



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

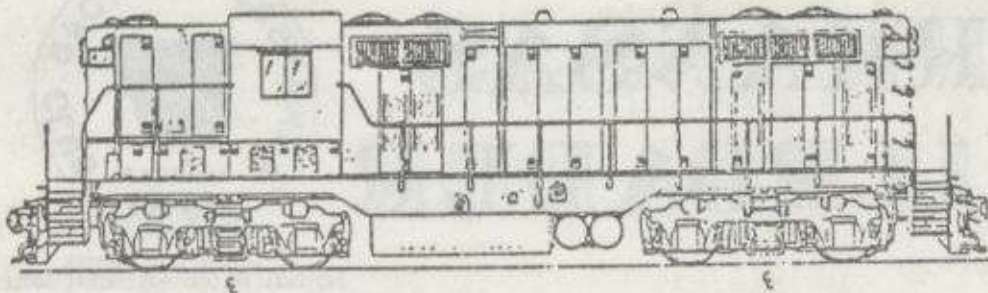
VOLUME 16

NUMBER 7

JULY 1985



STILL MAJESTIC - On a bright sunny morning in early June, 1985, Kansas City's Union Station still stands as a reminder of a once-grand passenger train network in this country. This day (June 8) Amtrak's "Southwest Chief" is boarding passengers on its Chicago-bound run, but most of the world won't notice. (Ken Ziegenbein photo)



GENERAL NEWS

TO GO BULK RATE - As of this month, the ARKANSAS RAILROADER will be mailed at the 3rd class bulk rate - we finally have enough mailings to make this possible. This rate will save the club substantial amounts of postage in a year's time, with the rates going from .39¢ each to .12½¢ (or possibly as low as .06¢) each. This amounts to an annual savings of about \$600 (from about \$78 per month to \$25 per month).

As a result of this new rate, I am no longer soliciting envelopes or first class postage stamps, although you may continue to give me these if you so desire. The 3rd class rate will still mean next day delivery in North Little Rock with 2nd or 3rd day delivery in Little Rock and Pine Bluff. The out-of-state will see a greater delay, but not too much. I WOULD APPRECIATE 8½ x 14 PAPER if you care to donate any, but again this is your decision. Thanks in advance.

The .12½¢ rate will cover up to 4 ounces, which is up to 32 pages in length, both sides, so don't worry about having a story too long anymore! If any of you have trouble with the new mailing procedures, let me know. (For your information, about 55 of our members are out-of-state)

COTTON BELT FAMILY DAY A SUCCESS - According to Elizabeth Gaines, the Arkansas Railroad Club had 46 attend the annual Cotton Belt Family Days celebration in Pine Bluff on June 1. We had 165 people register at the Club's booth with 6 prizes being given away, including lapel pins, scarfs, mugs and belt buckles. Displays by club members were Cotton Belt Time Tables by Dusty Rhodes, Train displays by Dusty Rhodes, Danny Pennington and Joe Norbutowitch and miscellaneous railroad displays by Evelyn Crow and Darrel Cason.

SYMPATHIES TO BILL BAILEY on the death of his mother, Bernice Bailey of Stillwell, Oklahoma. She died on June 12.

PICTURE OF THE 819 TO BE IN AUGUST TRAINS MAGAZINE - The cover picture of the May ARKANSAS RAILROADER will be in the "Railroad News Photos" section of the August TRAINS magazine according to TRAINS editor David P. Morgan. Mr. Morgan requested the photo, taken by yours truly, Ken Ziegenbein. The photo in TRAINS will be in color. Mr. Morgan also commented that he enjoyed the story in June's RAILROADER about the Limesdale Narrow-gauge in Batesville by Frank Brooks and the story of World War II railroads by Mike Adams. TRAINS is on our mailing list and your stories are read by them, so KEEP THE STORIES COMING!!

SEPTEMBER 28 FOR STEAMING THE 819? - Will September 28, 1985 see the SLSW 819 steam engine running on its first official run? According to Jim Johnson, the public relations manager of the Cotton Belt in Kansas City Kansas, it will unless unforeseen things develop. As of now, the restoration is on schedule. Keep that date open, at any rate.

CORRECTIONS DEPARTMENT - In regard to the "General News" item on DTC in the May RAILROADER, the statement that initiation of DTC on certain subdivisions on the Pine Bluff Division "will be the first time the Cotton Belt will use this system" is entirely incorrect, according to Jim Johnson. The use of DTC was first enacted in July, 1984 from Tucumcari to Dalhart on the Kansas City Division, and was entirely in use across the non-CTC portions of the KC Division on the Cotton Belt by September, 1984. Therefore, although the use of DTC on the Brinkley-Memphis, North Little Rock, Shreveport and Commerce sections begun on April 28 was the first use of such on the Pine Bluff Division, it was nearly nine months behind the first, and quite successful, use of the system on our railroad (the COTTON BELT). (Thanks for the correction)

NO COACHES FOR THE 819? - Because of the value of the retired Southern Pacific commute coaches around San Francisco and the numerous buyers who desire them, it is doubtful if the financial position of the Cotton Belt or Southern Pacific would be conducive to allowing donation of any of these coaches to be hauled behind the 819. Even so, Jim Johnson of the Cotton Belt has requested one each for Pine Bluff, St. Louis and Kansas City for historical preservation.

READER RAILROAD NEWS - The Reader Railroad, a chartered historical wood-burning railroad in operation since 1889 at the same site in southwest Arkansas, is now operating daily through August 17 and weekends only through October 27. Trains depart Adams Crossing weekdays at 11:00 AM and 2:00 PM and Saturdays at Noon and 3:00PM and Sundays at 3:00 PM. Adult costs are \$5.00, children \$3.00. The Reader will also have special night excursions leaving Camp DeWoody at 6:30 PM on the following dates: July 20, August 3, August 17, September 7, October 5 and November 2. The cost of these night trips, which includes a meal, is \$15.00 for adults and \$7.50 for children. Reservations are required for the night trips. Contact the Reader Railroad at P.O. Box 9, Malvern, Arkansas 72104.

