



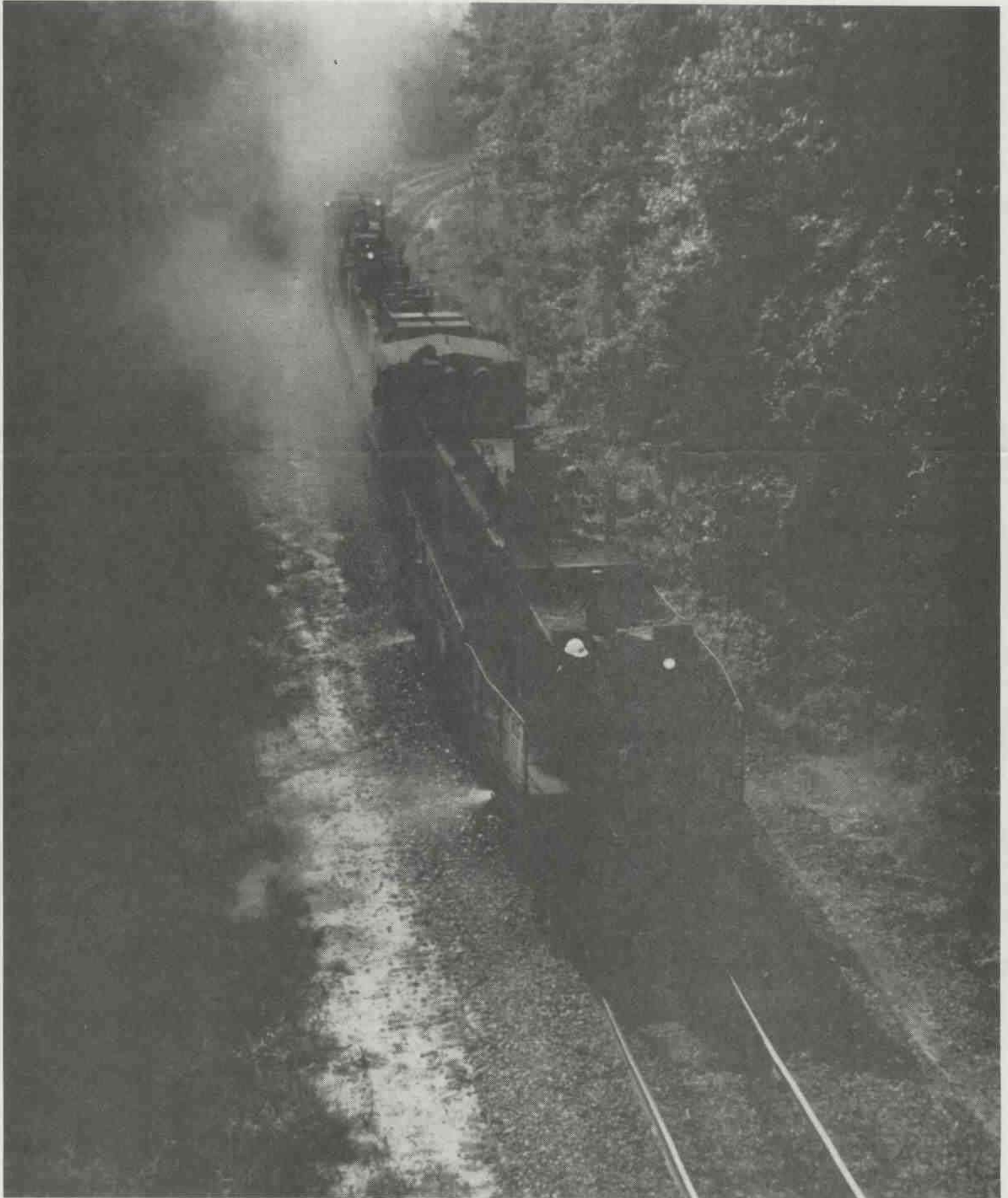
ARKANSAS RAILROADER



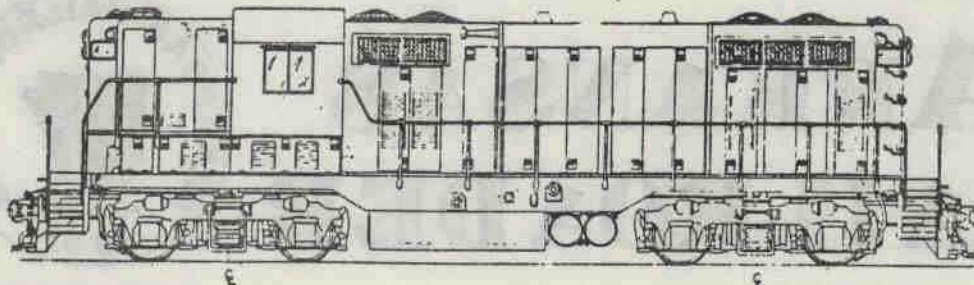
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 19 NUMBER 6

JUNE 1988



UNION PACIFIC RAILGRINDER - grinding overflow and corrigation, bringing rail back to proper shape. White Bluff, Arkansas, UPRR Milepost 371.0, September 7, 1987. (Barton Jennings photo)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<i>Board</i> - William Church 5619 Bel Caro Place N Little Rock AR 72118	<i>Board</i> - Dusty Rhodes P.O. Box 852 Fordyce AR 71742
<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Bd Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

FALL CLUB TRIP - Another Arkansas Railroad Club train trip is in the offing, this time in beautiful Northwest Arkansas in the colorful fall season. This trip will be in a vintage rail car behind engines of the Arkansas & Missouri Railroad between Springdale and Chester, Arkansas on former Frisco trackage. It includes going through the Winslow tunnel. The date would probably be in October on a weekend not to conflict with Razorback football. Cost would be about \$30 per person, which includes the bus from North Little Rock to Springdale. (The return bus would leave from Chester). This trip is LIMITED TO 50, the capacity of the rail coach, so sign up early (there were already 30 signed up at the end of the May 15 meeting). Contact Bill Church, 753-4582 if interested.

☆☆☆ PROGRAM ☆☆☆

The June meeting of the Club will be held Sunday, June 12 at 2:00 PM in the Twin City Bank Building on Main Street in North Little Rock. The program will be given by Ferdi Fernandez, retired EMD sales representative in the Little Rock area.

