



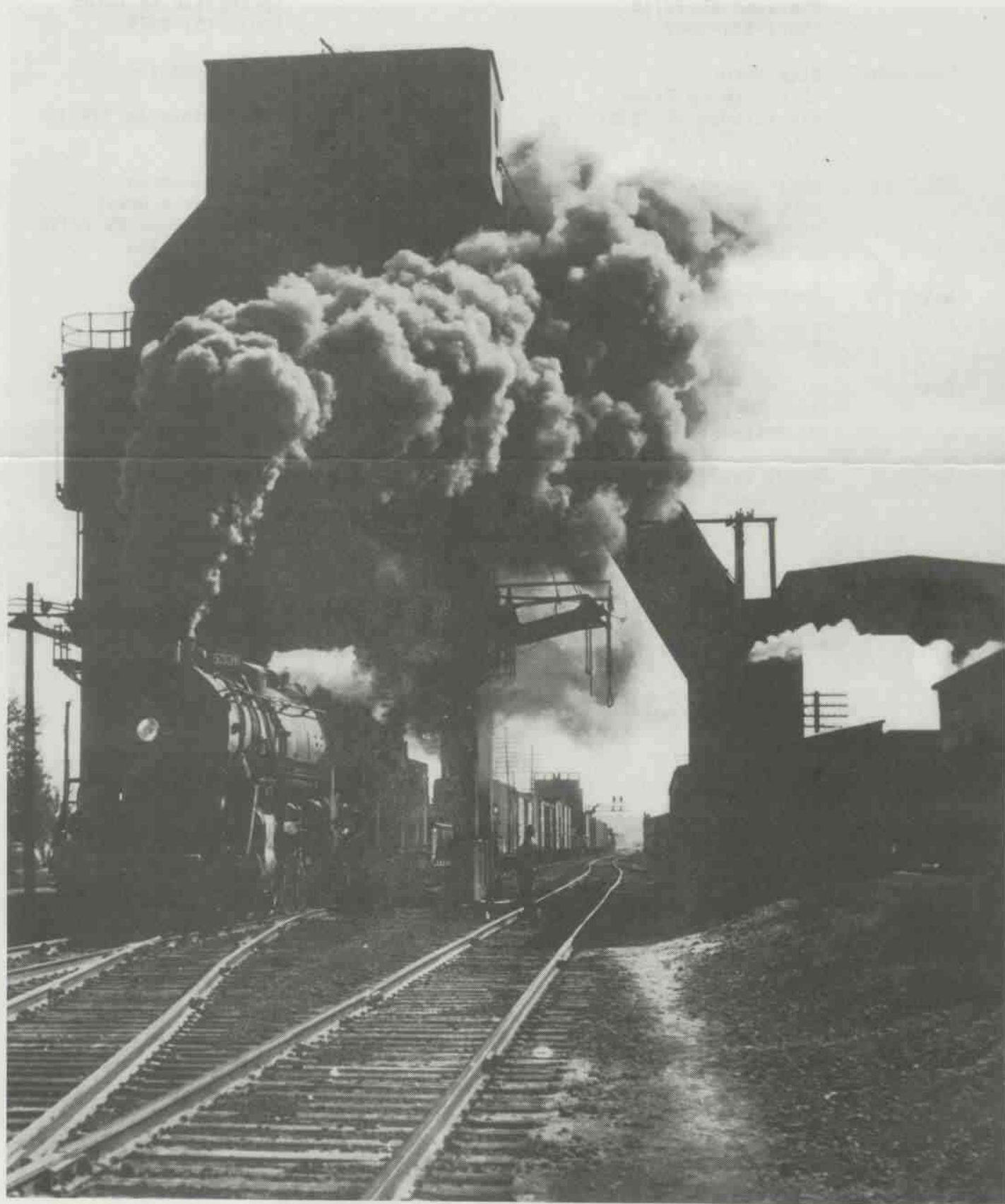
ARKANSAS RAILROADER



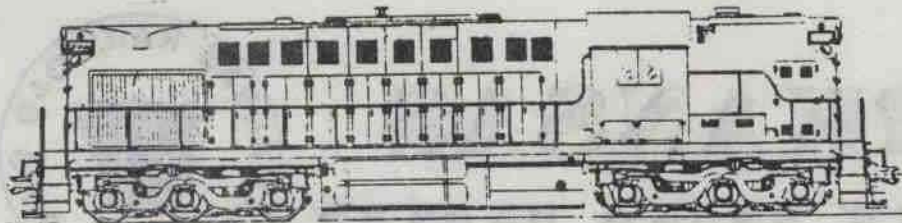
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 21 NUMBER 7

JULY 1990



MISSOURI PACIFIC Engine #5336, a Mountain type, under the coal chute near Kensett, Arkansas in 1953. The train is on the MOP main line. (Johnnie M. Gray photo collection).



RSD 15 - High Nose

GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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226 Englewood Road
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Hot Springs AR 71901 |

CORRECTION - The Gene Hull story in the June "RAILROADER" called "Chasing Railroad Ghosts," page 5, line 1, "engine 2522 with 99-inch drivers" should read "engine number 5522 with 79-inch drivers." There were a few calls to Gene about this.

☆☆☆PROGRAM☆☆☆

The next meeting of the Arkansas Railroad Club will be held on Sunday, JULY 8 at 2 PM in the Twin City Bank building on Main Street in North Little Rock. The PROGRAM will be given by Dick Davis on railroads of Wisconsin, Michigan and Minnesota, including short lines. I understand that Mr. Davis really has some spectacular slides of motive power in this part of the country. Refreshments, as always, will be served.

FUTURE PROGRAM - For your planning purposes...the August 12 program will be slides, photos, videos, etc. of the St. Louis convention by anyone wanting to participate. So...bring your conventions stuff and share it with everyone!

EAKLES HILLE HONORED - Eakles Hille, a retired Missouri Pacific engineer, was honored May 16 by the Missouri Pacific Retired Men's Club as being the oldest member, by seniority, in that organization at that meeting. He received a collector's plate, a rare blue plate with the Harriman Dispatching Center of Omaha on it. Mr. Hille began his service with the MOP in 1923.

(CLUB HAPPENINGS continued on Page 15)

THE REPTILE AND THE STOVEPIPE

by
EARL HARRIS

This story of a Cook's Helper on a St. Louis Iron Mountain & Southern Railroad Co. Extra Gang in the early teens of the 20th Century and his experience with a Reptile, was related to me by my late Father, Ott Harris, who was working as a Laborer at that time on an Extra Gang that was raising the railroad up out of the mud in the overflow land along the Mississippi River Valley between Dupo, Illinois and the Thebes Bridge on the Mississippi River in Southern Illinois..

The Extra Gangs in this day and time were quartered in Bunk Cars that had been converted from Box Cars. Rare was the Extra Gang that could boast screens on the windows or the doors to keep out the hordes of mosquitoes that bred by the millions in the backwaters of these sloughs and swamps in the spring and summer to attack human and anything that contained blood.

Ironcally I did not acquire the malady of Malaria in Japan and Korea but I had it when I left for the aforesaid countries because of the numerous times I had been attacked by these pests as a boy being raised along this very same section of the old Iron Mountain Railroad.

I've never given blood because of this. When a malaria chill strikes, the one raging desire is to get the body warm and nothing else.

Even in a heat wave, these attacks find the victum with the thought, "I have to get warm or I'll die".

Another pest along this section of railroad was "Snakes". This route would thread thru the foothills of the Illinois Ozarks or hills left behind by a long ago glacial or Ice Age was host to many members of the reptile family.

In the early 1900's the swamps and sloughs of this valley were

drained and cleared by enterprising land owner and farmers. My Father told me of seeing balls of snakes in the swamps as he traveled along the bottomless mud roads of the days in the late Teens and Early Twenties of this century.

As a person born and raised in this valley, I learned early to be alert for snakes when on foot, wading in the sloughs or poling a home built John Boat thru, said sloughs.

The "lay of the land" so to speak gave us, believe it or not, three species of only four posionous snakes in the Continental United States.

Two varieties were found in the Valley, one the Copperhead variety, the other one the Cotton Mouth or Water Moccasion.

The Water Moccasion is pure white inside the mouth, hence the nickname Cotton Mouth.

My late Dad referred to the Water Moccoasin as a "Trap Jaw." This was because the upper jaw could open almost vertically when aroused.

No more than 5 miles distance from this overflow land one just might encounter a Diamond Back Rattle Snake.

"Yes! The Iron Mountain Valley Division could truly be called a "Snake's Haven."

I myself never killed a "Rattler" but I've dispatched a few Copper Heads and Water Moccasions to the other world.

I bore you gentle reader to provide some base for the cook's helper reaction to his encounter with the Reptile.

Keep in mind a Cook's Helper (or

"Louse"), as he was sometime called, was about the lowest form of life in the scheme of things in this day and time on a Railroad Extra Gang, also keep in mind that he, the Cook's Helper was at the supreme command of the Cook's wishes on the Maintenance of Way cars or "Outfit Car's" as they were more commonly called.

Those readers who have suffered tortuous day on KP in the Military can suffer with the "Louse" as he goes through his daily chores of washing pots, pans, dishes, and scrubbing floors. Then as if he did not have enough to do, he also had to keep the cook stove fired up and clean. This chore required him to take down the stove pipe and clean out the soot and residue which was the result of burning too much Company Coal, or "Real Estate", as enginemen referred to Company Coal supplied for locomotive fuel.

This warm Spring Day found the "Louse" outside the car engaged

in the chore of cleaning soot from the kitchen stovepipe while the gang was working on the Valley Division on the old Iron Mountain.

As he was performing this chore the "Louse" discovered a large and angry Reptile at his feet showered by the ashes and soot that fell from the pipe.

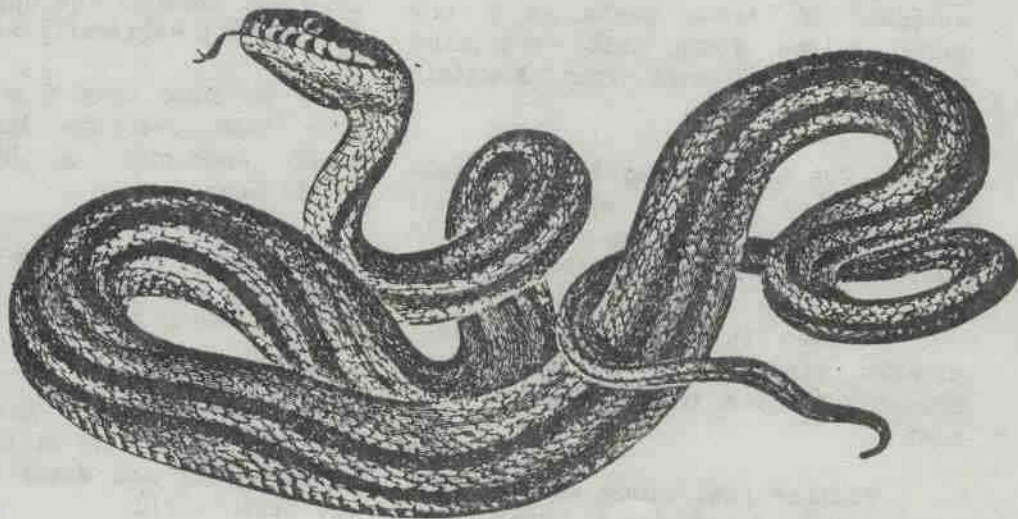
Our hero lost no time in determining the snake's status as to being posionous, or non posinous, but hastily departed from the site by scampering up the ladder that was nailed on the side of the car that led to the catwalk on the Cook Car's roof.

Under the circumstances, Not unusual? You say.

In his burst of panic the helper had carried the stove pipe to the roof under one arm.

Unusual? Yes. Considering the helper had only one arm.

T H E E N D



ENGINE STATEMENT

Robert C. Oswald
Arkansas-Boston Mountains Chapter, N. R. H. S.

February 26, 1935! A Tuesday. Chevrolet was offering its Standard Roadster for \$465 FOB Flint, Michigan (with bumper and spare tire, \$20 more). Babe Ruth, in the twilight of an illustrious career, left the Yankees and signed a contract with the Boston Braves. Closer to home the University of Arkansas found itself in a three-way tie with Rice and SMC for first place in Southwest Conference basketball, with only two games left (against the Aggies) and today wine was sold legally in Arkansas for the first time since 1915. For 15¢ you could go to the Royal Theater and see Claudette Colbert and a cast of 8,000 in C. B. DeMille's "Cleopatra."