EUREKA SPRINGS AND NORTH ARKANSAS RAILWAY CO also continues daily operations in historic Eureka Springs, Arkansas in the valleys of the Ozarks of northwest Arkansas. These trains run hourly, rain or shine. The line is located on the original roadbed of the old Missouri and North Arkansas Railway, which traversed this area in the 1930s.

MISSOURI PACIFIC PRIVATE CARS REPAINTED - MOPAC private cars "Eagle", "Saint Louis" and "Houston" have been repainted yellow. MOPAC 8 & 10 remain in the old blue paint scheme while air brake instructional car 20 is stored at the Sedalia Shops. (THE MIXED TRAIN)

SOUTHERN BELLE RETURNS! - The Smoky Hill Railway and Historical Society, operators of the Kansas City Railroad Museum, have finalized arrangements to acquire ex-KCS EMD E8 #23 from the Chicago & Northwestern, where the historic locomotive has been hauling commuters under the guise of C&NW #5031B. This engine will join other ex-KCS cars that have been collected by the organization and will complete the consist for a recreation of the famous SOUTHERN BELLE streamliner. Besides E8 #23, the recreated SOUTHERN BELLE will be made up of the following: #30 RPO-Baggage, Pullman 1931, #246 60-seat coach by ACF (1956), #59 36-seat diner-lounge, Pullman 1948, Arthur Stilwell and Colonel Fordyce, sleepers (14-4), Pullman 1948 and #55, tavern-lounge-observation Hospitality. (FLYER via GULF COAST RAILROADING)

OH BAD!! - A vintage ex-GN boxcar that was donated to the Gulf Coast Chapter of the NRHS in Houston recently by the Burlington Northern was lost by the BN in transit. Well, it was found - in a number of pieces at a local Houston scrap dealer! The BN donated a FW&D baggage instead. (GULF COAST RAILROADING)

FLAG ON THE WAY DOWN - The Missouri-Kansas-Texas Railroad (the KATY) will soon be no more. Union Pacific announced at the end of May that it plans to acquire the 3,100 mile MKT line for cash and securities totaling \$108 million. The ICC must first approve the deal, however. The UP says that the KATY would become part of the Union Pacific System after the merger and the MKT name would disappear forever. Got your cameras ready? (The MKT is MY railroad, having grown up a block from its tracks in New Ulm, Texas)

SOUTHEAST MISSOURI TO GET STEAM RAILROAD - A new steam tourist railroad will begin operation between Jackson and Delta Missouri in September 1985 according to the BULLETIN-JOURNAL of Cape Girardeau. The locomotive to be used in the "famous" Crab Orchard and Egyptian Number 5 2-4-2 tank switcher built in 1946. Along with the locomotive, the group planning to run the engine has acquired two coaches from the CO&E. The railroad will be called the Southeast Missouri Steam Railroad Company. (THE GATE RAILLETTER)

CARLOADINGS ON SP DOWN - Southern Pacific's total carloadings in April 1985 were down 4.8 percent compared with the same time last year. A total of 131,700 cars were hauled. The association of American Railroads reported that freight traffic for the first 19 weeks of 1985 was down almost 3.7 percent from a year earlier. Could it be the economy is slowing down more than the people in Washington are saying?

SP/UP COOPERATION? - Southern Pacific and Union Pacific have tentatively agreed to let SP serve the new GM-Toyota Auto plant at Fremont, California. Both railroads told the ICC that SP, which has tracks into the plant, will perform all switching FOR UP. Traffic will be interchanged between SP and UP near the plant. If it is later determined that SP's switching services are inadequate and not promptly corrected, UP will be given sufficient rights by SP to replace SP as the switching carrier at the plant. UP originally wanted to extend its track into the plant, but this would have interfered with SP's Warm Springs classification yard, with the new track having been laid across the throat of that yard.

UP CARLOADINGS DOWN - Carloadings for the Union Pacific declined 3 percent for the first quarter of 1985 compared with 1984. Coal carloadings, however, were up 23 percent. Total cars hauled in April was approximately 272,405 (this compares with 131,700 hauled by the Southern Pacific in April, for your information, although the SP has less trackage). (INFO NEWS)

NEW CHAIRMAN - William S. Cook will become the chairman of the board of Union Pacific Corporation on July 1, 1985. (INFO NEWS)

MISSOURI PACIFIC TO ABANDON BRANCH - Missouri Pacific plans to abandon its Charleston branch line in southeast Missouri, saying there were no prospects of increased traffic. (THE GATEWAY RAILLETTER)

POLICE CAR ON THE SP - Southern Pacific is providing a new high priority service called "Auto Train" carrying domestic and imported cars from the Los Angeles area to Texas, Louisiana and the east. A special cargo-protection feature in "Auto Train" is the SP-designed police surveillance car. With "Railroad Police" emblazoned on the sides, the car is a high-visibility deterrent to vandalism and theft. (SOUTHERN PACIFIC BULLETIN)

SP IMPROVING MAIN TRACKS - Southern Pacific's main core of tracks consists of 7,400 miles of its total 13,000 route miles. It's these tracks that the SP can either make an acceptable return on investment or has the prospect of doing so in the future that the improvements are being made on. (Editor's opinion - After the merger of SP and Santa Fe, these improved routes stand the best chance of remaining while those lines not improved one may wonder about). Some of the improved routes affecting our area are: Los Angeles to San Antonio, New Orleans; Houston to Shreveport, Dallas; Shreveport to Pine Bluff, Memphis, St. Louis. (SOUTHERN PACIFIC BULLETIN)