SHOW & SALE results: 42 tables sold, 564 people through the door, total profit for the club \$459.43.

ARGENTA DEPOT (former Rock Island depot in North Little Rock) was recently given to the city by current owners Union Pacific. It was brought up that the Club might start collecting money to help renovate this structure. More details after the June meeting.

(CLUB HAPPENINGS continued on page 7)

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

SPECIAL TRAIN ORDER

No. 331 *Levittown 9/21 1887*

To Conductor & Engineer *Eng 232 Keener*

*Run west to Garden
avoiding regular trains meet
No 22 Eng 211 at Alexander
meet No 2 Eng 226 at Dutton*

*No 17 and No 18 today
are abandoned*

② R.H.C

Ballantine

*Coyne. 2:34pm
R.H.C*

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

SPECIAL TRAIN ORDER

No. 121 *Levittown Sept 24 1887*

To Conductor & Engineer *No 3 Little Rock Keener*

*No 12 Eng 227 Pass until
2:45 pm to make Ensign
for No 3 Eng 201*

② R.H.C

Whitehead

*2:20 pm
R.H.C*

Seymour

Early Iron Mountain train orders from over a century ago (1887). Orders were signed by engineer and conductor. One of the engineers is famous Charles Seymour and the other was equally famous Billy Coyne. (W.M. ADAMS collection)

THE GOOD BOOK

by: W. M. "Mike" Adams

A century and a half ago the more astute operators of what few fledging railways existed in the USA realized that to maintain service they were going to have to operate two opposing trains on the same track. This brought up the little problem, known then as now, of the rights of trains.