And in Fort Smith, Superintendent S. T. Cantrell inventoried the 75 steam engines and four motor cars assigned to the Central Division of the Frisco. Over half were in white lead (stored servicable) indicating the sorry state of the railroad's business. No coal burners were active. Four engines were shopped and the other 32, plus the four motor cars, were meandering up, down and across the division. The youngest engines were 23 years old, and the oldest 42 (Ten-wheeler No. 488, assigned to mixed service on the St. Paul and Bentonville Branches).

ENGINE STATEMENT - Cen.Divn.
Thru Freight

Ft. Smith & Arthur Subs		McA Subs	
1305	Oil	1016	Oil
1285	"	1022	"
1279	"	1029	"
1309	"	1031	"
1310	"	1032	"
1312	"		
1320	"	Muskogee	
1332	"	Sub	
1334	"	1228	Oil
Includes one Hill and one Local Engine.		1102	"
		1106	"

Passenger

Ft. Smith-Arthur Subs.		McA Subs.	
1040	Oil	Motor	2120
1048	"	"	2121
1050	"	"	2128
1057	"	Muskogee Sub	
		Motor	2133
		Relief	1109

BRANCHES

Manafield		St. Paul-Bentonville	
629	Oil	488	552 Oil

YARDS

Ft. Smith		Hugo	
3693	Oil	3541	Oil
3654	"	3544	"
Fayetteville		Paris	
650	Oil	3540	Oil

(Over)

Corrected to 2-26-35
(Hugo-Paris engines temporarily exchanged for repairs.) Over

ENGINE ASSIGNMENT (Cont'd)

SHOP

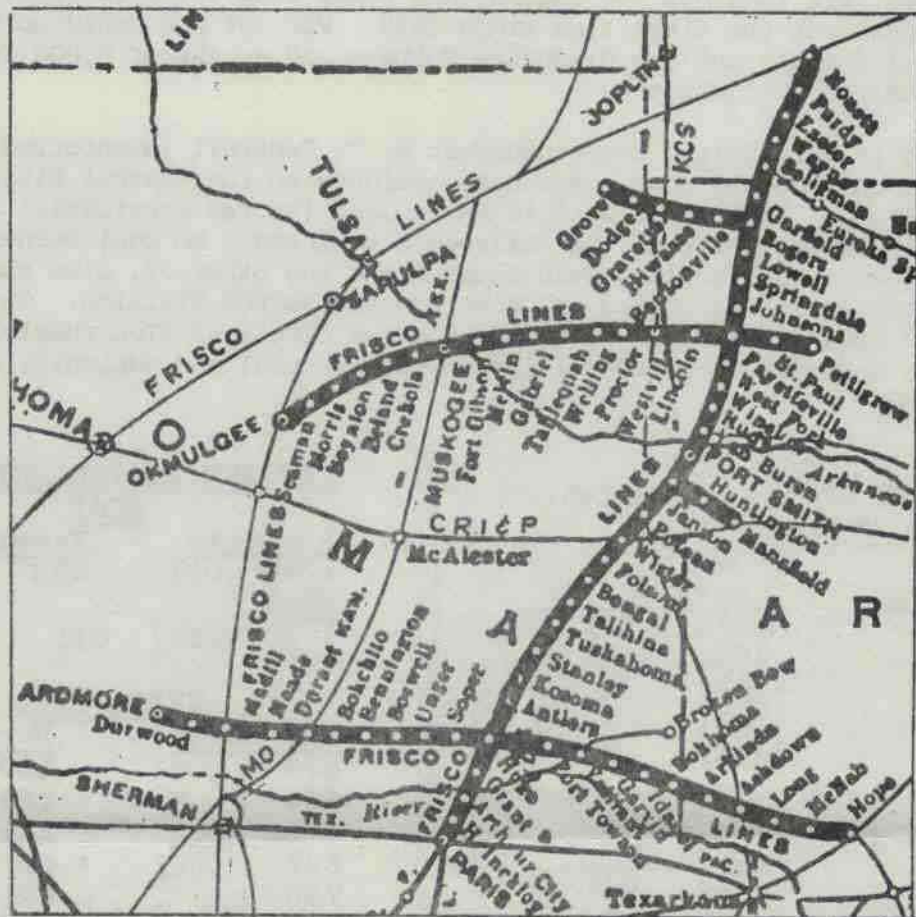
Ft. Smith		Fayette Jct.	
1340	Oil	598	1111 Oil
Hugo			
1020	1037	Oil	

WHITE LEAD

Ft. Smith		HUGO	
523	Coal	189	Oil
654	"	484	Coal
668	Oil	571	"
687	Coal	611	"
748	"	621	"
749	"	680	Oil
770	Oil	759	"
788	Coal	769	"
1400	Coal	773	Coal
1406	"	791	"
1407	"	798	Oil
1408	"	799	Coal
1409	"	1402	"
3653	"	3683	"
3680	"	3708	"
3704	Oil	742	Oil
Fayette Jct.			
648	Oil	3651	Oil
750	"	3676	Coal
755	Coal	3695	"
779	Oil		

Every line still had passenger service of some sort. On the main line, i.e., the Fort Smith and Arthur Subdivisions, the schedule for Trains 709-710 was protected by heavy Pacifics No. 1040, 1048, 1050, and 1057. This train, the Paris section of the "Meteor," included an air-conditioned sleeping car (12 sections and drawing room) from St. Louis to Fort Smith, and minimal meal service all the way to Paris.

Other passenger service was more basic. On the Arkinda (Hugo and Hope) and Ardmore (Hugo and Ardmore) Subdivisions, motor cars 2120, 2121, and 2128 carried passengers, mail and baggage, while motor car 2133 plied the rails between Fayetteville and Okmulgee on the Muskogee Subdivision. The branch lines, St. Paul, Bentonville, and Mansfield had only thrice-weekly mixed train service. In addition, some freight trains in Arkansas were required to accept passengers.



ST. LOUIS--SAN FRANCISCO RAILWAY COMPANY
CENTRAL DIVISION

There were still no Mikados in the Division. The through freight trains were hauled by 1910-1912 vintage 2-8-0 Consolidations, ten in all, including No. 1340 in the Fort Smith shop. The only other Consol was No. 1228 (Baldwin, 1907), assigned to the Muskogee Sub. (Ten-wheelers 1102 and 1106 also protected freight service on the Muskogee Sub.) Perhaps the most unusual assignments were the seven old light Pacifics (Baldwin, 1910) to freight on the Ardmore and Arkinda Subs (of the 7, two were shopped at Hugo).

Nine 4-6-0's were on the active roster. Besides the 1102 and 1106, noted above, one was kept for passenger relief on the Muskogee Sub. Old No. 488 and No. 552 (Pittsburgh, 1901) worked the St. Paul and Bentonville Branches, No. 629 (Schenectady, 1905) served Mansfield, No. 650 (Baldwin, 1904) was switching at Fayetteville, and two (No. 598--Dickson, 1903, and No. 1111 "Four Aces"--Schenectady, 1907) were shopped at Fayette Junction.

Only five 0-6-0 switchers were working: two at Fort Smith, two at Hugo and one at Paris ("Hugo-Paris engines temporarily exchanged for repairs"). An attached list shows the disposition of all 75 Central Division engines. Some of the statistical information was taken from Lloyd Stagner's excellent Steam Locomotives of the Frisco Line. Ditto marks in the Builder and Year Columns imply a familial relationship.

ST. LOUIS--SAN FRANCISCO RAILWAY COMPANY
CENTRAL DIVISION
Locomotive Assignments on February 26, 1935

Number	Type	Fuel	Builder	Year	Assignment	Location	Notes
189	4-4-0	Oil	Pittsburgh	1901	Stor. Serv.	Hugo	(ex KCFS&M 189)
484	4-6-0	Coal	Baldwin	1910	Stor. Serv	Hugo	(ex SLB&M 43)
488	"	Oil	Pittsburgh	1893	Branch	St.P & B'v	(ex KCFS&M 112)
521	"	Coal	Baldwin	1903	Stor. Serv.	Hugo	
523	"	Coal	"	"	Stor. Serv.	Ft. Smith	
552	"	Oil	Pittsburgh	1901	Branch	St.P & B'v	(ex KCFS&M 552)
598	"	Oil	Dickson	1903	Shop	Fay. Jct.	
611	"	Coal	Baldwin	1903	Stor. Serv.	Hugo	
621	"	Coal	"	"	Stor. Serv.	Hugo	
629	"	Oil	Schenectady	1905	Branch	Mansfield	
648	"	Oil	Baldwin	1904	Stor. Serv.	Fay. Jct.	
650	"	Oil	"	"	Switcher	Fayetteville	
654	"	Coal	"	"	Stor. Serv.	Ft. Smith	
668	"	Oil	"	"	Stor. Serv.	Ft. Smith	
680	"	Oil	Dickson	1903	Stor. Serv.	Hugo	
687	"	Coal	"	"	Stor. Serv.	Ft. Smith	
742	"	Oil	Baldwin	1902	Stor. Serv.	Hugo	(ex BE&SW 775)
748	"	Coal	"	"	Stor. Serv.	Ft. Smith	(ex BE&SW 781)
749	"	Coal	Baldwin	1902	Stor. Serv.	Ft. Smith	
750	"	Oil	"	"	Stor. Serv.	Fay. Jct.	
755	"	Coal	"	"	Stor. Serv.	Fay. Jct.	
759	"	Oil	"	"	Stor. Serv.	Hugo	
769	"	Oil	Baldwin	1903	Stor. Serv.	Hugo	
770	"	Oil	"	"	Stor. Serv.	Ft. Smith	
773	"	Coal	"	"	Stor. Serv.	Hugo	
779	"	Oil	Baldwin	1903	Stor. Serv.	Fay. Jct.	(ex BE&SW 624)
788	"	Coal	Baldwin	1903	Stor. Serv.	Ft. Smith	
791	"	Coal	"	"	Stor. Serv.	Hugo	
798	"	Oil	"	"	Stor. Serv.	Hugo	
799	"	Coal	"	"	Stor. Serv.	Hugo	
1016	4-6-2	Oil	Baldwin	1910	Freight	A&A Subs	
1020	"	Oil	"	"	Shop	Hugo	
1022	"	Oil	"	"	Freight	A&A Subs	
1029	"	Oil	"	"	Freight	A&A Subs	
1031	"	Oil	"	"	Freight	A&A Subs	
1032	"	Oil	"	"	Freight	A&A Subs	
1037	"	Oil	"	"	Shop	Hugo	
1040	"	Oil	Schenectady	1912	Passenger	Ft.S&Ar Subs	
1048	"	Oil	"	"	Passenger	Ft.S&Ar Subs	
1050	"	Oil	"	"	Passenger	Ft.S&Ar Subs	
1057	"	Oil	"	"	Passenger	Ft.S&Ar Subs	
1102	4-6-0	Oil	Schenectady	1907	Freight	Musk. Sub	
1106	"	Oil	"	"	Freight	Musk. Sub	
1109	"	Oil	"	"	Psgr. Relief	Musk. Sub	
1111	"	Oil	"	"	Shop	Fay. Jct	
1228	2-8-0	Oil	Baldwin	1907	Freight	Musk. Sub	
1278	"	Oil	Baldwin	1910	Freight	Ft.S&Ar Subs	
1285	"	Oil	Brooks	1910	Freight	Ft.S&Ar Subs	
1305	"	Oil	Baldwin	1910	Freight	Ft.S&Ar Subs	
1309	"	Oil	Schenectady	1912	Freight	Ft.S&Ar Subs	
1310	"	Oil	"	"	Freight	Ft.S&Ar Subs	
1312	"	Oil	"	"	Freight	Ft.S&Ar Subs	
1320	"	Oil	"	"	Freight	Ft.S&Ar Subs	
1332	"	Oil	"	"	Freight	Ft.S&Ar Subs	
1334	"	Oil	"	"	Freight	Ft.S&Ar Subs	
1340	"	Oil	"	"	Shop	Ft. Smith	
1400	4-6-0	Coal	Baldwin	1907	Stor. Serv.	Ft. Smith	
1402	"	Coal	"	"	Stor. Serv.	Hugo	
1406	"	Coal	"	"	Stor. Serv.	Ft. Smith	
1407	"	Coal	"	"	Stor. Serv.	Ft. Smith	
1408	"	Coal	"	"	Stor. Serv.	Ft. Smith	
1409	"	Coal	"	"	Stor. Serv.	Ft. Smith	