LONGEST/HEAVIEST FREIGHT TRAIN RECORD SET - On November 15, 1984, the Norfolk and Western operated the world's longest freight train between Iaeger, West Virginia and Portsmouth, Ohio. Six SD45's (three lead and three mid-train) totalling 21,600 horsepower pulled 500 cars weighing 48,000 tons over the 159 mile route. Twelve car lengths of slack had to be taken up before the entire train was moving. (TARHEEL TELEGRAPHER via GULF COAST RAILROADING)

TROLLEY MUSEUM PLANNED FOR ARKANSAS - A group in Fort Smith, Arkansas is attempting to acquire some surplus Missouri Pacific trackage to operate their three trolleys over. One of the cars is an actual Fort Smith service car. The group is also constructing a 5-car trolley barn. (THE GREEN BLOCK via GULF COAST RAILROADING)

EAST CAMDEN AND HIGHLAND (in south Arkansas) has acquired ex-BN NW-2 #457 and GP-7 #1623. (THE MIXED TRAIN)

UP TO RETIRE LOCOMOTIVES - The Union Pacific will, by the end of 1985, retire all its Centennials, SD45's, GP-7's, GP-9's, GP-20's, SDP35's, GP35's, SD24's and switch engines NW-2's, SW-7's and SW-9's.

ANOTHER STEAMER TO OPERATE - Southern Pacific steam engine #1771 now in Placerville, California is being moved to the California State Railroad Museum at Sacramento to be returned to operating condition. The engine has been in a park (sound familiar?). (THE MIXED TRAIN)

NO CABOOSE - SMALLER CREW? - NO, says the SOUTHERN PACIFIC BULLETIN. Cabooseless operations do not mean a reduction on crew size. Trainmen who once worked in the caboose will simply move to the head end, riding in modified cabs. In 1985 the SP will be modifying 120 locomotives to accommodate as many as five crew members comfortably (any chance of a courtesy ride for ready newsletter editors?).

UNION PACIFIC (alias MISSOURI PACIFIC) BAND ORGANIZES - The band, organized in January, consists of six members, including four train and engine service employees and two shop employees. (INFO NEWS)

AMTRAK FARES UP - Amtrak fares increased 2% on June 1. The "All Aboard Fares" will be kept until at least December 15, 1985 (this special fare allows you to travel in one zone of the country for \$150, 2 zones for \$250 and the entire country for \$325 unlimited mileage). Amtrak is also offering many tours now, including a special Gray Line tour of Chicago between your connecting trains. Call 1-800-USA RAIL or in Little Rock 372-6841 for more information. It's still up in the air as to how much Amtrak will get in the budget for next year. According to Bill Pollard, the joint House-Senate committee voted to cut a flat 20% out of Amtrak's budget over the next 3 years instead of the proposed 10% that the full Senate voted on earlier. This proposed 20% cut would shut down the system, according to the National Association of Railroad Passengers. It's a definite backtrack.

SUNBELT '85 MODEL SHOW A SUCCESS - The 1985 Annual Mid-Continent National Model Railroad Association convention held in North Little Rock June 6-9, 1985 was a success. According to Tom Shook, there were 200 registered for the event with many tables. Model railroads were displayed from many parts of the country. Arkansas Railroad Club member Mike Adams won an award for one of his models, but I don't have the details. Over 440 people from the public at large showed up that Saturday to see all the displays. A big hit was a model of a circus train. Our club had 4 display tables.

☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be held Sunday, July 14 at 2:00PM at the usual place, the Twin City Bank Building in North Little Rock (just across the Arkansas River from Little Rock on Main Street). Come to the third floor.

The program will be given by Gene Hull and it promises to be one close to your editor's heart -- PASSENGER TRAINS. Gene will show 72 slides on various passenger trains, from the very first one in the world to streamliners. It should be an interesting show, so come and bring those friends.

DEMISE OF DR. DIESEL

courtesy of the HIGHBALL

Dr. Rudolph Diesel, the brilliant German automotive engineer who invented the diesel engine, disappeared at sea while on a transatlantic voyage in 1913. Foul play was never proven and the official verdict was that he committed suicide by leaping overboard.

C & O INVENTS PULLMAN GREEN

courtesy of IRON HORSE NEWS

In february 1885, the Chesapeake & Ohio reported a new development in painting coaches, which had up to then been in bright yellow, which had "not proved suitable for a road with 11 miles of tunnels and burning a smokey coal." So they tried a mix of three parts golden ochre and two parts ivory black and the resultant "rich olive green has a very handsome appearance." And thus did the C&O invent what became known as "Pullman Green."

MORE COTTON BELT FACTS NOT GENERALLY KNOWN

contributed by Bill Merck

In the May RAILROADER, Bill had a few facts about the Cotton Belt Railroad that were not generally known and this a continuation of those facts:

- 1) In 1929-30 during the Cotton Belt's venture known as the St. Francis Basin Project wherein the Cotton Belt purchased several logging and lumber company lines and generally rehabilitated some of the existing trackage and laid several miles of new railroad so as to give them a shorter route from St. Louis to Memphis. With this in mind, Cotton Belt officials gave consideration to purchasing some brand new passenger equipment and operating a fast passenger train between St. Louis and Memphis to meet the existing competition of the MOP, FRISCO and ILLINOIS CENTRAL between the two cities. The train was to be called "THE BLUE TRAIN". After much thought, the idea was abandoned as officials believed this money could be used to much more advantage in fast freight service. Time now proves that they were right.
- 2) During World War II, you were lucky if you got a seat on Cotton Belt passenger trains. I should know as it happened to me. On one particular trip the diner on Train No. 8, which was usually cut out at Jonesboro, sold out of food before they ever reached that point as did the club-chair car in the train which went through to St. Louis. After some "begging", I finally secured an upper berth from Brinkley to St. Louis. On this trip the conductor was accompanied by another man down the aisles gathering the tickets. This man had on a uniform and a cap which read AUDITOR-St.L.S.W. The conductor had more than he could handle. Those were the days of the full passenger train.