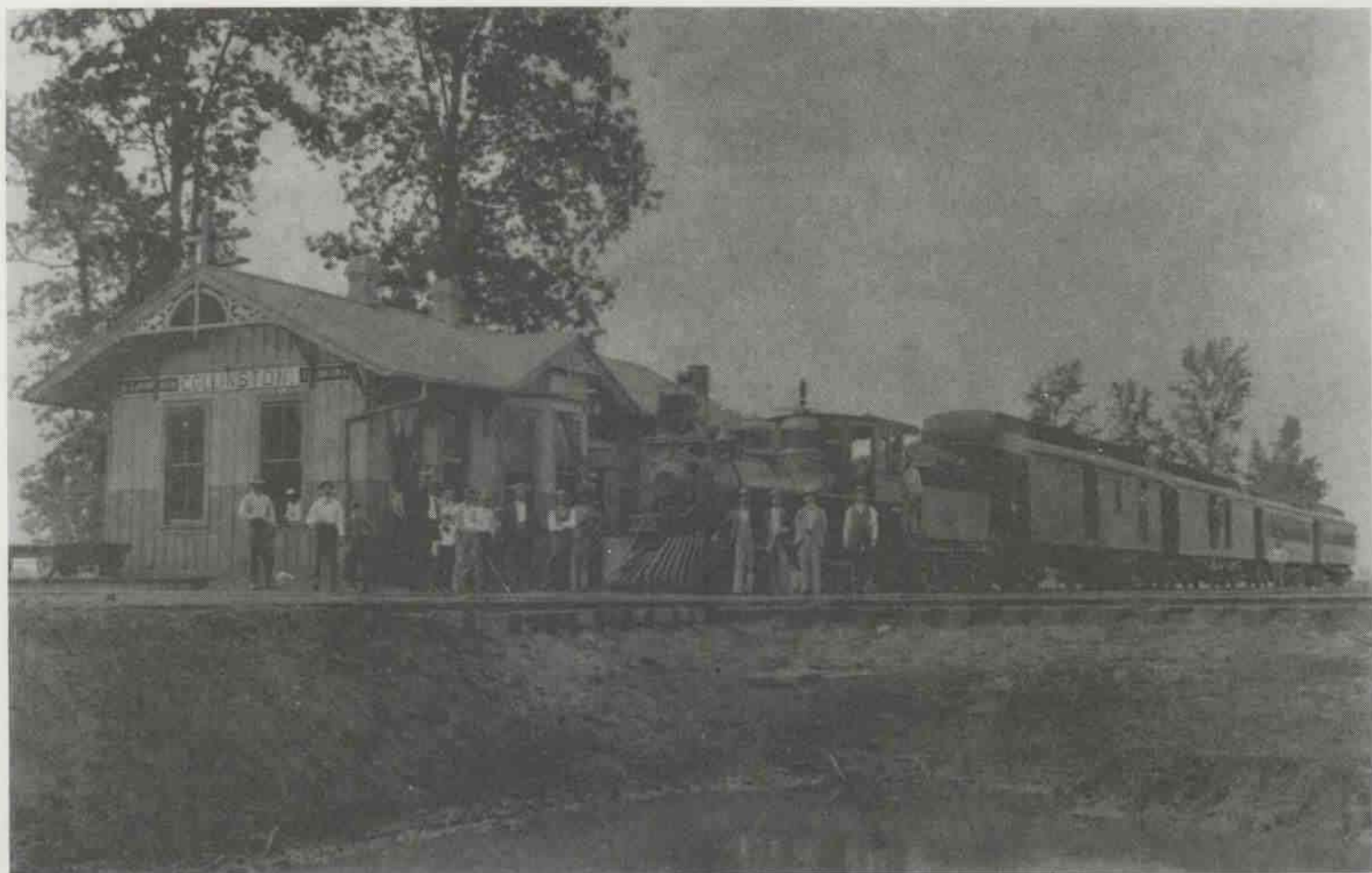
Now certain tales have drifted down from this manly era to the effect that the first time a meet was made between opposing trains, the conductors engaged in fisticuffs to determine just which train would hold the main track. Each railroad had their own ways of handling train operations and all of them finally developed their own system of timetable usage. Certain instructions that seemed to be repeated daily were incorporated into the timetables and it was then realized that many of these instructions were so general and far reaching that they were incorporated into a rudimentary "rule book" which became the bible of the masters of trains, i.e., the trainmaster.