Locomotive Assignments on February 26, 1935
(continued)

Number	Type	Fuel	Builder	Year	Assignment	Location	Notes
2120	Motor Car				Passenger	A&A Subs	
2121	Motor Car				Passenger	A&A Subs	
2128	Motor Car				Passenger	A&A Subs	
2133	Motor Car				Passenger	Musk. Sub.	
3540	0-6-0	Oil	Baldwin	1903	Switcher	Paris	} (rebuilt from 4-6-0 in 1923)
3541	"	Oil	"	"	Switcher	Hugo	
3544	"	Oil	"	"	Switcher	Hugo	
3651	"	Oil	Baldwin	1906	Stor. Serv.	Fay. Jct.	
3653	"	Coal	"	"	Stor. Serv.	Ft. Smith	
3654	"	Oil	"	"	Switcher	Ft. Smith	
3676	"	Coal	Baldwin	1905	Stor. Serv.	Fay. Jct.	
3680	"	Coal	"	"	Stor. Serv.	Ft. Smith	
3683	"	Coal	"	"	Stor. Serv.	Hugo	
3693	"	Oil	Baldwin	1906	Switcher	Ft. Smith	
3695	"	Coal	"	"	Stor. Serv.	Fay. Jct.	
3704	"	Oil	Dickson	1906	Stor. Serv.	Ft. Smith	
3708	"	Coal	"	"	Stor. Serv.	Hugo	

TOTALS

1	4-4-0				1 Stor. Serv. (1 @ Hugo)		
39	4-6-0	8 Active, 1 Shop,	30		Stor. Serv. (13 @ Hugo, 13 @ Ft. Sm., 4 @ Fay. Jct.)		
11	4-6-2	9 Active, 2 Shop,					
11	2-8-0	10 Active, 1 Shop,					
<u>13</u>	0-6-0	5 Active, <u>4</u>	<u>8</u>		Stor. Serv. (2 @ Hugo, 3 @ Ft. Sm., 3 @ Fay. Jct.)		
<u>75</u>		<u>32</u>	<u>4</u>	<u>39</u>	<u>16</u>	<u>16</u>	<u>7</u>

4 Motors 4 Active

ABBREVIATIONS

St.P & B'v=St. Paul and Bentonville Branches (Fayetteville-Pettigrew, Rogers-Grove)
 Fay. Jct.=Fayette Junction
 A&A Subs=Ardmore and Arkinda Subdivisions (Ardmore-Hugo-Hope)
 Ft.S&Ar Subs=Ft. Smith and Arthur Subdivisions (Monett-Ft. Smith-Hugo-Paris)
 Musk. Sub=Muskogee Subdivision (Fayetteville-Muskogee-Okmulgee)
 KCFS&M=Kansas City, Ft. Scott & Memphis Ry. Co.
 SLB&M=St. Louis, Brownsville & Mexico Railway (one of the "Gulf Coast Lines")
 BE&SW=Blackwell, Enid & Southwestern ("The Bessie Line")

RECAPITULATION

FUEL:

Oil: 49 (32 Active, 4 Shopped, 13 Stored Servicable)
 Coal: 26 (All Stored Servicable)

BUILDERS:

Baldwin: 50 (14 Active, 2 Shopped, 34 Stored Servicable)
 Pittsburgh: 3
 Dickson: 5
 Schenectady: 16
 Brooks: 1
 Alco: 25 (18 Active, 2 Shopped, 5 Stored Servicable)

YEAR BUILT:

1893 1 (1 Pittsburgh)
 1901 2 (2 Pittsburgh)
 1902 6 (6 Baldwin)
 1903 18 (15 Baldwin, 3 Dickson)
 1904 4 (4 Baldwin)
 1905 4 (3 Baldwin, 1 Schenectady)
 1906 7 (5 Baldwin, 2 Dickson)
 1907 11 (7 Baldwin, 4 Schenectady)
 1910 11 (10 Baldwin, 1 Brooks)
 1912 11 (11 Schenectady)
75

EPILOG

On April 30, 1950, the Frisco issued Employee Time Table No. 37 for the Central Division. It included certain specs for all its locomotives system-wide, both steam and diesel. Of the 75 engines and four motor cars on the 1935 division list, 31 were still on the roster. These included all ten of the 1100 and 1400 class 4-6-0's of 1907, all but one of the Pacifics of 1910 and 1912, all eleven 2-8-0 Consolidations, and three of four motor cars. But less than two years later, on March 1, 1952, "the Frisco was without steam in active service ." (Stagner)

FRISCO LINES AUG., 1935

ST. LOUIS, FT. SMITH, PARIS, DALLAS, FT. WORTH, SAN ANTONIO, HOUSTON AND GALVESTON				
1 Texas Special Daily	7 The Bluebonnet Daily	9-708 Motor Daily	Miles	TABLE 5
		PM		710- 10 Motor Daily
		6.45	0.0	Ar St. Louis, Mo., 1, 2, 4, 6, 12, 14, 16, 21, 25, 27, Tower Grove, 1, 2, 4, Springfield, 1, 3, 5, 21, 24, 36.
		6.57	3.3	Ar Monett, 1, 6.
		1.30	239.3	
		2.45	283.0	
		4.20	283.0	Ar Monett, 1, 6.
		4.35	240.4	Ar Purdy.
		4.45	245.8	Ar Butterfield.
		4.56	301.4	Ar Earler.
		5.01	304.2	Ar Wayne.
		5.06	307.7	Ar Washburn.
		5.19	313.8	Ar Seligman, Mo., 47.
		5.33	320.5	Ar Garfield, Ark.
		5.47	327.9	Ar Avoca.
		6.02	333.7	Ar Rogers, 25.
		6.10	338.0	Ar Lowell.
		6.20	344.0	Ar Springdale.
		6.28	348.5	Ar Johnsons.
		6.43	353.4	Ar Fayetteville, 25, 24.
		6.48	355.3	Ar Fayette Junction, 24.
		6.53	358.8	Ar Greenland.
		7.01	363.0	Ar West Fork.
		7.06	366.8	Ar Woodley.
		7.14	371.0	Ar Brentwood.
		7.25	375.7	Ar Winslow.
		7.38	381.9	Ar Schalberg.
		7.42	383.8	Ar Armaha.
		7.48	387.0	Ar Chester.
		7.56	391.1	Ar Mountainburg.
		8.06	396.7	Ar Lancaster.
		8.17	402.0	Ar Rudy.
		8.21	404.6	Ar Meadows.
		8.35	410.9	Ar Van Buren.
		9.00	417.5	Ar Fort Smith.
		9.20	417.5	Ar Fort Smith.
		9.38	425.3	Ar Cedar, 25.
		9.41	428.1	Ar Bonanza, 25.
		9.42	431.1	Ar Jetson, Ark., 24.
		9.53	433.4	Ar Rock Island, Okla.
		10.01	438.4	Ar Camrroh.
		10.17	446.4	Ar Poteau.
		10.35	451.9	Ar Wister.
		10.50	462.6	Ar Summerfield.
		11.08	470.6	Ar Lelore.
		11.25	477.2	Ar Iberg.
		11.25	485.5	Ar Talbun.
		11.35	492.1	Ar Alton.
		11.45	497.3	Ar Kiamichi.
		11.55	503.3	Ar Tuskahoma.
		12.04	508.3	Ar Clayton.
		12.14	516.2	Ar Stanley.
		12.24	524.2	Ar Dunbar.
		12.37	527.1	Ar Fubanks.
		12.42	532.7	Ar Komona.
		12.42	535.5	Ar Moyers.
		12.59	543.7	Ar Antlers.
		1.11	550.7	Ar Hamden.
		1.40	553.1	Ar Speer.
		1.47	565.8	Ar Hugo, 26, 27.
		1.54	570.9	Ar Grant, Okla.
		2.02	575.1	Ar Arthur City, Tex.
		2.20	585.9	Ar Powderly.
		PM		Ar Paris.
		PM		Ar Paris.
		2.45		Ar Paris... (G. C. & S. F.)
		6.25		Ar Dallas.
		9.30		Ar Dallas.
		10.15		Ar Ft. Worth.
		8.30		Ar Dallas.
		7.20		Ar Houston.
		9.15		Ar Galveston.
		11.00		Ar Dallas (M.-K.-T.).
		7.55		Ar Houston.
		9.35		Ar Galveston.
		11.00		Ar Dallas.
		1.25		Ar Waco.
		4.35		Ar Austin.
		7.00		Ar San Antonio.
		11.30		Ar Dallas (So. Pac.).
		7.10		Ar Houston.
		9.40		Ar Galveston.
		PM		Ar Paris.

On Roster April 30, 1950				
No.	Type	Avg. Light Wt. of Locomotives		Bridge Class
		Without Tender	Eng. & Tender	
1016	4-6-2	103 t	134 t	43
1020	"	"	"	"
1022	"	"	"	"
1029	"	105 t	152 t	"
1031	"	(off roster)		"
1032	"	103 t	134 t	43
1037	"	"	"	43
1040	"	115 t	163 t	47
1048	"	126 t	159 t	52
1050	"	"	174 t	52
1057	"	"	159 t	52
1102	4-6-0	84 t	112 t	40
1106	"	"	"	"
1109	"	"	"	"
1111	"	"	"	"
1228	2-8-0	93 t	123 t	45
1279	"	108 t	144 t	53
1285	"	"	"	"
1305	"	"	"	"
1309	"	112 t	148 t	50
1310	"	"	"	"
1312	"	"	"	"
1320	"	"	"	"
1332	"	"	"	"
1334	"	"	"	"
1340	"	"	"	"
1400	4-6-0	88 t	117 t	40
1402	"	"	"	"
1406	"	"	"	"
1407	"	"	"	"
1408	"	"	"	"
1409	"	"	"	"
2120	Motor	45 t		
2121	"	46 t		
2128	"	49 t		
2133	"	(off roster)		

ST. LOUIS—FT. SMITH—PARIS			
9-708 Daily	SEE TABLES 1 AND 5	710-10 Daily	
8.45PM	Lv. St. Louis	Ar 8.10AM	Air-Conditioned Sleeping Car: Between St. Louis and Fort Smith (12-Sec. D. R.)
4.20AM	Lv. Monett	Ar 11.00PM	Air-Conditioned Lounge Car: Between St. Louis and Monett
6.43AM	Ar Fayetteville	Lv 8.34PM	Air-Conditioned Chair Car: Between St. Louis and Monett
9.00AM	Ar Ft. Smith	Lv 5.10PM	Air-Conditioned Dining Car: Between St. Louis and Monett
2.20PM	Ar Paris	Lv 1.00PM	Air-Conditioned Coach: ("Snack" car providing luncheon service) Between Monett and Paris

FAYETTEVILLE, MUSKOGEE AND OKMULGEE

789 Motor Car Daily	Miles	TABLE 23	788 Motor Car Daily
PM	0.0	Lv Fayetteville, Ark., 5, 24 Ar	PM
5.00	1.4	* McNair.....Lv	12.40
5.05	4.4	* Farmington.....Lv	12.32
5.20	6.9	* Appleby.....f	12.24
5.32	9.0	* Turpenny.....f	f
5.50	12.2	* Prairie Grove.....f	12.08
6.08	21.0	* Lincoln.....f	11.49
6.18	27.1	* Summers, Ark.....f	11.34
6.32	31.9	* Westville, Okla.....f	11.23
6.41	38.9	* Addielee.....f	f
6.52	42.3	* Christie.....f	10.57
6.56	47.7	* Proctor.....f	10.46
7.17	52.5	* Eldon.....f	f
7.25	56.1	* Rollins.....f	f
7.38	58.6	* Wellins.....f	10.45
7.45	60.6	* Huntington.....f	f
7.58	63.0	* Park Hill.....f	10.15
8.08	68.4	* Tahlequah.....f	10.04
8.14	74.5	* West Gabriel.....f	f
8.22	81.2	* Hulbert.....f	9.22
8.32	83.7	* Melvin.....f	9.24
8.41	88.1	* Ray.....f	f
8.52	88.4	* Lenke.....f	f
9.06	89.7	* McIride.....f	f
9.19	91.3	* Dada.....f	f
9.25	92.0	* Keough.....f	f
9.35	95.1	* Fort Gibson.....f	9.01
9.45	103.6	* Muskogee, S.....Lv	8.38
9.55	103.6	* Muskogee, S.....Lv	8.32
10.05	111.0	* Crakola.....Lv	8.15
10.15	119.2	* Hays.....f	f
10.25	122.5	* Hoynton.....f	7.51
10.35	125.3	* Morris.....f	7.30
10.45	136.6	* Cusden.....f	f
10.55	142.8	* Okmulgee, Okla., 10.....Lv	7.15
PM			AM