- END -



Missouri Pacific freight with oil tankcars on an afternoon in 1943 in Little Rock, Arkansas. The train was northbound. (From the collection of Bill Church)

THE CALL OF THE TRAIN

By: William T. Church, retired MoPac Conductor

There comes a time in every man's life when he is forced to face the fact that he is hopelessly entangled in a snare of circumstances that makes a feeling of futility and passive abandonment of himself to fate.

Mine occurred on a rainy Fall night in Passiac, New Jersey, when for the lack of something better to do, I stood on the street overlooking the Erie's Main Line between Port Jervis and Hoboken and came to grip with that great mystery that so often infects a human with that terminal malady so often attributed to that great pull, "The Call of the Train."

As I was standing there lost in thoughts, a light fog, intersped with a drizzle rain, the chain of thought was abruptly disturbed by a Hoboken bound commuter train, powered by one of those high wheel Pacific's the Erie was so famous for, that slammed into the station and made a smooth professional stop attributed only to skill of a master runner at the throttle.

For a lapse of minutes the hammering of the air pumps drowned out the din of the station noise, then followed by the gushing of the blower from the engine, while the fireman, against the time when he would need, kept his fire boiling to make steam. The smoke from the stack, caught on the rain-driven wind, rose up from the station, streaked with rays of crimson light from the fire box door that had been cracked and held open by a lump of coal, the crack to serve a two-fold purpose: first, to keep the engine from popping at the station; second, in event of a slip in getting away from the station, to keep the fire from going out the stack.

After a short delay, a blue coated arm on the rear coach extended upward and with a precise movement only acquired by a lifetime of practice, tapped the cord overhead twice.

Two beeps echoed back from the engine almost simultaneously with the ringing of the engine bell and the dual blast from the whistle.

With a rush of air the gloved hand in the cab put the big Pacific in forward motion and the other tugged at the throttle. The stack exploded with sharp shotgun barks as the consist was put into motion.

True to the fireman's premonition of a possible slip, the stack erupted into a rapid burst of explosive sounds as the tall drivers lost adhesion on the wet rails and the Pacific lost her feet for a few seconds before her runner steadied her gait as he galloped his charge out of the station.

Soon all that was left of the departing train was the flickering oil markers dimly gleaming out in the night then to be swallowed up in a mixture of coal smoke, fog and rain.

Way out in the salt marsh the train reached her stride as the Big Lady put on her high-heel slippers and did a gallopade to the music from her stack that was directed by a master of the art.

From out of nowhere came the haunting call drifting back to add pain to the moment, the runners rendition of 14-L for a lonely road crossing, playing it eight-to-the-bar. That nerve tingling, blood chilling, soul reaching, "Lonesome Lost John". That old famous whistle call when played by a Master makes a man want to leave home, forsake friends and family and live forever.

That was my hour of awareness that I was stricken by that fatal illness, non-curable, even by treatment from the best of physicians, and that I was hopelessly entangled in a lifetime Love-Affair until death do us part.

So for Echols, Mike, Bill and countless others who also suffer from this disease from which there is no cure, and if there were, they would not seek treatment, I write this:

"THE CALL OF THE TRAIN"

Marker lamps-----fading fast,
vanishing in twilight's hue.
Evening stars like headlamps bright,
shines out from a field of blue.

Acrid smoke from a shot gun stack,
trailing back over the train,
Bouncing cars----clattering over angle bars,
running through the rain.

Snow cap peaks-----bald head buttes,
against a colbolt sky.
Dun colored deserts-----green pine forest,
catching "19's" on the fly.

Pounding drivers---cyclone stacks,
Malley's barking up a storm.
Golden sunsets of dying days,
red rays from new days born.

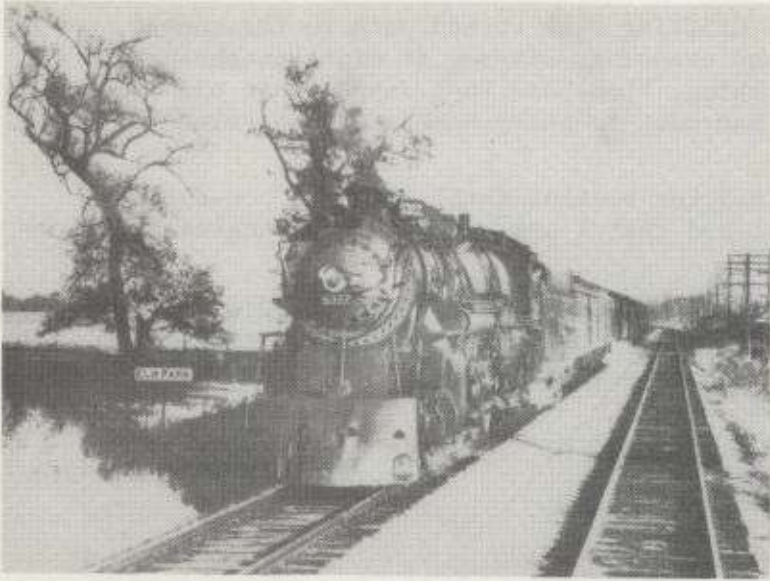
Open road-----glittering steel,
call of the boomer trail.
A friendly salute from a track side boy,
brings tears without fail.

Bounding surfs-----deserts silence,
big towns noise and roar.
Small hamlets scenes--farm land pictures,
beckons like the open door.

