilderness above the Arctic Circle, received a one-year reprieve from the Swedish government. It shut down temporarily in September.



AMTRAK NEWS

WASTE DUMPING - Amtrak told Congress in late November that it will comply with the law and end the century-old practice of dumping human waste along tracks, if Congress provides the \$85 million to convert all the 544 passenger cars to have retention systems (Amtrak has 1,409 passenger cars, but 544 do not have the retention systems yet). Deadline for have all cars converted in November 15, 1996. Amtrak apparently plans to retire all cars built before 1971 by the 1996 deadline and convert only those cars built after 1971. (Manchester, CT JOURNAL INQUIRER, sent in by Leon W. Enderlin)

STATISTICS for Amtrak trains will be continued in the next issue. The October or November stats were not received in time for this newsletter.

NEWS UPDATED through December 15...mailed the last week in December. Stapling and collating were scheduled to be done on December 26 at Matt Ritchie's house with several volunteers. Thanks.

JANUARY IN RAILROAD HISTORY

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

First railroad survey in America conducted by Colonel John Stevens, an ex-officer of the Continental Army, between Trenton and Raritan, New Jersey, January - 1814.

January 2, 1832 - first issued of the Rail-Road Journal -- oldest American railroad periodical in continuous existence - now the Railway Mechanical and Electrical Engineer.

Longest railway tunnel in the Western Hemisphere, 7.79 miles in length, completed in Washington State January 12, 1929. Tunneling began at both ends. So accurate were the instrumentations that the bores, each nearly 4 miles in length, were out of alignment only three inches vertically and nine inches horizontally.

First fare-paying passengers on an American railroad carried at Baltimore, January 27, 1830.

First through train completed run from Chicago to Ohio River at Cairo, January 8, 1855.

Ground broken at Charleston, South Carolina, January 9, 1830, for first railroad in the United States to employ steam power regularly.

Happy New Year

The following list of "old" diesels was furnished by Barton Jennings last September. As we all heard at the December 14 Christmas party, Bart and Sarah will be moving to Tennessee in January. Bart will be going back to school to get his Doctors Degree. GOOD LUCK!