It is well to remember that at the time of the early development of the railroads, communication as we know it today was extremely primitive. Supposing that one or two opposing trains scheduled

to meet at Podunk Corners was late. The other train, which we are supposing is on time, could not advance beyond Podunk Corners until the arrival of the late train. This might be several hours - even days! Then, in 1851, an enterprising superintendent on the old ERIE named Minot advanced a train one day using the telegraph system to send a message to the delayed train and held it at a meeting point not specified in the timetable. Voila! Your train dispatcher (or despatcher in those days) was born. And like the ubiquitous trainmaster, is still around in one form or another.

Use of telegraphic train orders called for a whole new set of rules and regulations to be put in the "book" and they began to grow both in importance and size. Each road had their own rules and methods of disseminating them. On the old Missouri Pacific in the early 1880's their "book of rules" was printed on the reverse side of the timetable, a single page document about the size of a bed sheet.

In those carefree days a century ago the brakemen and firemen did not even have to be able to read and write. It was evidence of their desire to be promoted if they learned to do this. As a matter of fact, except in passenger service,



Iron Mountain station and train at Collinston, Louisiana, early 1890's. Early type of train order signal visible over the "bay" window. (The author has one of these in his collection from the depot in Amity, Arkansas). Engine 627 was built by Mason Locomotive in November 1880 as No. 12 "The Monticello" for the Little Rock, Mississippi River & Texas. Later numbered to St Louis, Iron Mountain & Southern #627 January 1887 and St Louis, Iron Mountain & Southern-Missouri Pacific #8820 in December 1905. (W.M. ADAMS collection)

the brakemen did not even have to wear shoes! Brakemen were not even permitted to handle main track switches - this was the sole duty of the skipper.

It became obvious to the managers of the rail lines that as the nation continued to grow and rail lines were built up every river valley, something was going to have to be done. And it was. One of the biggest and most confusing aspects of rail operations and travel a century ago was the multiplicity of times used from coast to coast. In the early 1880's an organization known as the GENERAL TIME CONVENTION was formed to develop and institute a common time scheme for all lines in all sections of the country.

On November 18, 1883, trains began operating on this new "standard time" and soon most of the rest of the nation was using it. It was to be many years, however, before Congress got around to passing a Standard Time Act. This occurred on March 19, 1918. The General Time Convention stayed on the job and in 1889 adopted the first STANDARD CODE known as the "Uniform Train Rules and Rules for the Movement of Trains by Telegraphic Orders." This represented the accumulated knowledge of the best operating department minds in the industry. Out of this General Time Convention grew the present day Association of American Railroads.

Most of the railroads quickly took up the general provisions of the Standard Code and re-wrote their "good books" to conform. This put shoes on the brakemen and forced him to learn to read. However, this did not solve all the problems of the various roads in their train operations. There were just too many differences from line to line and place to place and the rules had to constantly change to take these differences into account. Most large roads eventually established a rules committee headed up by a RULES EXAMINER.

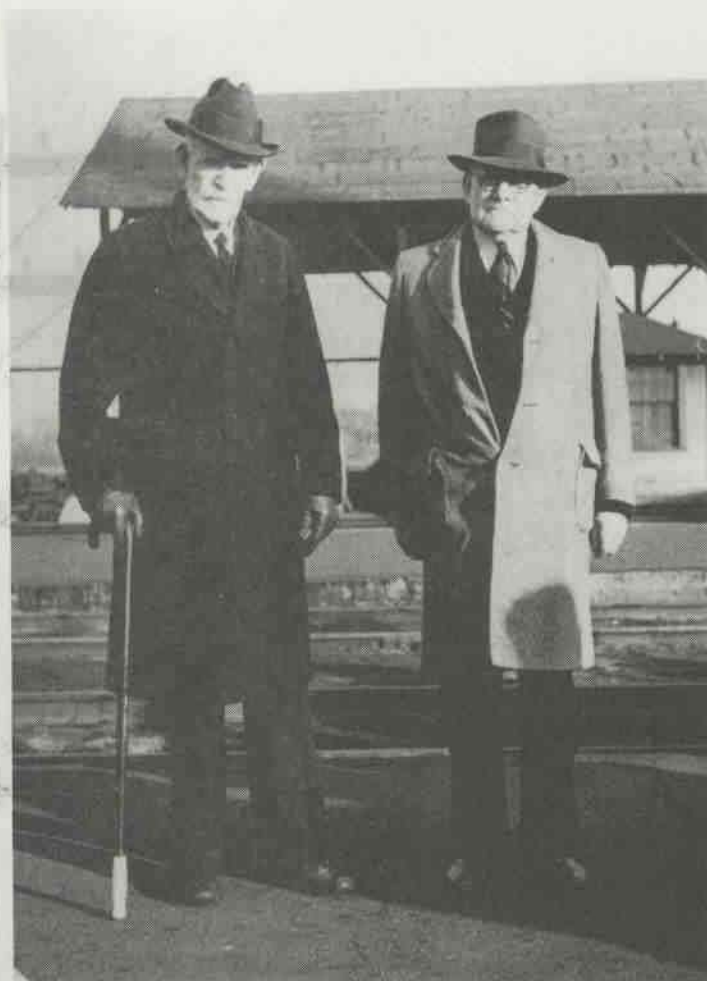
The rules examiners word was law and it was his job to see that all operating officers had the same interpretation and understanding of the rules. On the Missouri Pacific thirty or forty years ago they called their man the OPERATING RULES EXAMINER and when I was a struggling young trainmaster this bully was a tough old codger named F. O. Garrett, Sr. He had his own "rules car" fitted up with training aids helpful in discussing the rules and he made an annual trip on each division and examined all operating officers with special attention payed to trainmasters and road foreman of engines. It was their duty to see that every two years each operating employee was "quizzed" on the book of rules. The officers got a whole lot more than a "quiz" from FOG - they got the works, a whole day and part of a night and if one showed any slackness you