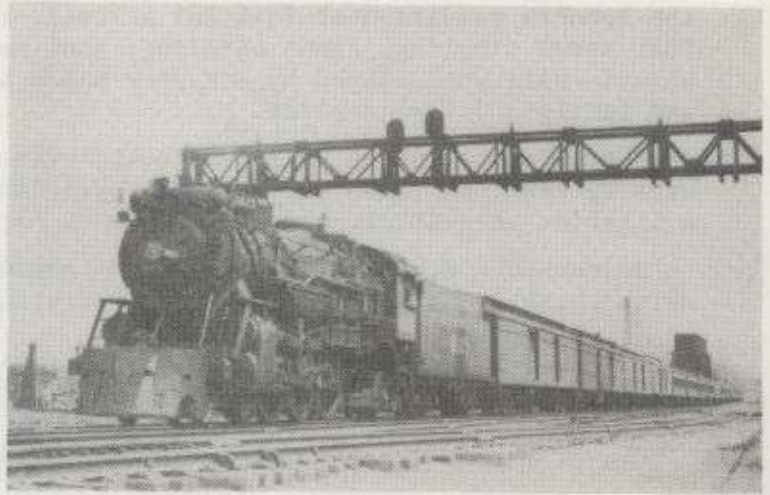
Railroad loves-----railroad sounds,
The everlasting thrill,
A long legged Pacific hauling the varnish,
A Mountain assaulting the hill.

A Rail's heritage-----his ultimate end,
of one who plays the game.
Not for posterity-----but for joy.
By answering the "Call Of The Train".

(Entire story from "My Love Affair With The Blue and Gold" by William Church)



Missouri Pacific #12, "The Scenic Ltd" near Kansas City, Missouri in 1940. (William Church Collection)

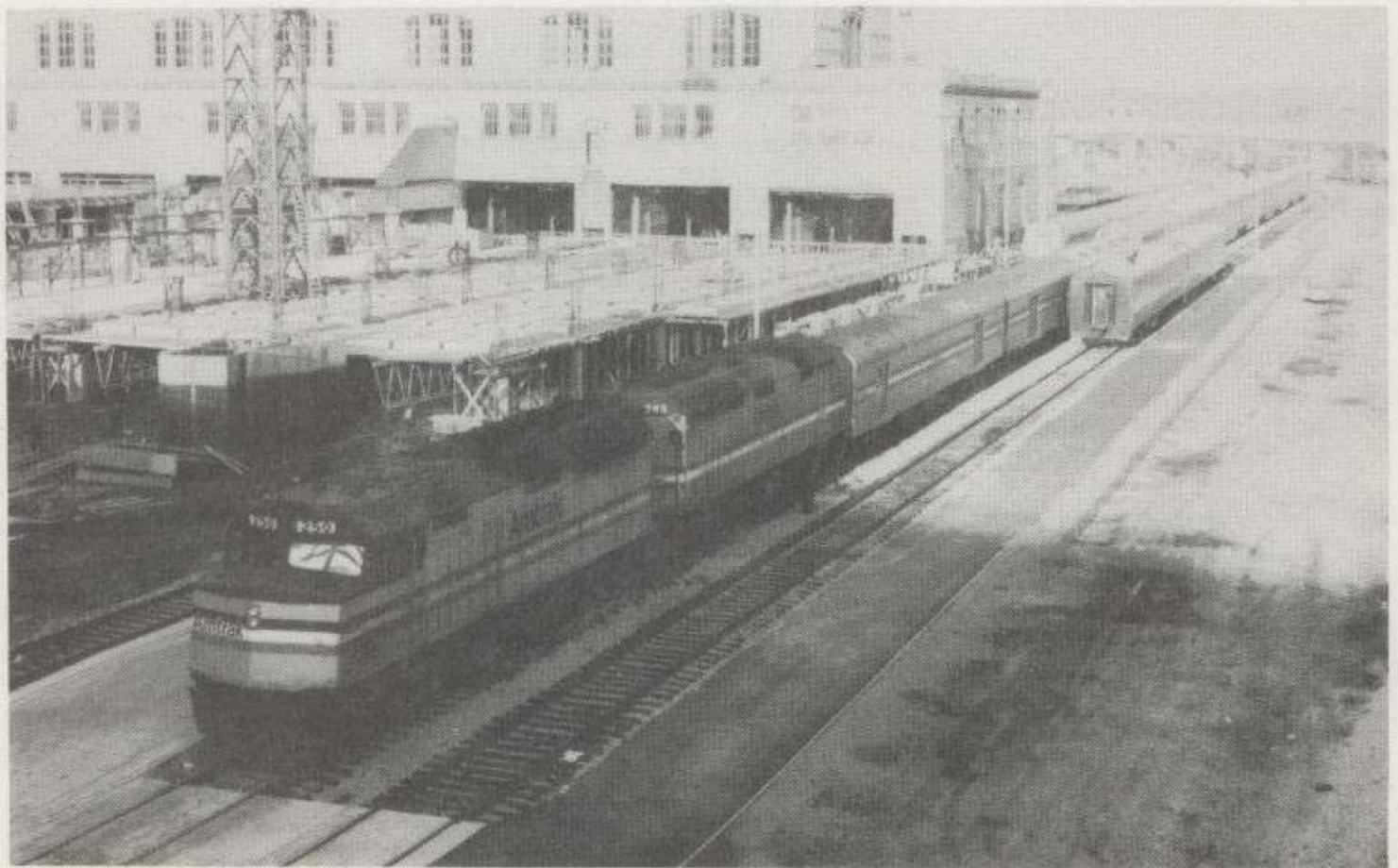


Missouri Pacific's "The Southerner" near North Little Rock, Arkansas in 1943. (William Church collection)