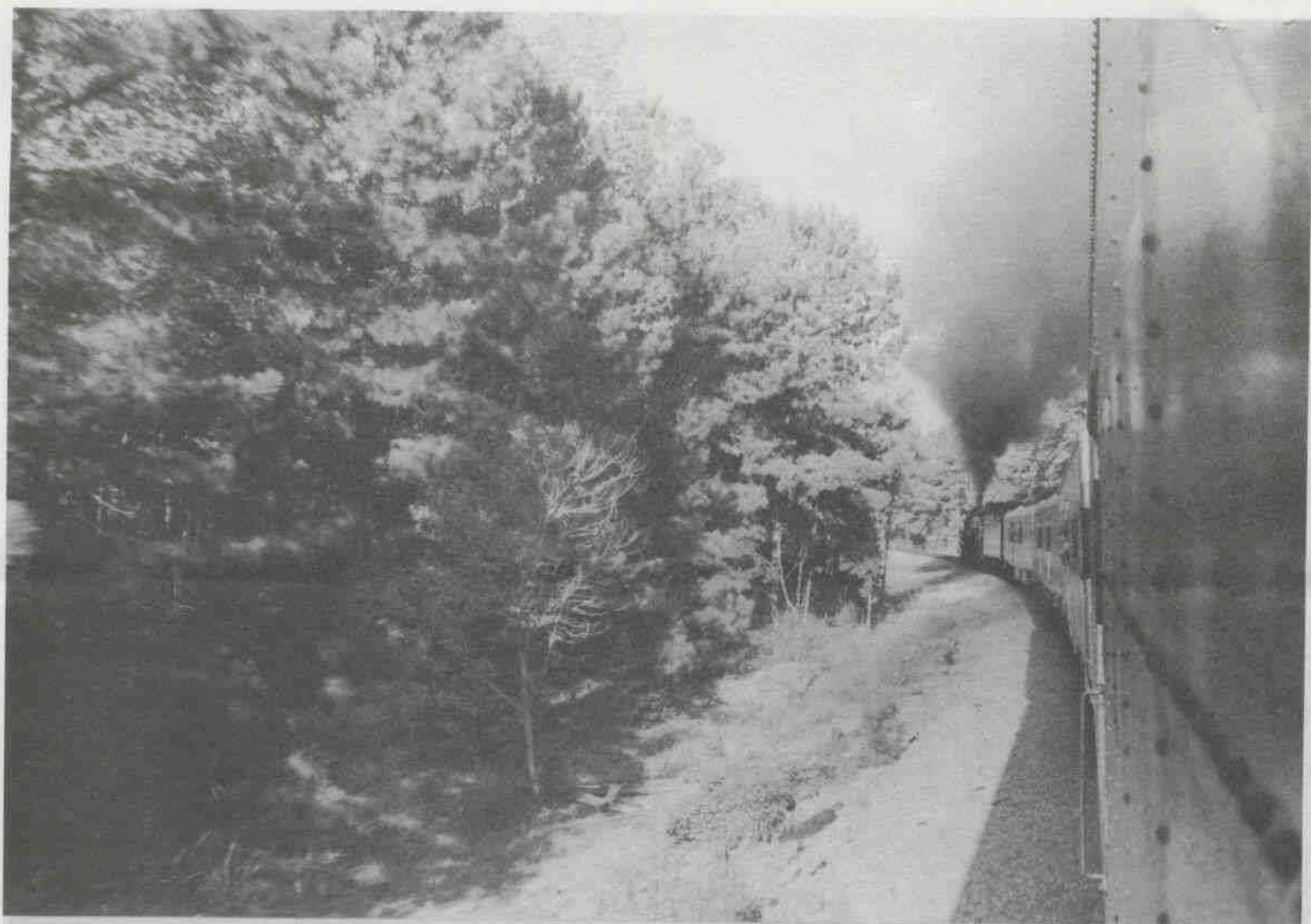
For those of us who are roster nuts; builder's numbers, frame numbers, and built dates all have meaning way beyond normal reasoning. But occasionally one or more of these numbers can be used to impress the non-addicted. And which numerical detail can grab someone's attention fastest? How about the built date, a date as important as a birthdate, for that is what it is. So here is a list of the oldest locomotives of the internal combustion type in Arkansas. Yes, I've probably left some off or goofed up on some bit of detail. Please correct me if you can. But isn't it amazing that so many locomotives are running around out there that are at least 10 years older than Sarah. Almost makes her feel young again! By the way, OOS means Out Of Service.

5-39	Ouachita RR	#64	EMC NW2	
2-40	Augusta RR	#6	Plymouth 8ton	OOS
	(acquired by Ft. Smith Trolley Museum)			
11-40	Eldorado & Wesson	#20	Alco S-2	OOS
7-41	Acme Brick (Malvern)	#1422	Davenport 20ton	OOS
7-41	Koppers (NLR)	no #	GE 25ton	
1-42	Dardanelle & Russellville	#16	EMD SW-1	
4-42	Augusta RR	#7	Vulcan 35ton	OOS
	(acquired by Ft. Smith Trolley Museum?)			
?-42	Gifford-Hill (Antoine)	no #	Alco S-2	
?-42	Eureka Springs & NA	#4742	EMD SW-1	
4-43	Arkansas & Missouri	#22	Alco RS-1	
9-43	Eldorado & Wesson	#22	Alco S-2	OOS
11-43	Eldorado & Wesson	#21	Alco S-2	OOS
3-44	Koppers (NLR)	no #	GE 45ton	
5-44	Eldorado & Wesson	#23	Alco S-2	OOS
8-44	Weyerhaeuser (Briar)	#D-8	Porter 65ton	
?-45	Arkansas Kraft (Perry)	#RE1016	Alco S-2	OOS
1-46	Little Rock Terminal	no #	Plymouth JCD	
5-46	Ark. Lime (Batesville)	#5-LO-1	GE 50ton	
6-46	Gifford-Hill (Eagle Mill)	#614	EMD SW-1	
1-47	Pete Smykla (Pine Bluff)	#5	Alco RSC2m	Stored
12-47	Little Rock Port Auth.	#RE1017	Alco S-2	
4-48	Ark. Lime (Batesville)	#2-LO-1	GE 25ton	3' Gauge
4-48	Warren & Saline River	#73	Whitcomb 70ton	OOS
4-48	Warren & Saline River	#75	Whitcomb 70ton	OOS
6-48	Potlatch (McGehee)	#RE1044	Alco S-2	
7-48	Ark. Lime (Batesville)	#2-LO-4	GE 25ton	3' Gauge
9-48	Five Rivers (Helena)	no #	Baldwin VO660	OOS
10-48	Helena Southwestern	#300	GE 44ton	
10-48	Granite Mountain	#4743	EMD	
11-48	Dardanelle & Russellville	#18	Alco S-1	
4-49	Dardanelle & Russellville	#15	EMD SW-1	
7-49	3M Big Rock (LR)	#400	EMD	
10-49	Ark. & Louisiana Missouri	#10	EMD NW-2	
11-49	Eldorado & Wesson	#24	Alco S-2	OOS
12-49	GP-Nekoosa (Ashdown)	#2	Alco RS-1	