got a return trip. The first thing you learned to do was not to argue with the examiner - under any circumstances. HE WAS RIGHT!

Over 80 years ago the late Harry W. Forman, Assistant to the General Manager of the Western Pacific Railroad wrote and had published a book entitled "RIGHTS OF TRAINS". This book soon became a veritable bible to operating officials nationwide. In 1954 the book was completely revised by the late Peter Josserand. Pete was a chief dispatcher on the Western Pacific and had worked on the old International and Great Northern portion of the Missouri Pacific in Texas for some years. Pete was widely known for his expertise on the "good book" and wrote many stories for the old RAILROAD MAGAZINE, mostly about the rules. I was lucky enough to secure a copy of his book when I was a TM on the old I-GN. He sent it to me through a mutual friend at Palestine, Texas, the late A. R. "Red" Taber, a longtime train dispatcher. It was and is very interesting reading and well worth looking for in any railroadiana sale.

The general structure of the standard and/or uniform code of operating rules as promulgated by the 1889 convention are still in use today. In 1950 F. O. Garrett, Sr., and several operating officers on the Missouri Pacific, Cotton Belt and Rock Island re-wrote their books and greatly simplified them in their UNIFORM CODE. This book has also been changed to keep up to date with the constantly improving communications, improved signaling and increased speeds. The latest rule book of the Union Pacific, effective April 28, 1985, is entitled GENERAL CODE OF OPERATING RULES and is not a bound book but has been worked up in loose-leaf form. In spite of time and distance it still follows the initial endeavor of the General Time Convention.

XXX



Charles Seymour (left) and T.P. Homard. These two old-timers go all the way back to the Cairo and Fulton! Seymour operated the first train (work train) with Engine 20, the JESSE LYON over the Baring Cross Bridge on December 20, 1873. (Photo taken in 1940 from the W.A. Anderson collection given the RAILROADER by W.M. Adams)



Missouri Pacific Train 232 (The "Southern Scenic") making station stop at Cricket, Arkansas. Train order signal in clear position. As soon as train leaves station the operator will drop the board behind the train and hold it there for ten minutes. Cricket Tunnel to rear of train and Crest Tunnel ahead. (1940s photo by E.G. Baker from the J.G. Collias collection) (Another photo on next page)



Missouri Pacific Train 261 approaching station at Branson, Missouri on the old White River Division. Train order signal in STOP position for this train indicating orders on hand. Engine 1522, a heavy booster-equipped 2-8-2, is road engine with 1230, light 2-8-2 as helper. This is the foot of the hill and White River is to the left. Soon after leaving station they hit a ten mile 1% pull to the Arkansas state line near Crest Tunnel. Late 1940s. (J.G. Collias collection)