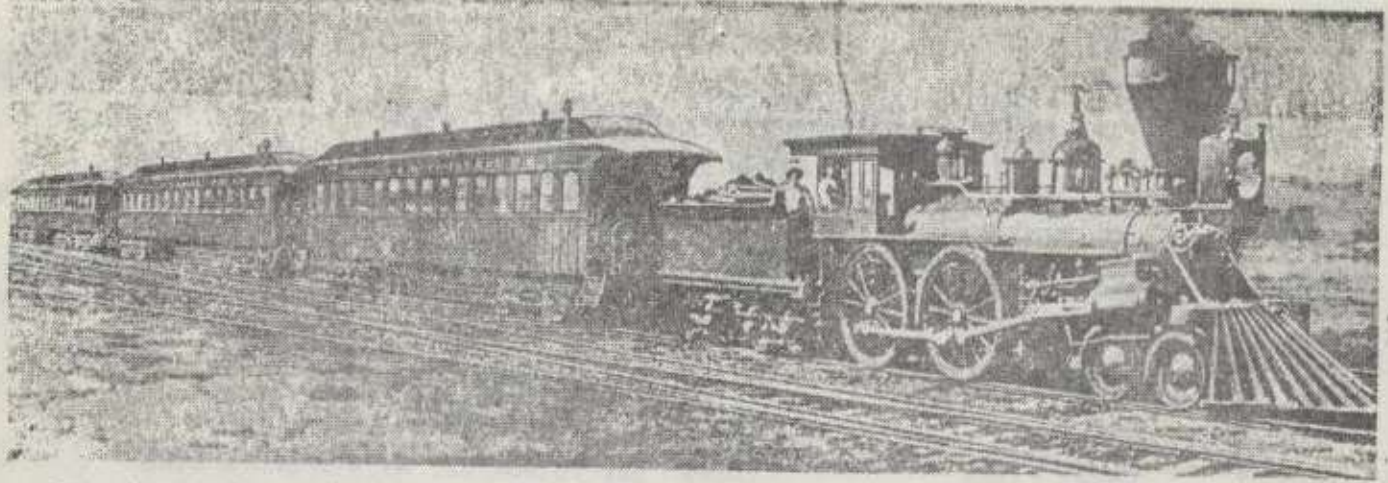
- END -



PASSENGER TRAIN OF THE MONTH



Amtrak's "SOUTHWEST CHIEF" arrives in Kansas City, Missouri about 7 AM on Saturday, June 8, 1985 northbound to Chicago. The "CHIEF" has become Amtrak's "Premier Train" of the Summer with new features such as room service in sleepers, feature movies, on-board tour Indian guide through New Mexico and regional drinks and snacks. This is the train to ride this Summer. It runs daily from Chicago to Los Angeles along the famous Santa Fe "Super Chief" route through Kansas, New Mexico, Arizona and California. (Photo by Ken Ziegenbein off the Main Street overpass looking west)



When Engineer James Lendabarker, a former lake boat engineer pulled the throttle one fall day in 1852 and left the Twenty-second State Depot at Chicago in a whirling cloud of smoke and steam, he drove the first Rocket that was to make railroad history for the Chicago and Rock Island. Tender carried pine knots for engine's power.

The Rocket Gets Jet Power

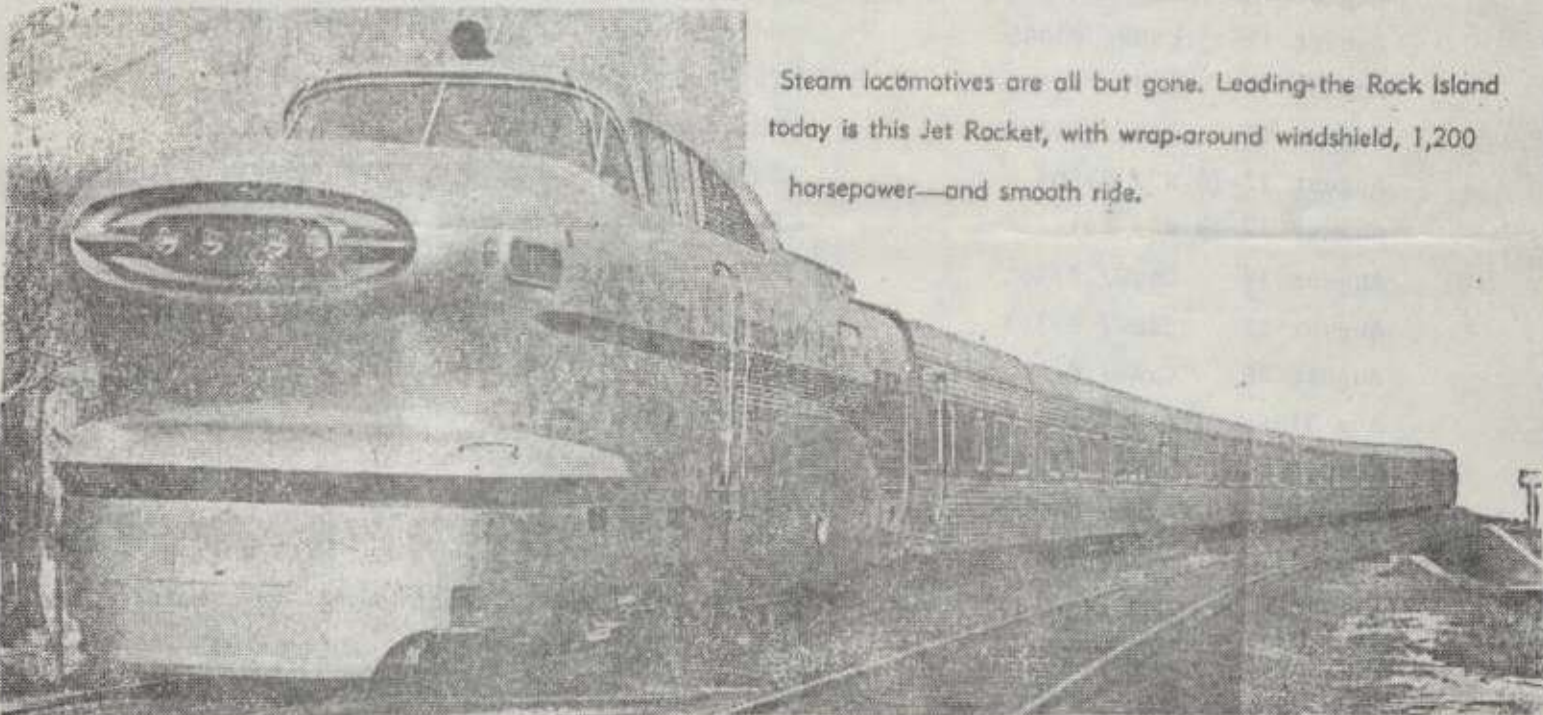
From the first rocket placed in service by the Chicago and Rock Island Railroad in 1852, to the 1,200-horsepower diesel-driven Jet Rocket that now leads in its motive power, many types of locomotives have highballed through the Rock Island's history. Its story is the story of every railroad.