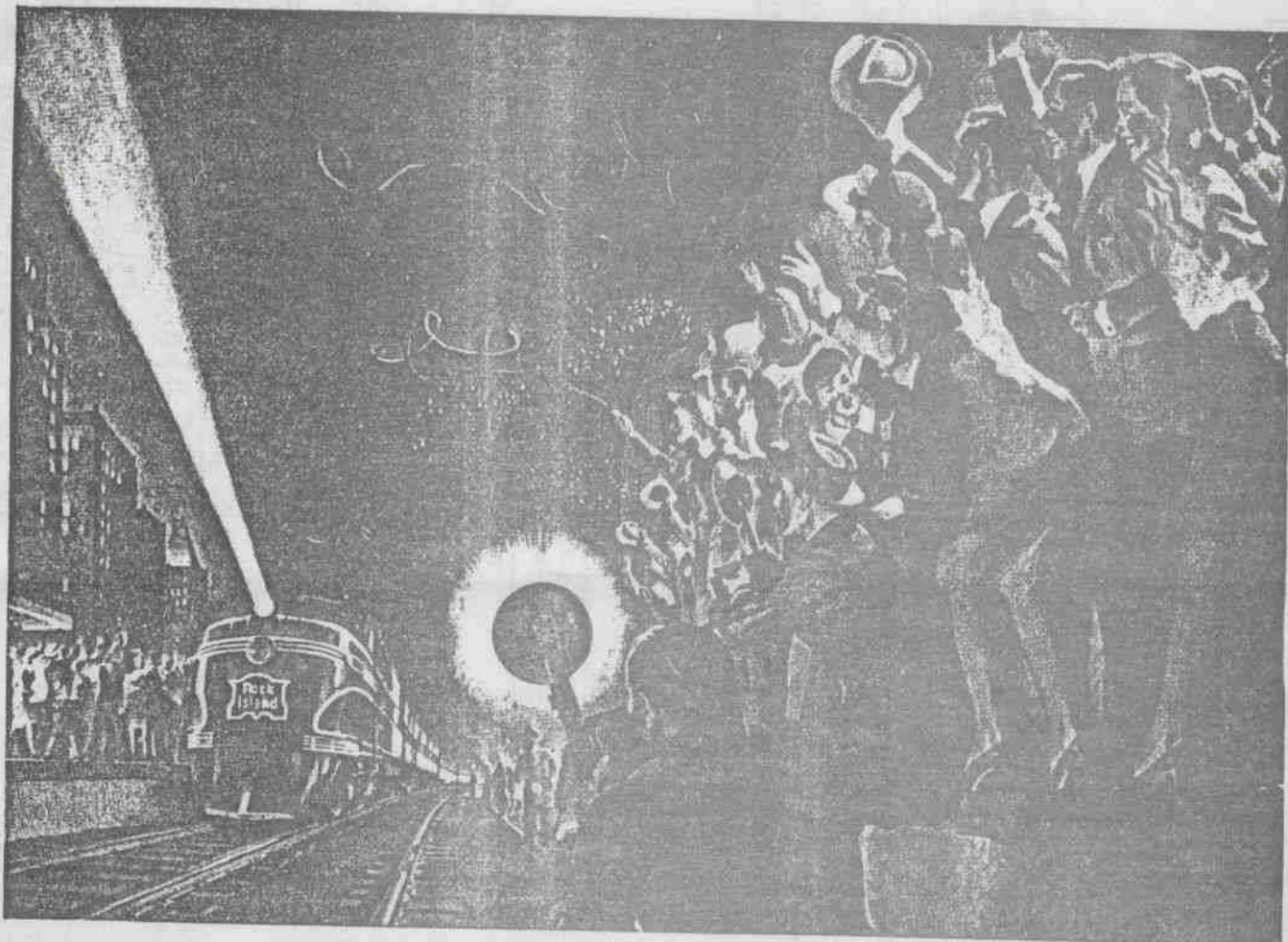
Bart
9-3-91



TOP - Santa Fe's new diesel-electric 5400 HP freight locomotive flanked by steam locomotives in yard at Fort Madison, Iowa, date probably 1949. (Santa Fe Pacific Public Relations photo). **BOTTOM** - Missouri Pacific PA 8010 and "Baby Eagle" at Sedalia, Kansas in 1960. The "Baby Eagle" was given to a Sedalia park that year. (Gene Hull collection)



TOP - Highballing toward Tyler, Texas on October 18, 1991 through southwest Arkansas, Cotton Belt 4-8-4 #819 had a load of happy train riders on the Pine Bluff-Tyler excursion. The weather was picture perfect. **BOTTOM** - The 819 and her 15 cars coming into Fordyce on the return trip to Pine Bluff on Sunday, October 20 about 5 PM. Arrival in Pine Bluff was ON TIME at 6 PM. The entire trip was a success, except for some delays going to Tyler on the 18th due to braking problems (the train went into emergency at least once). Congratulations to the excursion's fine volunteer crew. (Photos by Ken Ziegenbein)



Arriving soon...Rock Island's new super-luxury Rocket

The **GOLDEN ROCKET**

In only 39¾ hours this magnificent, million dollar train will whisk you between Chicago and Los Angeles!

Most any day now, America's most beautiful new Diesel-electric train, the Golden Rocket, will begin 39¾-hour, super-de luxe service between Chicago and Los Angeles over the scenic Rock Island-Southern Pacific Golden State Route.

Riding the Golden Rocket will be a thrilling adventure; its decorations capture the picturesque beauty of the Southwest—the grandeur of its mountains, deserts and canyons—the inspiring colors of its flowers, minerals and native costumes.

The Golden Rocket strikes a high note in comfort and convenience. *Coach Passengers* enjoy deep-cushioned, form-fitting reclining seats with individual, full-length leg-rests. *The Fiesta Car*—gay meet-

ing place for all passengers—has a refreshment bar, a coffee shop lounge, and a dining section serving delicious meals at modest prices. *The Diner* offers full-meal service comparable to that of the finest restaurants. *Sleeping cars* are all-room cars with roomettes, bedrooms, compartments and drawing rooms. *The Observation* has a fine lounge with buffet and beverage service, barber shop and valet.