FAYETTEVILLE AND PETTIGREW

768 Mon. Wed. Fri.	Miles	TABLE 24	769 Mon. Wed. Fri.
AM	0.0	Lv Fayetteville, Ark., 5, 23 Ar	PM
8.30	1.9	* Fayette Junction, S.....Lv	3.20
8.50	7.9	* Baldwin.....f	3.00
8.59	10.3	* Harris.....f	2.30
9.17	13.2	* Atkins.....f	2.20
9.25	17.2	* Durham.....f	2.10
9.40	20.3	* Thompson.....f	1.50
9.55	24.3	* Crossen.....f	1.35
10.02	26.3	* Delancy.....f	1.18
10.09	27.3	* Patrick.....f	1.10
10.20	30.3	* Combe.....f	1.05
10.44	34.9	* St. Paul.....f	12.50
10.59	40.2	* Dutton.....f	12.38
11.30	42.8	* Pettigrew, Ark.....Lv	12.09
AM			PM

ROGERS AND GROVE

758 Tue. Thur. Sat.	Miles	TABLE 25	758 Tue. Thur. Sat.
AM	0.0	Lv Rogers, Ark., 5.....Ar	PM
9.00	3.7	* Apple Spur.....Lv	4.10
9.35	8.5	* Bentonville.....f	3.25
9.50	10.9	* Centerton.....f	3.05
10.15	17.2	* Hiwasse.....f	2.40
10.45	24.6	* Gravette, Ark.....f	2.10
11.21	35.5	* Southwest City, Mo.....f	1.30
11.41	41.5	* Dodge, Okla.....f	1.10
12.20	47.9	* Grove, Okla.....Lv	12.50
PM			PM

Reference Notes for tables 23, 24, 25, 26, 27 and 28.

b Motor Car. f Stops on signal. m Mixed train.

HUGO AND ARDMORE

8-775 Daily	Miles	TABLE 26	776-10 Daily
PM	0.0	Lv (St. Louis, Mo., 1, 2, 4, 5, 6, 12, 14, 16, 21, 27) Ar	AM
6.45	560.8	* Hugo, Okla., 5, 27.....Lv	8.10
1.40	560.8		1.40
b 2.05	0.0	Lv Hugo, Okla., 5, 27.....Ar	b 12.15
f 2.25	6.8	* Forney.....Lv	11.57
f 2.33	11.3	* Soper.....Lv	11.47
f 2.38	14.0	* Jasper.....Lv	11.40
f 2.52	21.3	* Howell.....Lv	11.25
f 3.02	28.5	* Booth.....Lv	11.14
f 3.12	31.0	* Bennington.....Lv	11.04
f 3.26	38.0	* Bokchito.....Lv	10.52
f 3.35	43.0	* Blue.....Lv	10.42
f 3.41	45.3	* Pirtle.....Lv	10.37
f 4.00	52.1	* Durant, S.....Lv	10.20
f 4.13	57.6	* Kiersey.....Lv	10.10
f 4.18	60.2	* Mead.....Lv	10.05
f 4.30	66.6	* Aylesworth.....Lv	9.52
f 4.40	71.9	* Kinlock.....Lv	9.42
f 4.58	77.7	* Madill, 10.....Lv	9.30
f 4.58	77.7	* Madill, 10.....Lv	9.30
f 5.02	79.1	* Oakland.....Lv	9.22
f 5.16	86.0	* Simpson.....Lv	9.07
f 5.23	89.3	* Frisco Junction.....Lv	9.00
f 5.25	90.5	* Durwood.....Lv	8.55
f 5.35	95.0	* Provence.....Lv	8.45
b 5.55	101.9	* Ardmore, Okla.....Lv	8.30
PM			AM

HUGO AND HOPE

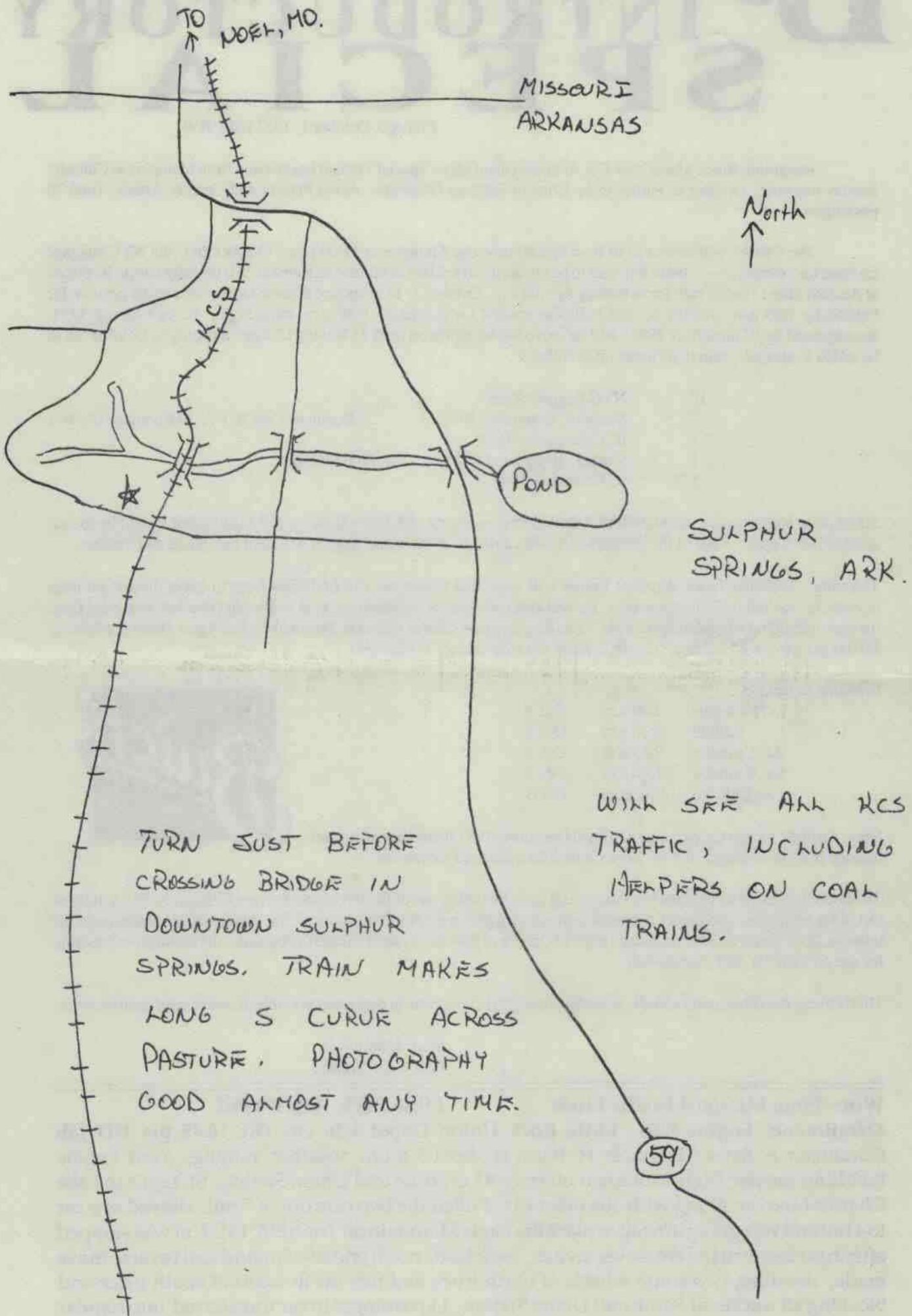
8-776 Daily	Miles	TABLE 27	775-10 Daily
PM	0.0	Lv (St. Louis, Mo., 1, 2, 4, 5, 6, 12, 14, 16, 21, 24) Ar	AM
6.45	560.8	* Hugo, Okla., 5, 27.....Lv	8.10
1.40	560.8		1.40
b 1.45	0.0	Lv Hugo, Okla., 5, 27.....Ar	b 12.15
f 2.10	8.8	* Sawyer.....Lv	11.51
f 2.24	15.6	* Fort Towson.....Lv	11.36
f 2.31	19.4	* Swink.....Lv	11.26
f 2.45	25.7	* Valliant.....Lv	11.14
f 2.53	30.6	* Millerton.....Lv	11.03
f 3.01	35.0	* Garvin.....Lv	10.53
f 3.25	43.5	* Idabel.....Lv	10.35
f 3.40	50.8	* Kullituklo.....Lv	10.19
f 3.49	54.8	* Haworth.....Lv	10.12
f 3.56	59.2	* Bokhoma.....Lv	10.03
f	61.0	* America, Okla.....Lv	f
f 4.09	66.5	* Arkinda, Ark.....Lv	9.49
f 4.20	72.6	* Foreman.....Lv	9.37
f	76.1	* Pankov.....Lv	f
f 4.33	79.4	* Arden.....Lv	9.23
f 4.53	88.5	* Ashdown.....Lv	9.05
f 5.03	94.6	* Long.....Lv	8.50
f	98.5	* Red Bluff.....Lv	f
f 5.16	100.7	* Orton.....Lv	8.38
f	103.2	* Dave.....Lv	f
f 5.27	106.5	* McNab.....Lv	8.28
f 5.39	112.4	* Powers.....Lv	8.16
b 6.00	120.8	* Hope, Ark.....Lv	8.00
PM			AM

FORT SMITH AND MANSFIELD

797 Mon. Wed. Fri.	Miles	TABLE 28	798 Mon. Wed. Fri.
AM	0.0	Lv (Ft. Smith, Ark., (Garrison Ave.).....) Ar	PM
m 7.32	7.8	* Cedars, Okla., S.....Lv	2.17
f 7.55	10.0	* Bonanza, Ark., S.....Lv	1.45
f 8.05	13.6	* Jensen, S.....Lv	1.30
f 8.15	13.6	* Jensen, S.....Lv	12.40
f 8.20	13.6	* Jensen, S.....Lv	11.55
f 8.25	15.3	* Hackett.....Lv	11.50
f 8.50	23.0	* Montred.....Lv	11.20
f 9.00	24.3	* Midland.....Lv	11.05
f 9.25	29.3	* Huntington.....Lv	10.15
10.00	32.2	* Mansfield, Ark.....Lv	10.05
AM			AM

RCO
May 1990

We will periodically start showing good train-watching spots in Arkansas beginning with this issue. Vice-President Bart Jennings will do most of the sketchings.



TURN JUST BEFORE
CROSSING BRIDGE IN
DOWNTOWN SULPHUR
SPRINGS. TRAIN MAKES
LONG S CURVE ACROSS
PASTURE. PHOTOGRAPHY
GOOD ALMOST ANY TIME.

WILL SEE ALL KCS
TRAFFIC, INCLUDING
HELPERS ON COAL
TRAINS.

Buick



INTRODUCTORY SPECIAL

Chicago, October 1, 1957 RGS-KW

Regarding Buick Motor New Car Announcement Show Special Train to be operated from Memphis to Chicago, Sunday morning, October 6. Parties to be Units of Peerless Orchestra, Acme Players and Century Artists. Total 70 passengers.

The CRI&P will deliver to us from special train due Memphis at 11:00 p.m., October 2nd, ten NYC baggage cars and four sleepers — latter four cars to be released and held for continued movement. All baggage cars to be placed at Auction Street Team Track for unloading by 7:00 a.m., October 3; to be spotted at same location in similar position for loading by 7:00 a.m. October 5, and Pullmans spotted for occupancy 9:30 p.m. same night. IC cafe-lounge 4151, accompanied by IC dormitory 1983, will be moved to Memphis on train 25 leaving Chicago morning of October 5th to be added to special, train to be made up as follows:

10	NYC Baggage Cars	
3	Sleepers, designated B-1-2-3	22 Roomette Cars B-1-2, 17 Roomette Car B-3
1	IC Cafe-lounge 4151	
1	Sleeper, designated B-4	10-6 Sleeper
1	IC Dormitory 1983	

Six of these baggage cars will consist of Automobiles, requiring end door unloading and loading and should be spaced sixty (60) feet apart. Four of the baggage cars will consist of scenery and require side door unloading and loading.