END

The following was taken from the September 1987 NRHS NEWS and is a reprint of an article from the PHILADELPHIA INQUIRER:

"There's something about sleeping on a train, or trying to sleep on a train, that doesn't bother you the way sleeping, or trying to sleep, on a plane bothers you. You can sleep lying down on a train, for instance. You can actually get under the covers and snuggle with your pillow as you watch Pittsburgh float by. And there's something about things that go bump in the night on a train that doesn't scare you to death the way they would on a plane. If you experienced the kind of turbulence on a commercial flight that is routine on a train trip, you'd be reaching for your parachute and uttering Hail Marys. A train will pitch and lurch and clang and bang and shake, rattle and roll like a large kitchen appliance doing the momba. But it's all somehow..."charming".

*Clocks are made by men...God creates time.
No man can prolong his allotted hours...he can only live them to the fullest.*

(From the Twilight Zone episode: "Ninety Years Without Slumbering" - heard by your editor)

SHORTLINE RAILROADS OF ARKANSAS by Clifton E. Hull, has been reprinted and is available from the University of Arkansas Press Order Department, University Publishing Associates, 4720 Boston Way, Lanham, MD 20706. Price is \$24.75 + \$2.00 postage. You might find it or order it from local bookstores also.

ARKANSAS RAIL NEWS

KANSAS CITY SOUTHERN RAIL HISTORICAL SOCIETY TO MEET - (Mena) - One of largest collections of railroad photographs ever to be displayed in Mena, Arkansas will be open to the public Saturday, June 18, 1988 during the KCS Historical Society's seventh annual meeting. The display will be held at the restored Mena KCS depot from 9:30 AM to 3:30 PM. Free. General Chairman of this effort is Bill Bailey.

Of interest to KCS fans is another restored KCS depot turned into a museum. This one is in Grandview, Missouri and contains many antiques, including a restored Station Agent's office. It is open Fridays 1-4 PM and Saturdays 10 AM to 4 PM.

PROPOSED EXCURSION TRAIN BETWEEN FORT SMITH AND FAYETTEVILLE? - (Van Buren) - The proposed excursion train between Fort Smith and Fayetteville is getting closer and it might even be pulled by steam someday. The Fort Smith Chamber voted May 4 in favor of a proposal to consider the use of that city's park steam locomotive, ex-Frisco 4003, to pull the train, but a lot has to be done to make that a reality. There will be more details in the July RAILROADER.

LOCOMOTIVES SEEN IN PINE BLUFF - Rebuilt SD40-2 locomotives are coming through Pine Bluff on the Cotton Belt in May. They are painted blue-grey with orange trim and are numbered 13049-13058 and are headed to Mexico. Also in Pine Bluff in late April were EMD test units #7 and #8, blue with white trim.

COTTON BELT FACTS - (Pine Bluff) - The first of what is now the Cotton Belt began operating on October 1, 1877. Today, the busy, modern Cotton Belt operates up to 100 trains a day. Operations cover some 1500 miles of track. The Cotton Belt employs some 3500 people in nine states including Arkansas, Texas and Oklahoma.

"To give you some idea of the scope of our operations, Cotton Belt trains travel about 400,000 miles a month and provide about 1.9 billion gross ton-miles of service in the process. On any given day, we use about 150 diesel units to haul more than 7,000 freight cars through our territory," R.R. (Bob) McClanahan, superintendent at Pine Bluff, said. According to the Cotton Belt, the line is primarily a bridge-carrier - about 60 percent of the traffic originates and terminates on other lines.

Besides being a bridge-carrier, the Cotton Belt originates a large amount of traffic. The main products are rice, soybeans, lumber and beer. These products account for about 11 percent of some 435,000 carloads of freight that is moved yearly. Cotton Belt's Pine Bluff headquarters accounts for about 1,400 employees, Jim Johnson, public relations manager said. The annual payroll in Arkansas is \$60 million. (FORDYCE NEWS-ADVOCATE, April 20, 1988)

FORDYCE & PRINCETON RAILROAD STAYS BUSY - (Fordyce) - The Fordyce & Princeton Railroad has made much progress since it began operating on January 19, 1981 between Foreyce and Crossett. Each Monday through Saturday a train of about 50 cars leaves Fordyce bound for Crossett. On the 52-mile journey, the F&P hauls a variety of wood products. According to Bob McManus, F&P General Manager, about 30 loaded cars and 20 empty ones make the journey to Crossett. The empty ones are loaded in Crossett with finished wood and paper products.