For the utmost in travel luxury at modest extra fare, ride the Golden Rocket. Ask your local Rock Island Passenger Agent for full facts—or write: A. D. Martin, Passenger Traffic Manager, Rock Island Lines, 723 La Salle Street Station, Chicago 5, Illinois.



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, JANUARY 12 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$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. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections - also for some exchange newsletters).

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)

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!!!

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

JANUARY 1 - All-day show & tell at our usual meeting place, the Twin City Bank. Bring things to share.	MARCH 1 - Rail chase date. Agenda to be determined.
JANUARY 12 - Regular monthly club meeting, 2 PM, Twin City Bank, North Little Rock. "Railways of Australia"	MARCH 8 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.
FEBRUARY 8 - Rail chase of the KCS. We usually meet at the parking lot of Twin City Bank in North Little Rock.	APRIL 11 - Exploring the M&NA in White County.
FEBRUARY 9 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.	APRIL 12 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.
FEBRUARY 13 - Open house at the Arkansas Railroad Museum in Pine Bluff. Chili supper.	MAY 2-3 - Arkansas Railroad Club's Annual Show & Sale. We <u>NEED</u> help!

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

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



Attn: Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
905 Valerie Drive
North Little Rock AR 72118-3160

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JANUARY 1992

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KENNETH W. ZIEGENBEIN
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NORTH LITTLE ROCK AR 72118-3160