Ticketing: Terminal Ticket Agent at Detroit will issue Rail tickets for 150 first-class fares to cover the special train movement, including six baggage cars. He will also issue excess baggage checks at twelve and one-half first class fares for each additional baggage car over six. Ten Baggage cars storage issued at Terminal Ticket Agent Detroit collecting \$10.00 per car per 24 hours or fraction thereof to cover storage at Memphis.

Schedule as Below:

Lv. Memphis	2:00 a.m.	Oct. 6
Ballard	5:10 a.m.	Oct. 6
Ar. Centralia	7:35 a.m.	Oct. 6
Lv. Centralia	7:40 a.m.	Oct. 6
Ar Chicago	12:00 noon	Oct 6



Upon Arrival Chicago Cafe-lounge 4151 and Dormitory 1983 should be cut out and balance of train delivered to New York Central for continued movement.

The above special to be handled with two diesel units including one of the three units leaving Chicago on No. 3 night of Oct. 4 for Memphis, and one of two units arriving Memphis train No.15 morning of 5th. Train No.16 at latter point off train No. 205. Train No. 3 from Chicago night of Oct. 5 will have three diesel units to Carbondale, the trailing unit releasing for use on train No. 208, Sunday 6th.

This is a very important party and all concerned are urged to cooperate in every way possible to insure satisfactory service.

W.A. Johnston Jr.
Gen. Supt. Transp.

Wire: From Missouri Pacific Lines

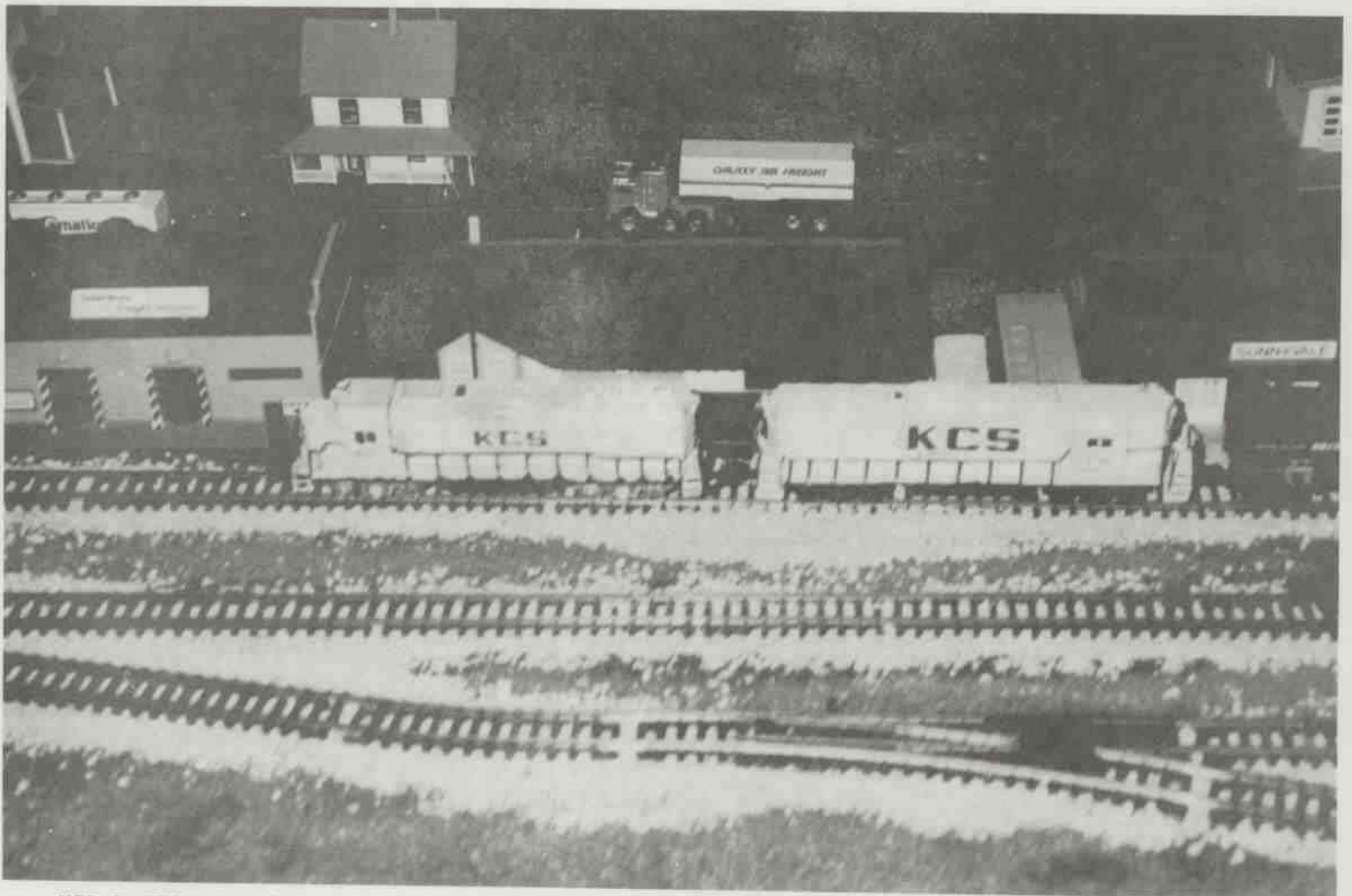
Little Rock, Ark. 8/23/61

Derailment: Engine 4258 , Little Rock Union Depot 1:10 am The 10:45 pm UD Job Conductor F. Bates, Engineer H. Bates at about 5 mph, weather: raining, Yard Engine handling sleeper Eagle Mountain off train #1 at South end Union Station, St. Louis to Lake Charles Line car, along with one other car. Pulled the two cars out of 7 rail, shoved one car to 4 rail and was going in 6 rail to place the Eagle Mountain on Train No. 131. Cut was stopped after running thru the crossover switch, back lead, north end of diamond and reverse move made, derailing two south wheels of north truck and two north weels of south truck and blocking all trackes at South end Union Station. 14 passenger in car transferred into regular coach and line blanked. Car rerailed at 5:05 am and track Okay at 6:00 am. Wrecker called at 1:40 a.m. and departed at 3:00 a.m. Trains #131 delayed 40 minutes, #831 delayed 1 hour 5 mines account necessary to pull onto bridge and leave on arrival No. 22. No 22 delayed 13 minutes account necessary to pull this train up west main on bridge and back into station. and No. 2 delayed 38 minutes.

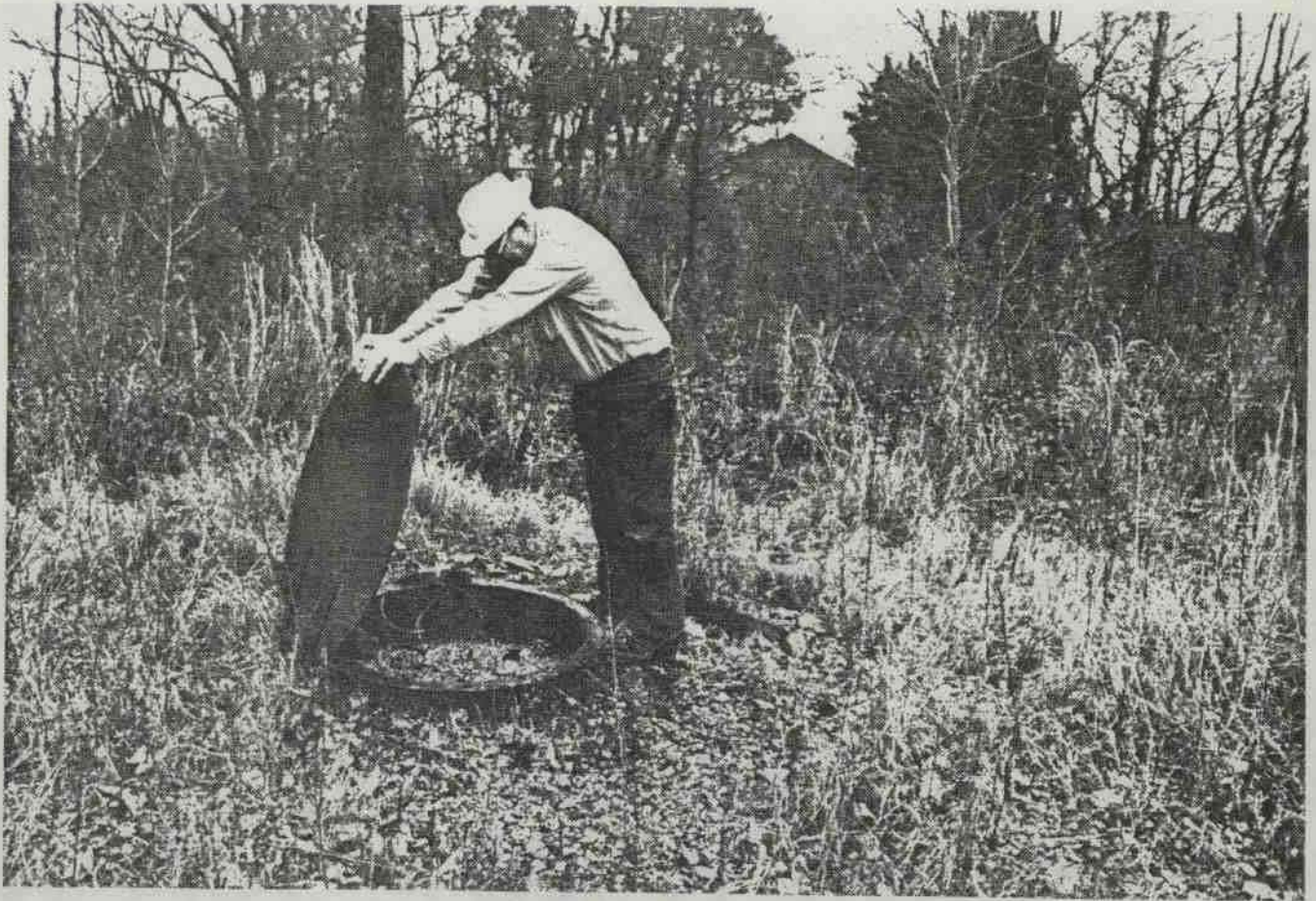
J. W. Treadwell...845am



MISSOURI & NORTH ARKANSAS WRECK somewhere in North Arkansas, taken on December 20, 1923 (?) by an unknown photographer. The photo was given to Johnnie Gray by an old man several years ago who lived in a cabin near the roadbed. Anyone know where this is? (Johnnie M. Gray collection)



KCS N-SCALE LAYOUT of Bill Luttrell, Chief of Police in Waldron, Arkansas. He wants to know if you think it looks like the real thing. His layout was featured on KFSM-TV's (Fort Smith) newscast Christmas Day, 1989. Chief Luttrell has over 100 feet of track, 130 cars and 18 engines on his layout. (Bill Luttrell photo)



OLD ROCK ISLAND oil storage tank, still containing oil, at Mesa, Arkansas on February 9, 1990. The tracks were taken up in the early 1980s. L. T. Walker, former Rock Island conductor, is looking into the tank. The line from Stuttgart used to merge with the main east-west R.I. Sunbelt line here. (Ken Ziegenbein photo)



WHITE RIVER BRIDGE of the Rock Island, looking east near DeValls Bluff, Arkansas. L. T. Walker is in foreground. Photo taken February 9, 1990.

(CLUB NEWS continued from Page 2)

SHOW & SALE SUCCESSFUL - The June 2 Show & Sale was better attended and earned more from rentals than last year. Here are the financial results:

<u>INCOME</u>	<u>1989</u>	<u>1990</u>
TABLES.....	87 (\$1476)	91 (\$1547)
GATE.....	342 (\$684)	512 (\$1024)
MISC.....	\$452.91	\$125.61
<u>TOTAL INCOME..</u>	<u>\$2612.91</u>	<u>\$2696.61</u>
<u>EXPENSES.....</u>	<u>\$1569.50</u>	<u>\$1382.18</u>
<u>NET.....</u>	<u>\$1043.41</u>	<u>\$1314.43</u>

THANK YOU LETTER RECEIVED - A thank-you letter was sent to Bill Church from C.D. "Chuck" Hesler, curator-owner of the Rock Island Traveling Dining Car China Museum, regarding his participation in our show and sale June 2. Here is that letter:

Bill:

Just a short letter to tell you how much I appreciated your help with the museum display. I truly enjoyed doing the show for the Arkansas Railroad Club and hope to come back again. Please tell the members that they are a "super group" of people in my book. Again, many thanks for everybodys help and support of my museum display.