Fanciers of railroads will find in these

pictures stirring recollections of the days when railroading was making legends. Oldsters may recall the stories from memory; youngsters will discover a new fascination.

The steam locomotive that played a dramatic part in opening the country has all but disappeared. Just 20 years ago, when J. D. Farrington moved into

the presidency of the Rock Island, that line began its program of dieselization. The line was the first major western Class I railroad to complete dieselization as 1953 began — and since then, even as it had improved steam locomotives, so the move has been to achieve greater power and service in the diesel.



Steam locomotives are all but gone. Leading the Rock Island today is this Jet Rocket, with wrap-around windshield, 1,200 horsepower—and smooth ride.

(The ARKANSAS GAZETTE article above was from the August 3, 1956 issue of that paper and is used here with permission)

ROCK ISLAND UPDATE

The status of the old Rock Island tracks in western Arkansas and eastern Oklahoma from Perry, Arkansas to McAlester, Oklahoma is still unsettled. The Choctaw Indian Nation which was supposed to buy the line apparently didn't have the money or brain power to make the deal. They let an important deadline pass by without handing over the down payment, allowing Chicago Pacific, the owners, to virtually hand over the track to L.B. Foster Company of Houston, Texas for scrap. In fact, L.B. Foster has already begun the job of scrapping in Oklahoma near Red Oak, although they have since stopped.

A recent feasibility study done on March 15, 1985 said in part, "Sufficient potential rail freight traffic exists on the line to support a viable short line railroad. The condition of the rail properties is remarkable good even though there have not been rail operations or maintenance since 1980". Rumors have it that some buyers are still interested, but things look bleak for the line at this time.

Another option could be to declare this historic line an Historical Landmark and have it put on the National Register of Historic Places, thus letting someone come in and operate it. Has anyone considered this option? After all, this line was once a proud transcontinental major railroad and should be preserved. It's not as if it were a branch line. Also, what about future development of western Arkansas. Several companies in Booneville and Danville said they would expand if the railroad again became operational.

STEAM EXCURSIONS AROUND THE COUNTRY - 1985

(from NRHS NEWS & Sparks & Cinders)

<u>DATE</u>	<u>RAILROAD/ENGINE</u>	<u>LOCATION</u>
July 18	C&NW/ #1385	Butler to Fond du Lac, Wisconsin
July 19	C&NW/ #1385	Fond du Lac to Green Bay, WI
July 20	C&NW/ #1385	Trips out of Green Bay, WI
July 20-21	NS/ #611	Detroit to Fort Wayne, IN & return
July 27	C&NW/ #1385	Green Bay to Butler, WI via Shore Line
July 27-28	NS/ #611	Buffalo, NY to Erie, PA & return
July 27-28	NS/ #4501	Huntingbug to Evansville, IN & return
July 30	NS/ #4501	Huntingburg, IN to St. Louis one-way
August 1	NS/ #4501	<u>Dedication of St. Louis Union Station</u>
August 3-4	NS/ #4501	St. Louis to Moberly, MO & return
August 3	NS/ #611	Erie, PA to Bellevue, OH & return
August 4	NS/ #611	Erie, PA to Buffalo, NY & return
August 5	NS/ #4501	St. Louis to Huntingbury one-way
August 10-11	NS/ #611	Bellevue to Columbus, OH & return
August 10-11	NS/ #4501	Richmond to Keysville, VA & return
August 11	C&NW/ #1385	Butler, WI to Chicago Passenger Station
August 12-15	C&NW/ #1385	On display at Chicago Union Station
August 16	C&NW/ #1385	Chicago United Way trip
August 17	C&NW/ #1385	Chicago to Clinton
August 17-18	NS/ #4501	Salisbury to Asheville, NC & return
August 17-18	NS/ #611	Kenova WV to Columbus, OH & return
August 19	C&NW/ #1385	Clinton, IL to Marshalltown, IA
August 22	C&NW/ #1385	Marshalltown to Sheffield, IA
August 26	C&NW/ #1385	Sheffield to Oelwein, Iowa
Aug 31-Sep 1	NS/ #4501	Kingsport, TN to Andover, VA & return
Sep. 5	C&NW/ #1385	Oelwein to Marshalltown, IA
Sep. 6	C&NW/ #1385	Marshalltown to Boone, IA
Sep. 7	NS/ #611	Cincinnati, OH to Danville, KY & return
Sep. 7-8	NS/ #4501	Louisville, KY to Huntingbury, IN & return
Sep. 8	NS/ #611	Cincinnati, OH to Muncie, IN & return
Sep. 8	C&NW/ #1385	Boone, IA to Council Bluffs, IA
Sep. 14-15	NS/ #611	Lexington, KY to Chattanooga, TN
Sep. 22	C&NW/ #1385	Council Bluffs, IA to Boone, IA
Sep. 23	C&NW/ #1385	Boone, IA to Cedar Rapids, IA
Sep. 24	C&NW/ #1385	Cedar Rapids to Clinton, IA
Sep. 25	C&NW/ #1385	Clinton to West Chicago
Sep. 27	C&NW/ #1385	West Chicago to Chicago Passenger Station
Sep. 28	C&NW/ #1385	Chicago Passenger Station to Janesville
Sep. 28-29	NS/ #4501	Charlston to Branchville, SC & return
Sep. 29	C&NW/ #1385	Janesville to North Freedom, WI
Oct. 12-13	NS/ #611	Chattanooga to Crossville, TN & return
Oct. 26	NS/ #611	Atlanta to Chattanooga & return
Oct. 26-27	NS/ #4501	Knoxville to Asheville & return
Oct. 27	NS/ #611	Atlanta to Toccoa & return
Nov. 2	NS/ #611	Atlanta to Toccoa & return
Nov. 3	NS/ #611	Atlanta to Chattanooga & return
Nov. 9-10	NS/ #611	Jacksonville, FL to Valdosta, GA & return

THE WORLD'S GREATEST RESTAURANT MAN

by: "Bill Merck

A short time ago, a little book fell into my possession from which I would like to share a few facts with you. It is about the late Fred Harvey, the world's greatest restaurant man. Harvey was railroad related; in fact he was so close to the Santa Fe that he was almost considered one of their officials.