The round trip takes 8 or 9 hours, McManus said. A switcher is on duty all day. Of the 22 employees, 14 are track men, 4 are train men and 4 work in the office. More than 300 freight cars and three modern locomotives are owned by the F&P. In recent years, the railroad has installed 50,000 new crossties and put out 900 carloads of ballast. Most of the line is continuous-welded rail. (More on next page)

In 1981, the F&P leased and then purchased the 52-mile section of track from the old Rock Island. After the purchase the F&P rehabilitated the lines and also turned the old Rock Island depot in Fordyce into the F&P offices (Fordyce also still has the original Cotton Belt depot). The Rock Island went bankrupt in 1980, ending 73 years of service through Fordyce. The old F&P Railroad began as a logging line in 1890. (FORDYCE NEWS-ADVOCATE, April 20, 1988)

UNION PACIFIC SEEKING TO ABANDON CLARKSVILLE SPUR - (Clarksville) - UP has announced it intends to file an application permitting it to abandon and discontinue service on a line of railroad known as the Clarksville branch. At present, the 8.8 mile spur serves Eureka Brick and Tile Company, Greenville Tube, Synergy Gas and Woodard's Recycling. The reasons given are that the traffic level on the line is low and declining.

Eureka Brick and Tile Company shipped 30-50 carloads per year on the line, Greenville Tube received 3-4 shipments of lumber a year, Synergy receives one rail shipment each month during the winter and Woodard's Recycling does not use the line. Clarksville Mayor Marvin Vinson stated he thinks the rail spur is a thing of the past. "I don't think there is anything we can do to keep the spur open." Union Pacific intends to file the application with the ICC May 20. If no opposition is stated, the ICC will grant the abandonment by June 20. The spur will be available for sale for continued rail use. (CHARLESTON EXPRESS, May 4)

WARREN & SALINE RIVER RR DOING WELL - (Warren) - The W&SR just might be one of the more profitable businesses functioning these days in Bradley County. There's a base reason for this: under ICC rulings, originating shippers on the railroad get a large hunk of the freight revenue...even if they haul loaded railroad cars only a mile, as does the W&SR. W&SR's money-making run is the mile stretch from the Southern plant of Potlatch Corp., where scores of cars of wood chips are loaded weekly, to downtown Warren, where they are turned over to Union Pacific for shipment to Potlatch's mill at Cypress Bend. (Warren EAGLE DEMOCRAT, May 4)

GROUP MAY TRY TO SAVE STATION - (Texarkana) - In the next few months, a Leadership Texarkana Alumni Association committee will conduct a feasibility study on renovating Texarkana's old Union Station. It will search for ways to raise money to buy the building, which is owned by Security Savings. Reopening the station as a mall filled with restaurants and speciality shops could help revitalize the downtown area.

The station's floors are covered with pigeon droppings. Wooden door frames are scarred and chipped. Handrails in the stairways are gone or broken. Empty cans and bottles are strewn throughout the station. Graffiti covers the walls inside (one inscription warns against turning Union Station into "another ugly, stupid old people's mall"). So buying the station, valued at \$250,000, is only the start of the committee's worries. The east part of the station is currently used by Amtrak. (TEXARKANA GAZETTE, April 25)

UNION PACIFIC SCHEDULES TRACK IMPROVEMENTS - UP will spend about \$3.5 million on track improvements between Biddle and McGehee this year. The improvements, which began in February, include installing 70,000 ties and the addition of 91,300 tons of ballast to insure a stable road-bed. Also, as part of the project, 14 miles of track will be surfaced and lined using 8,400 tons of ballast. Work is scheduled for completion June 1. (PINE BLUFF COMMERCIAL)

"A pint cannot hold a quart...

if it holds the pint, it's doing the best it can."