Sincerely - C.D. "Chuck" Hesler

INFORMATION NEEDED - Our Vice-President, Barton Jennings, would like information on the Limedale Narrow Gauge Railroad at Batesville, especially the history of its rolling stock and engines. If you have anything on this line, write him at P.O. Box 6695, Springdale AR 72765 or call him at 501-751-8975.

THANKS TO RUSSELL SHORT of Decatur, Illinois for sending me some early 1950s ARKANSAS DEMOCRAT articles on the "Diamond Jo" becoming history and on the D&R going diesel (on May 11, 1955).

WANTED - Photos, timetables, train orders, and any other material pertaining to Lexa, Arkansas on the Missouri Pacific. Send to Judge Jesse E. "Rusty" Porter, PO Box 2747, West Helena, AR 72390.

CAR SOLD - Member Bruce Nelson of El Dorado said he sold his ex-Rock Island "Pikes Peak" Club dining car.

REGARDING THE FORDYCE & PRINCETON STORY which ran in the May 1990 "RAILROADER", Jim Johnson (former Rock Island employee, now public relations manager for the Cotton Belt in Kansas City), wrote a little trivia about former Rock Island employees mentioned in the John Martin story:

"Bill Hoenig is now SP's vice president of purchasing & materials; Dick Haley retired from Southern Pacific as asst. terminal supt. at Beaumont; Bob Huff is Cotton Belt's trainmaster/road foreman at Jefferson City; Dave Visney is regional director for the Federal Railroad Administration at Boston; Earl Hare retired from SSW as Supt. of the Kansas City Division in 1987; and Coy Grogan retired on disability from Cotton Belt's asst. mgr. of operating contracts at Kansas City, but still consults for SSW due to his massive knowledge of Rock Island and Cotton Belt agreements with cities, states, etc. He is an Arkansan and graduate of Conway State (or whatever the college is called there). Only B. B. (Bob) Brenton remains unaccounted for.

SHURFINE LABELS continue to earn two cents each for the club. Simply

collect them and turn them in at the club's meetings.

NEWSLETTER DEADLINES - ARKANSAS RAILROADER deadlines are now always the 15th of the month. Please try to adhere to this deadline. Thanks.

STORIES TYPED BY: - "Reptiles and Stovepipes" typed by Bill Church; the Buick story typed by John Martin; the Frisco story "Engine Statement" typed by Robert C. Oswald.

ARKANSAS RAIL NEWS

EL DORADO & WESSON QUESTION - (El Dorado) - According to May 1990 NRHS News, the El Dorado & Wesson Railway in El Dorado is no longer in existence or has merged with another line. Does anyone know if this is true or not? If so, please let your editor know.

DEPOT RESTORATION UNDERWAY - (Helena) - The Missouri Pacific depot in Helena is being restored to look much as it did when it was first constructed in the early part of this century. It will become the Delta Cultural Center and will house memorabilia from throughout the Mississippi Delta. It is hoped the building will be completed by November 1 of this year. (PHILLIPS CO. PROGRESS (Helena), May 2)

It is great to have friends when one is young, but indeed it is still more so when you are getting old. When we are young, friends are, like everything else, a matter of course. In the old days we know what it means to have them.

- by Edward Grieg

RAILROAD CAR RETURNS TO OWNER'S FAMILY - (Springdale) - In 1927, Gulf Mobile & Northern Railroad President Issac B. Tigrett bought a rail business car, built by ACF. He traveled between Chicago and New Orleans in the car. According to David Dortch of Eureka Springs, Tigrett died in 1954, but the office car remained the property of the railroad. It was sold for scrap in 1975.

From 1976 to 1981 the car was in Scott, Arkansas, before being sold to the Dortch family, operator of the Eureka Springs & North Arkansas tourist line in northern Arkansas. The car was later relocated to a siding in Fayetteville in 1988-89.

Dortch said that the Tigrett family had been searching for the car for some time, after seeing an article in TRAINS. As agent for Issac B. Tigrett II, grandson of the man who ordered the custom-built car, promptly contacted the ES&NA with an offer to buy it and on February 18, 1990 (63 years after the car was built), it was sold to him. Tigrett, a man in his early 40s who lives in London and Los Angeles, plans to restore the car to the way it looked in the 1940s and upgrade it to Amtrak standards. Journeys will be made between Los Angeles and New York, Dortch said. It is believed that a car being returned to its original owner/family after so long a time has only happened twice in the past. (SPRINGDALE NEWS, April 9, by Guy Barnes)

QUORUM COURT RELEASES HOLD ON ENGINE 336 - (Lewisville) - On May 2, 1990, Lewisville Chamber of Commerce President Harry L. Smith addressed the Court concerning a letter he had recently received from the Cotton Belt Rail Historical Society (keepers of the 819) requesting that Steam Engine 336, in a city park in Lewisville, be donated to the Society. Smith told the Court that the Historical Society would like to restore the engine to operable condition, as they have done with Engine 819. The Quorum Court unanimously agreed to relinquish any rights they may have to the Lewisville Chamber of Commerce, to go ahead and negotiate with the Society in the removal

of the engine from the city. (LAFAYETTE COUNTY DEMOCRAT, May 10)

ARKANSAS WESTERN UPDATE - (Waldron) - Member Bill Luttrell, Chief of Police of Waldron and an avid railfan and modeler, writes to update us on the Arkansas Western, a branch of the Kansas City Southern from Heavener, Oklahoma to Waldron. The Tyson Plant has their own switch engine now. It is a center cab, probably a 44-tonner. The train only comes over from Heavener, Oklahoma twice a week now that they don't have to switch Tyson. But the train is longer, usually 30 to 50 cars; most of the time it has 2 or 3 engines on it since there is already 30 to 50 empty cars over here (in Waldron). The 32-mile trip usually takes one hour to get here.

In the last part of April, they split a switch and put 4 cars on the ground and turned 2 over damaging them so bad they had to be emptied and hauled out on flat cars.

FORMER ROCK ISLAND WATER BOY Henry Kuhl of Sherwood, now 91, recalls bygone days when he worked for the Rock Island at the Biddle Shops in Little Rock. He went to work for the Rock in the summer of 1907 at age 14 as a water boy (a water boy carried a 2 1/2 gallon bucket filled with water and a chunk of ice - he had one water dipper and went from man to man all day long with the cool water). Later Kuhl moved on into the shop work and after 41 years with the R.I. he retired as a machinist in 1948. (Sherwood THE VOICE, May 10, 1990)

RAILROAD CROSSING REJECTED - (Mayflower) - A compromise location for a proposed railroad crossing in northern Mayflower has been rejected by the state Highway and Transportation Department. Dan Davis, who is paying for the crossing, chose the site after the Union Pacific barred him from building the crossing farther south on the tracks because of safety problems. The Highway Department told Davis the crossing would be unsafe because the tracks are seven feet higher than Arkansas 365 and the grade of the road connecting the two would be too steep. (ARKANSAS DEMOCRAT, May 19)

Ulcers? You might consider not drinking extra hot coffee or tea. According to the Edell Health Letter, March 1990, some British researchers have linked hot drinks (144 degrees or higher) with an increased chance of ulcers. They suggest letting your drinks cool off a bit.

TEACHER REMEMBERS THE ROCK - (Carlisle) - June House retired as a teacher at Carlisle Elementary School on May 26, 1990 after 40 years as a teacher. Mrs. House said the most enjoyable field trips for her students occurred during the years the Rock Island operated the one or two car "Dinky" from Little Rock to Memphis. The students would board the "Dinky" at the Carlisle Depot and upon arrival in Little Rock, they would be transported to the Little Rock Zoo for a day of activities. In the evening, they would return to Carlisle on the eastbound train. On many occasions, Rock Island would dispatch one of their executives to ride the little train and explain "railroading" to the students. (Anyone out there remember these rides?) (CARLISLE INDEPENDENT, May 16)

UNION PACIFIC DONATES TO GURDON LIBRARY - (Gurdon) - Union Pacific presented an \$8,000 check to the Gurdon library in early May. (GURDON TIMES, May 17)

KIAMICHI RAILROAD PROVIDES EMERGENCY SERVICES FOR STRANDED DEER - (Ashdown) - About 40 deer received their version of emergency services when employees of the Kiamichi Railroad helped to assure the deer received food and then attempted to herd the deer away from the railroad bridges to avoid injuries. The deer had been forced on the tracks east of Little River County when the flood waters of the Red

River backed up on the north and south sides of the tracks. Depot agent Retha Vaughn contacted the Arkansas Game and Fish Commission to determine if food could be placed along the tracks to feed the animals since they were unable to get to their normal grazing area because of flood waters.

The commission allowed the railroad employees to place hay and other food along the railroad embankment. Several deer ran onto the bridges but their legs fell between the crossties. The deer would struggle to get up and eventually jump into the floodwaters. "It was awful. Some of them were pregnant and you could tell it hurt them. I just couldn't stand seeing them get hurt. A lot of the fur was found on the bridges," said Mrs. Vaughn.

Other animals including a bobcat and a swamp rabbit had joined the deer along the tracks for safety. Also, the railroad employees watched for poachers who may have attempted to hunt the animals illegally. (LITTLE RIVER NEWS, May 17, 1990)

\$50,000 DAMAGE SETTLEMENT - (Rison) - The Cotton Belt agreed to pay the City of Rison \$50,000 for repairs to local streets damaged by heavy trucks following the September 6, 1989 derailment of a freight at the Oak Street crossing. (CLEVELAND COUNTY HERALD, May 23)

TWO TEENS KILLED IN CAR-TRAIN CRASH - (Edmonson) - On May 22 Joyce A. Sanders, 17, of Proctor and Stephen Patterson, 19, of Edmonson were in a 1975 Fiat driven by Sanders when the car went through a crossing where signal lights were flashing and was hit by a Southern Pacific train traveling at 40 MPH. (ARKANSAS DEMOCRAT, May 24)

UNION PACIFIC WINS 1990 NLR AWARD - (North Little Rock) - Union Pacific has been selected to receive the fifth annual "Business of the Year" award from North Little Rock Mayor Pat Hays (a club member, by the way). The North Little Rock rail yard employs 275 workers, operates 67 trains inbound and outbound daily and services 100 locomotives a day. Total UP employment for all crafts is 1,893 with an annual payroll of \$77.3 million (averaging \$40,676.18 each). Statewide the UP operates 1,528 miles of track and has 2,688 employees. (ARKANSAS DEMOCRAT, May 22)

OPEN HOUSE WAS HELD JUNE 9 - An open house was held at the Union Pacific Jinks Shops, 8th and Pike, in North Little Rock on June 9 for the public. The Jinks Shop is the second largest in the world for repairing locomotives. The U.P. miniature train was available for free rides. (North Little Rock TIMES, June 7)

UNION PACIFIC TRYING TO END AGENCIES AGAIN - The Union Pacific made legal notices on May 30, making a second attempt to discontinue agent positions in Arkansas at Van Buren, Helena and McGehee. This request was turned down in 1988. The railroad has announced this proposal would be enacted in 90 days unless petitions are filed within 60 days challenging this. (Van Buren PRESS ARGUS-COURIER, June 7, 1990)

NEW A&M SHELTER - (Springdale) - A new Arkansas & Missouri Railroad locomotive shelter has been put up in Springdale with new tracks laid inside. It will be able to accommodate two engines at one time. (Springdale MORNING NEWS, May 10)

GENERAL RAIL NEWS

FLOODS HAMPER RAIL OPERATIONS - Floods in Texas, Arkansas, Kansas, Louisiana, Oklahoma and Missouri the first week in May caused major headaches for Southern Pacific and Union Pacific. The Trinity River bridge, near Liberty, Texas, was closed until late May on the SP. Amtrak passengers were bussed to Houston and Dallas. In Texas, floodwaters covered a third of the state's wheat crop, two-thirds of the oats and half of the hay. (SP Update)

ZEPHYR'S DESTINY: DINNER TRAIN - (Chicago) - A 30-year old Oak Brook, Illinois lawyer has obtained title to one of the few surviving Burlington Road Zephyrs, the stainless steel, streamlined trains of the 1930s that captured the imagination of Depression-era travelers. Ronald Lorenzini wants to restore and refurbish the Zephyr to serve as a dinner train delivering patrons to the Mississippi River gambling boats that soon will be operating.