A fact generally unknown is the fact that Harvey had operations in Arkansas, and information I have is that he had newsstands at Rogers and Fayetteville, both operations established in 1896 and closed in 1930. It is unknown whether or not he had any kind of food sales in connection with the newsstands, such as coffee, cold drinks, sandwiches, etc. As a guess I would say that he did. Also at the same time he had the meal service on the Frisco Railroad and their diners were rolling through Arkansas, serving those famous Harvey meals. The Frisco operations did not last long, however.

I had heard at one time that Harvey endeavored to secure the franchise to operate the restaurant in the Missouri Pacific Depot in Little Rock. He never did secure it and whoever did I am sure served some very good meals; however, this deprived Arkansas, particularly those in the Little Rock area and the traveling public passing through Little Rock on the MOP, from partaking of some of the finest food ever.

All of you know the famous Harvey Girls. Quoted below is a little verse in praise of the Harvey Girls:

*I have seen some splendid paintings in my day
and I have looked at faultless statuary;
I have seen the orchard trees a-bloom in May,
and watched their colors in the shadows vary;
I have viewed the noblest shrines in Italy,
and gazed upon the richest mosques in Turkey--
But the fairest of all sights, it seems to me,
was the Harvey Girl I saw in Albuquerque.*

- END -

SHORTLINE RAILROADS IN ARKANSAS - 1984

compiled by the Arkansas State Highway and
Transportation Department; retyped by Ken Ziegenbein

The following are all Class III railroads (generating \$10 million or less in annual operating revenues):

<u>RAILROAD</u>	<u>MILES</u> <u>IN</u> <u>ARKANSAS</u>	<u>LOCOS</u>	<u>CARS</u>	<u>OFFICE</u>
1) Arkansas & Louisiana Missouri Railway	13	4	249	Monroe, LA
2) Arkansas Western Railway Company	27.3	NONE	NONE	Kansas City, MO
3) Ashley, Drew & Northern Railway Company	41	7	2,032	Crossett, AR
4) Bauxite & Northern Railway Company	14	2	0	Bauxite, AR
5) Dardanelle and Russellville Railroad	5.2	3	0	Dardanelle, AR
6) Delta Valley & Southern Railway Company	2	1	50	Wilson, AR
7) DeQueen and Eastern Railroad Company	46	4	23	DeQueen, AR
8) Doniphan, Kensett & Searcy Railroad	5.5	0	0	N Little Rock, AR
9) East Camden & Highland Railroad Company	65.3	4	787	East Camden, AR
10) El Dorado and Wesson Railway	5.5	2	0	El Dorado, AR
11) Fordyce & Princeton Railroad Company	57	3	350	Crossett, AR
12) Graysonia, Nashville and Ashdown Railroad Co.	32	3	58	Nashville, AR
13) Helena Southwestern Railroad Company	3.7	1	0	West Helena, AR
14) Little Rock Port Railroad	15	1	0	Little Rock, AR
15) Little Rock & Western Railway Corporation	47	2	350	Perry, AR
16) Louisiana and North West Railroad Company	25	7	33	Homer, LA
17) Prescott and Northwestern Railroad Company	35	3	0	Prescott, AR
18) Warren & Saline River Railroad Company	19.4	3	0	Warren, AR

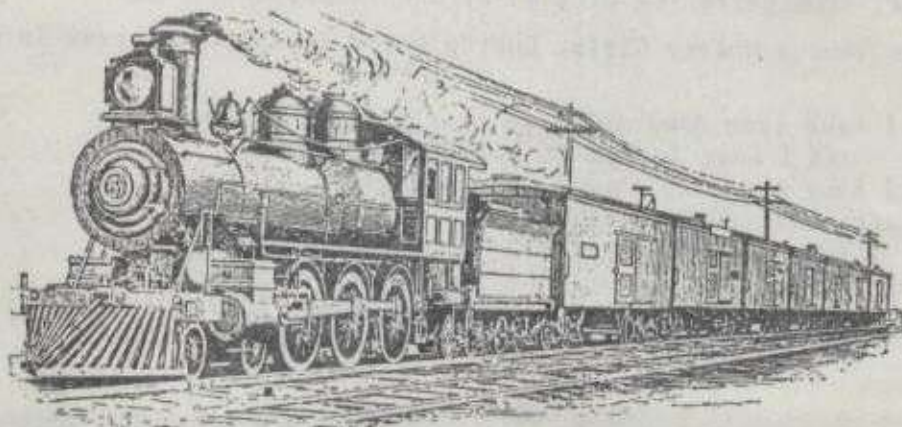
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this bulletin. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed about 1½ weeks before the meeting takes place. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed automatically to all members.

If you would like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Stories, pictures (both color and black and white), poems, diagrams, news, etc., are all welcome! Send all correspondence regarding the ARKANSAS RAILROADER and all contributions of material to:

KEN ZIEGENBEIN
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118
(501)-758-1340



ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118

BULK RATE
U.S. POSTAGE PAID
NORTH LITTLE ROCK, AR
PERMIT No. 821

Kenneth Ziegenbein
905 Valerie Dr
N Little Rock AR 72118