He also wants to employ the Zephyr as a long-range excursion train operating between major tourist centers. Lorenzini bought the Zephyr from an owner in Kansas City and moved it to the Chicago area. Named the "Mark Twain Zephyr", the Zephyr was the fourth of a fleet of nine of the trains built for the Chicago, Burlington & Quincy Railroad by the Budd Company.

From 1935 to 1958, the train operated mostly over 442 miles along the west bank of the Mississippi River between St. Louis and Burlington, Iowa. Today, it is parked on a hidden siding near Joliet, Illinois. The cars still have the names they came with: locomotive/power car "Injun Joe"; baggage car "Becky Thatcher"; diner "Huckleberry Finn"; observation "Tom Sawyer." During the more than 20 year trek along the Mississippi; the "Mark Twain Zephyr" passed daily at Hannibal, Missouri, the setting for Clemens' "Tom Sawyer" adventures.

The train had set a new speed record of 122 MPH on a test run through Nebraska on October 25, 1935. By the time it was retired, the train has rolled 3 million miles. There are only two other Zephyrs of this type still in existence, the "Pioneer Zephyr" at the Museum of Science & Industry in Chicago and the "Silver Charger" at the St. Louis Transportation Museum. (DES MOINES REGISTER, May 13, 1990, sent in by Jim Johnson)

TAGGART RESIGNS - (San Francisco) - Robert Taggart, SP's vice president of public affairs since 1985, left the company May 31. Mr. Taggart was not known as a great supporter of the 819 and its trips, it is understood.

SAFETY COURSE HELD - (Omaha) - Twenty-four emergency response personnel from across the western two-thirds of the nation have completed a Union Pacific sponsored tank car safety course at the AAR's Test Center near Pueblo, Colorado during the week of May 7-11. The class participated in simulated hazardous material accidents at the end of the week. This is the fifth year U.P. has sponsored the training program. (UP news release)

SLIGHTLY FAST TRAINS - (Tours, France) - The French National Railroad claimed another speed record in May when one of its trains clocked 317.4 MPH. (SP Update)

MISSILES ON RAILS MAY BE SCRAPPED - The Air Force, under intense pressure to cut its budget, has proposed to cancel its plans to deploy MX nuclear missiles aboard rail cars. (SP Update)

CHINESE ENGINE RUNNING - (Boone, Iowa) - The "Iowan", the last steam engine built by the Datong Locomotive Works in China, is now running on the Boone & Scenic Valley Railroad in Boone, Iowa, on weekends. It is a 16-mile journey through Boone County. The engine arrived in Boone last November. (DES MOINE REGISTER, May 26, sent in by Jim Johnson)

"The freight railroads need to know that when the American public perceives the need for and availability of good passenger service, it will then be good business for the freight railroads." - Gilbert Carmichael, chief of the Federal Railroad Administration.

KCS IN LIMELIGHT - (Dallas) - The May 6, 1990 edition of the DALLAS MORNING NEWS supplement called "Dallas Life Magazine" ran a long story about the KCS and its operations in and around the Dallas area. It was a very detailed article and educated people about freight operations in general.

SP LINES MOVED MOST CONTAINERS IN 1989 - SP/DRGW originated 445,000 containers last year, compared with second place Burlington Northern which hauled 398,000. (SP BULLETIN, April 1990)

SP'S STEAM ENGINES - 1) No. 786 - For 33 years, Southern Pacific steam engine No. 786 sat in a city park in Austin, Texas. It was built in 1916 and is a 2-8-2 Mikado. Volunteers from the Austin Steam Train Association moved the engine to a shop facility in January 1990 and hopes to rehabilitate it and operate it in excursion service between Giddings and Llano over a former SP branch line.

2) No. 2472 - No. 2472 is in a shop south of San Francisco. Volunteers from Project 2472 will continue restoration work on the 1921 Baldwin that was begun 10 years ago and hope to have it operating by the end of 1990. Originally No. 2472 hauled the old Overland Limited.

3) No. 819 - The 737,000 pound 4-8-4 Northern-type oil burner was built in Pine Bluff in 1942 and is now in excursion service. Volunteers from Project 819 restored the engine to operating condition after many years of sitting in a city park in Pine Bluff.

4) No. 2467 - A 4-6-2 Pacific built by Baldwin in 1921. It may be moved from its park in Oakland, California to the Pacific Locomotive Association's yard at Brightside, California this summer.

Above listings from the April SOUTHERN PACIFIC BULLETIN.

According to law, anything sold as spring water must actually have come from a spring, and anything labeled "natural spring water" must be bottled exactly as it came from the ground. Distilled water is tap water processed to remove all minerals. -- (UNIVERSITY OF CALIFORNIA/BERKELEY WELLNESS LETTER)

BIG LOSS - Combined Southern Pacific and Rio Grande rail operations lost \$30 million in 1989. Rio Grande's operating income was \$35 million, while SP's income from rail operations lost \$65 million - the worst loss since 1936. SP President Mike Mohan said SP plans to go from a "break-even" year in 1990 to generating a substantial profit for its rail operations by 1993. Chairman Phil Anschutz said he expects 1990 to be "a tough year" for SP Lines but expressed confidence that "we can get this thing turned around." (SP BULLETIN, April 1990)

GREYHOUND IN BANKRUPTCY - On June 5, Greyhound filed for Chapter 11 bankruptcy protection, having almost \$540 million in liabilities it cannot meet. Greyhound drivers have been on strike since March 2.

TOFC (TRAILER) TRAFFIC BECOMING UNPROFITABLE - Southern Pacific stated that in April 1990, low volume TOFC traffic has become unprofitable. SP currently handles TOFC traffic in more than 500 markets. On May 10, the company closed ramps at Grand Junction, Colorado; Pueblo, Colorado and Corpus Christi, Texas. SP says it makes more sense to move some traffic by container rather than by trailer. (SP CONNECTIONS - Intermodal News, April 1990)

METRO LINK PROJECT BEGINS - (St. Louis) - A new light rail line project was begun in St. Louis on May 31 that will run 18 miles from East St. Louis to Lambert Airport. It is expected to carry about 5 million riders the first year of operation, 1993. (ST. LOUIS BUSINESS JOURNAL, April 10, 1990 via Jim Johnson)

TROLLEY CONSTRUCTION MAY BEGIN - (Memphis) - As soon as the Memphis

city council gives its go-ahead, construction of a trolley line in Memphis between Mill and Calhoun Streets to the Mississippi River can begin. It is expected to be open by the Fall of 1991 and will reach the new Pyramid near the river. (MEMPHIS BUSINESS JOURNAL, June 1)

WINE TRAIN RUNNING - (Napa, California) - In the Napa Valley of California, the "Wine Train" is operating seven days a week. Management is now running a mid-day excursion from Napa since the demand is so strong. The three-hour round trip has had more than 23,000 riders since September 1989. (THE TRAINMASTER, June 1990)

INTERMODAL TANKS? - (Dallas) - Trinity Industries of Dallas is understood to be developing an intermodal tankcar. (THE CLEARANCE CARD, Southwest RR Historical Society, Vol. 28 #1)

JUDGE HALTS SP'S RANDOM DRUG TESTING - A Federal judge in New Orleans has stopped Southern Pacific's mandated random drug testing program until at least the end of June. Judge A. J. McNamara took the action in early June after members of the BLE and UTU filed suit. The suit alleges that a video camera was used to observe SP employees submitting urine samples. (SP UPDATE, June 13)

SP FIRST WITH DOUBLE STACK SERVICE TO MEXICO - Southern Pacific became the first rail carrier providing regularly scheduled double stack service between the U.S. and Mexico on March 21. It runs from Southern California to Mexico City and is offered twice weekly. (SP CONNECTIONS - Intermodal News, April 1990)

AMTRAK NEWS

NEW MAIL CARS POSSIBLE - Due to the Eagle now being daily, it is a candidate for dedicated mail cars between Chicago and San Antonio, Houston and Dallas.

GRAND CANYON RAILWAY CONNECTION - (Williams, Arizona) - Amtrak passengers on the SOUTHWEST CHIEF now have access to the Grand Canyon Railway at Williams via a connection tour bus at Flagstaff. Schedules are geared for arrival and departure from the west. Call Amtrak at 1-800-USA-RAIL and ask for the tour desk for more information. (THE ORDER BOARD, June 1990)

"Its kind of crazy for us to be competing with airlines and having to bear the burden of the Federal Employers Liability Act (FELA), which they don't have. Nor do the buses and trucks. -- Amtrak President Graham Clayton, Jr.

SENATE BACKS AMTRAK VETO - The U.S. Senate on June 12 failed to override President Bush's veto of legislation that would continue the federal subsidy for Amtrak. Earlier in June, the House voted 294-123 to override. Amtrak said the action would not halt passenger service anytime soon. In his veto message in May, Bush objected to a part of the legislation unrelated to Amtrak. The President criticized a provision which would require the ICC to review all proposed acquisitions of railroads by companies that are not in the railroad business. Presidential spokesman Marlin Fitzwater said June 12 that Bush would sign the Amtrak bill itself without the provisions that in effect would re-regulate the trains. (SP UPDATE, June 13)

EDITORIAL PUSH FOR NEW TRAIN - John Hedrick of Monticello, Florida has appeared in several Arkansas papers in "letter-to-editor" columns over the past few months urging people to write their congressmen encouraging a new Amtrak route from Florida to Seattle through Arkansas. His route would come up through Pine Bluff-Little Rock-Fort

Smith. He said in a May 6 editorial in the PINE BLUFF COMMERCIAL that Congressman John Paul Hammerschmidt has been actively working on this project.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>MAR 89</u>	<u>MAR 90</u>	<u>% CHANGE</u>
NE CORRIDOR	982,446	1,004,084	+2.2%
SHORT DISTANCE	407,968	461,823	+13.2%
LONG DISTANCE	486,911	544,333	+11.8%
"Eagle"	15,508	23,517	+51.6%
"Sunset"	10,767	10,913	+1.4%
"City N Orleans"	18,874	21,141	+12.0%
SPECIAL TRAINS	13,944	16,366	+17.4%
<u>TOTAL</u>	<u>1,891,269</u>	<u>2,026,606</u>	<u>+7.2%</u>

Amtrak had an average of 193.3 passengers on its trains at any one time in MAR 1990. (The "Eagle"/"Sunset" had an average of 220.3 passengers on board).

Amtrak was on time 81.6 percent of the time in March 1990 (The "Eagle" was on time 66.1 percent of the time, up from only 15.4 percent on time in Mar. 1989).

	<u>YR THRU MAR 89</u>	<u>YR THRU MAR 90</u>	<u>% CHANGE</u>
NE CORRIDOR	5,562,556	5,565,522	+0.1%
SHORT DISTANCE	2,219,275	2,319,479	+4.5%
LONG DISTANCE	2,570,085	2,661,174	+3.5%
"Eagle"	71,592	80,512	+12.5%
"Sunset"	53,354	50,648	-5.1%
"City N Orleans"	100,120	95,337	-4.8%
SPECIAL TRAINS	49,727	43,341	-12.8%
<u>TOTAL</u>	<u>10,401,643</u>	<u>10,589,516</u>	<u>+1.8%</u>

NEWS UPDATED THIS ISSUE through June 20, mailed June 25. Deadline for next issue is July 15.



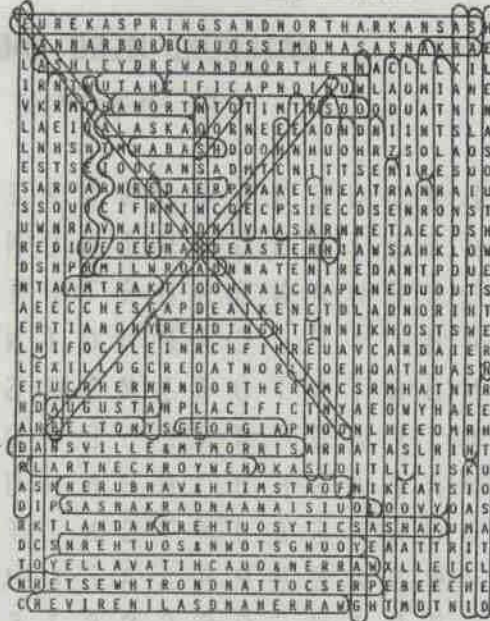
RAILROAD MIND BOGGLER

By Dick Davis

EUREKASPRINGSANDNORTHARKANSASH
 LANNARBORBIRUOSSIMDNASASNAKRAE
 LASHLEYDREWANDNORTHERNACLLLKIL
 IRNTWUTAHCFICAPNOINUWLAOMIANE
 VKRMCHANORTNTOTIMTRS000DUATNTN
 LAEIIALASKA0ORNEEEAONDNIINTSLA
 LNHSNTMWABASHDOOHNHUOHRZSOLAOS
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 REDIDEQEENANDEASTERNIAWSAHKLOW
 DSNPRMILWROADN NATENIREDANTPOUE
 NTAAMTRAKTIOOHNALCOAPLNEDUOUTS
 AEECCHESGAPDEAIKENCTDLADNORIH
 ERTIANONYREADINGHTINNIKNOSTSWE
 LNIFOCILEINRCHFIRHREUAVCARDAIER
 LEXILLDGCREOATNORLFOEHOATNUASN
 ETUCRHERNNNDORTHERAMCSRMHATNTR
 NDAUGUSTANPLACICTNYAEOWYHAE
 ANBELTONYSGEORGIAPNODNLHEEOMRH
 DANSVILLE&MTMORRISARRATASLRINT
 RLARTNECKROYWENOKASIOITLTLISKU
 ASNNERUBNAV&HTIMSTROFNIKEATSIO
 DIPASNAKRADNAANAISIUOLOOVYOAS
 RKTLANDANNREHTUOSYTICSASNAKUMA
 DCSNREHTUOS&NWOTSGNUOYEAAATTRIT
 TOYELLAVATIHC AUO&NERRAWXLL EICL
 NRETSEWHTROND NATTOCSERPEBEEHE
 CREVIRENILASDNANERRAWGHTMDTNID

Names run forward, backwards, top to bottom, bottom to top and at angles. Use all words in the puzzle above exactly as they are printed below (including misspelled names, abbreviations and duplicates).

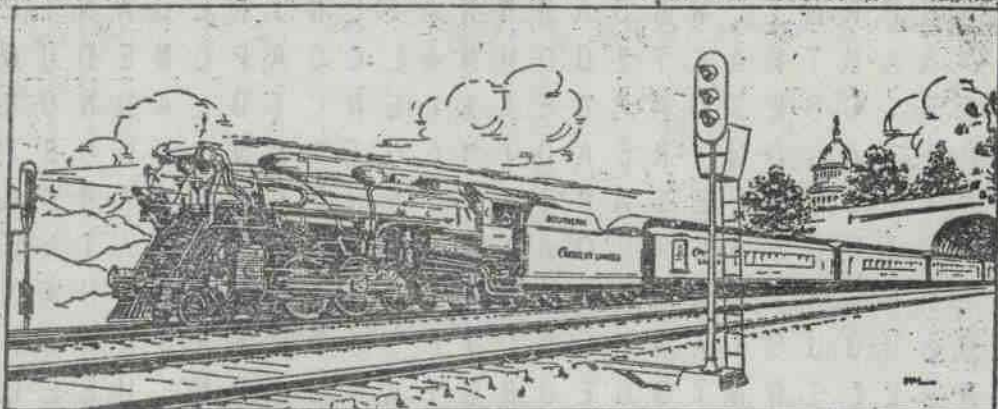
UNION PACIFIC ALASKA READING SAINT LOUIS SOUTHWESTERN
 BURLINGTON NORTHERN AUGUSTA ERIE KANSAS CITY SOUTHERN
 ARKANSAS AND MISSOURI LOUISIANA AND ARKANSAS ARKANSAS WESTERN
 EUREKA SPRINGS AND NORTH ARKANSAS TEXAS OKLAHOMA AND EASTERN
 DEQEEN AND EASTERN PRESCOTT AND NORTHWESTERN ROCK ISLAND
 GRAYSONIA NASHVILLE AND ASHDOWN ASHLEY DREW AND NORTHERN READER
 ARKANSAS AND LOUISIANA MISSOURI LOUISIANA AND NORTH WEST
 FORDYCE AND PRINCETON KIAMICHI MILW ROAD MISSOURI PACIFIC
 EAST CAMDEN AND HIGHLAND BAUXITE AND NORTHERN IRON MOUNTAIN
 EL DORADO AND WESSON LITTLE ROCK AND WESTERN ANN ARBOR
 DELTA VALLEY AND SOUTHERN PORT SMITH & VAN BUREN AMTRAK
 WARREN AND SALINE RIVER HELENA SOUTHWESTERN DELTA SOUTHERN
 WARREN & OUACHITA VALLEY DARDANELLE AND RUSSELLVILLE SOUTHERN
 LITTLE ROCK PORT AUTHORITY YOUNGSTOWN & SOUTHERN SANTA FE
 DANSVILLE & MT MORRIS NEW YORK CENTRAL TENNESSEE CNTRL
 ALMANOR UTAH CONRAIL YANCEY WABASH VERMONT
 TRONA SOO SOO GEORGIA CADIZ APACHE BELTON
 WHITE RIVER (The name snakes and curves just like the railroad).
 When you are finished, write down the remaining letters which have
 not been used to reveal the names of eight other railroads.



"Crescent" AD below sent in by Bill Bailey.

The remaining letters not previously used will spell the following:

BALTIMORE AND OHIO CANADIAN PACIFIC CANADIAN NATIONAL
 CHESAPEAKE AND OHIO GREAT NORTHERN NORTHERN PACIFIC
 SPOKANE PORTLAND AND SEATTLE BENCH MTN.



CRESCENT LIMITED

8.40 PM	Lv New York (Via St.) (E.T.) Ar	11.50 AM	Ar
10.01 PM	Lv Trenton, N.J. Ar	10.32 AM	Ar
10.35 PM	Lv North Philadelphia, Pa. Ar	9.28 AM	Ar
10.50 PM	Lv West Philadelphia, Pa. Ar	9.46 AM	Ar
11.25 PM	Lv Wilmington, Del. Ar	9.06 AM	Ar
12.57 AM	Lv Baltimore, Md. Ar	7.35 AM	Ar
1.50 AM	Ar Washington, D.C. (P.R.R.) Lv	6.40 AM	Ar
2.10 AM	Lv Washington, D.C. (So. Ry.) Ar	6.20 AM	Ar
2.30 AM	Ar Danville, Va. Lv	5.03 AM	Ar
2.35 AM	Ar Greensboro, N.C. Lv	4.48 PM	Ar
2.58 AM	Ar High Point, N.C. Lv	4.22 PM	Ar
10.55 AM	Ar Salisbury, N.C. Lv	3.25 PM	Ar
12.01 PM	Ar Charlotte, N.C. Lv	7.45 PM	Ar
12.32 PM	Ar Gastonia, N.C. Lv	6.39 PM	Ar
1.50 PM	Ar Spartanburg, S.C. Lv	5.45 PM	Ar
2.45 PM	Ar Greenville, S.C. Lv	12.50 PM	Ar
5.40 PM	Ar Atlanta, Ga. (Cent. Time) Lv	12.30 PM	Ar
6.05 PM	Lv Atlanta, Ga. (W. Pt. Route) Ar	7.40 AM	Ar
11.05 PM	Ar Montgomery, Ala. Lv	7.20 AM	Ar
11.30 PM	Lv Montgomery, Ala. (L.E.R.R.) Ar	2.15 AM	Ar
4.24 AM	Ar Mobile, Ala. Lv	12.58 AM	Ar
5.30 AM	Ar Pascagoula, Miss. Lv	12.28 AM	Ar
5.54 AM	Ar Ocean Springs, Miss. Lv	12.18 AM	Ar
6.07 AM	Ar Biloxi, Miss. Lv	12.09 AM	Ar
6.15 AM	Ar Edgewater Park, Miss. Lv	11.58 PM	Ar
6.25 AM	Ar Gulfport, Miss. Lv	11.42 PM	Ar
6.41 AM	Ar Pass Christian, Miss. Lv	11.28 PM	Ar
6.53 AM	Ar Bay St. Louis, Miss. Lv	10.60 PM	Ar
8.30 AM	Ar New Orleans, La. Lv		

c Conditional Stops.

**De Luxe
 All-Pullman
 Extra Fare Train
 Between
 New York
 and New
 Orleans**



Route

PENNSYLVANIA RAILROAD
 Between New York and Washington
SOUTHERN RAILWAY SYSTEM
 Between Washington and Atlanta
THE WEST POINT ROUTE
 Between Atlanta and Montgomery
LOUISVILLE & NASHVILLE RAILROAD
 Between Montgomery and New Orleans

CONSIST

- 1 Pullman Club Car..... New York-New Orleans
 With valet service, movable chairs, two sofas, four double seats, buffet, market reports, magazines, writing desk and accessories, shower bath
- 1-10 Section, 2 Drawing-room Sleeping Car..... New York-New Orleans
- 1-10 Section, 2 Drawing-room Sleeping Car..... New York-New Orleans
- 1-10 Section, 2 Drawing-room Sleeping Car..... New York-New Orleans
- 1-10 Section, 2 Drawing-room Sleeping Car..... New York-Atlanta
- 1-10 Section, 2 Drawing-room Sleeping Car..... Washington-New Orleans
- 1 Observation Car..... New York-New Orleans
 With 2 Drawing-rooms and 3 Staterooms, women's lounge room, shower bath, maid and manicure service, sofa, movable chairs in the observation end, magazines, market reports, writing desk, with accessories.

Dining Car.



SOUTHERN RAILWAY SYSTEM
 THE DOUBLE-TRACKED TRUNK LINE BETWEEN WASHINGTON AND ATLANTA



MORE GREAT FACTS OF SCIENCE

(Overlooked by Gene Hull But Discovered by Dick Davis)

- Fact #1:** Women who gain weight during pregnancy will give birth to naked babies.
- Fact #2:** Babies who are born naked will not grow hair on the bottoms of their feet.
- Fact #3:** Babies who do not grow hair on the bottoms of their feet will not grow hair in the palms of their hands.
- Fact #4:** Babies who do not grow hair in the palms of their hands will eventually cry.
- Fact #5:** Babies who cry will sometimes be hungry.
- Fact #6:** Babies who are hungry will be either male or female.
- Fact #7:** Female babies who grow up and become mothers will gain weight during pregnancy. (Refer to Fact #1).

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents \$22.00.)

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 check out to the "Arkansas Railroad Club" and mail to:

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on JULY 8 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 \$10/year for Arkansas residents and \$7.50/year for out-of-state. The RAILROADER is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our Club by paying \$12/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 left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.:

NEWSLETTER:

KEN ZIEGENBEIN, Editor
905 VALERIE DRIVE
NORTH LITTLE ROCK AR 72118-3160

TREASURER:

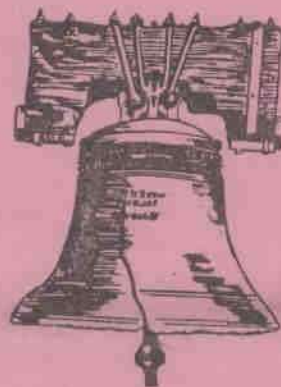
DICK BYRD, TREASURER
12 FLINTWOOD DRIVE
LITTLE ROCK AR 72207

OTHER CLUB BUSINESS:

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

Phone: (501)-758-1340

NOT FOR DUES

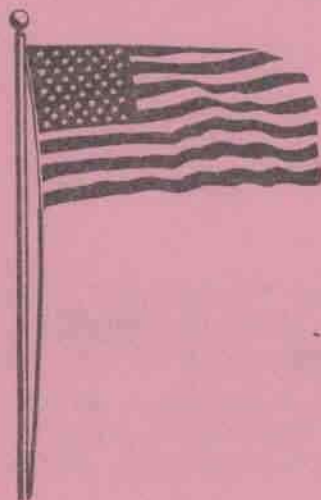


ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118-3160

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JULY 1990



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