(The robot "Vincent" from the movie "BLACK HOLE")

WORKING ON THE RAILROAD 50 YEARS - (North Little Rock) - Willard Howell now has 49 years of service to Union Pacific (nee Missouri Pacific). He has worked all those years in the North Little Rock shops and although the location has remained the same all these years, almost everything else has changed. Howell romanticizes the old steam engines and the old days of the railroad, but he says **NOW** are "the good old days."

Mr. Howell began working for the railroad October 6, 1938 as a messenger boy. He plans to retire almost exactly 51 years later - when he will be forced to retire October 3, 1989, his 70th birthday. Howell said he remembers walking by what is Karrott Street and seeing cows in the stock yards there. His salary in 1938 was 17 3/4 cents an hour.

"It don't seem like the railroad man wants to advertise his position as much as he used to," Howell said. There are lots of other things about past days he doesn't remember so fondly. "Back then, the sweat would run down into your shoes and slosh every time you took a step. And there wasn't any heat either," he said. "We had four pot-bellied stoves in this whole building (Jenks Shop) but also had 10 large doors big enough for a locomotive to go through open all the time. This is the good old days right now. We have central air and heat and I can look up at the ceiling and imagine I'm at Wal Mart."

He says that working conditions have improved for everyone, but particularly for his black co-workers. "Unitl '55, a black person could never get higher than a helper. I couldn't understand why you could have a black guy working right with you, his sweat dripping on you, and you tell him your family troubles and him tell you his, but then you couldn't go home on the streetcar together." "I've worked all this time with no reportable injury," he said. "When I first came here the trademark of a machinist was to have at least one finger missing."

Howell's father missed one day of work for illness during his 50 years, and his son has done the same thing. Even though he likes the romance of the steam engine and glamorizes the olden days a bit, Howell's practical enough to say that the diesel has enabled his work to get easier as he has gotten older and weaker. "I like to think back, though," he said. "I'm the type who can look back at a railroad bed and imagine the old engineer with his head hanging out spitting tobacco juice. There wasn't any air-conditioning on the passenger cars, and the conductor spent most of his time after he collected the tickets getting cinders out of kid's eyes. You had to shake out your clothes when you got off. The people over in Baring Cross -- every day and night their sheets would be covered with cinders and smoke."

"And whistles were part of it, too," he said. "We had a big steam whistle that blew for shift changes and you could hear it on Lake Conway fishing." "I don't want to retire," he said. "If I were in a doctor's office and he said, 'Mr. Howell, what can I do for you', I wouldn't know what to say."

Mr. Howell was recently honored as one of the three Union Pacific men with the longest length of service. (North Little Rock THE TIMES, April 28)

GENERAL RAIL NEWS

FIRST QUARTER EARNINGS - Southern Pacific on April 26 reported first quarter net income of \$17.7 million, up 79 percent from last year. Santa Fe Southern Pacific Corporation had first quarter net of 343.0 million compared with \$45.9 million in 1987. Burlington Northern had first quarter net of \$91.5 million compared with \$69.4 million in 1987. Union Pacific had first quarter net of \$138 million compared with \$138 million last year. And Conrail had first quarter net of \$48 million versus \$86 million in 1987. (SP UPDATE, April 26, 1988)

SP HEADLIGHT CONVERSIONS - Southern Pacific has decided to do away with the oscillating headlight. All units that require shopping at Pine Bluff, Los Angeles or Sacramento will have these lights removed. The area where the Gyalite was is being plated over. All these units will receive yellow beacons, affixed to the cab roof. (GULF COAST RAILROADING, April '88)

STEAM TRIP CANCELLED - (St. Louis) - The planned excursion behind steam engine 1522 (ex-Frisco) was cancelled May 19, put off until late summer. Reasons were increased costs of moving the passenger cars to St. Louis and some backers backed out in towns along the route. There was **NO** problem with the 1522 engine nor with insurance coverage. (Via telephone)

PROBE OF HERINGTON, KANSAS DEPOT RAZING - Kansas Attorney General Robert Stephan says he is looking for a legal way to force SP to rebuild the demolished Cotton Belt (ex-Rock Island) depot at Herington, Kansas. He said that the SSW appeared to have violated local ordinances concerning deomolition of structures, which SSW denied. (SP UPDATE)

MEMPHIS BRIDGE HISTORICAL - The Memphis bridge across the Mississippi has been designated a National Historic Civil Engineering Landmark. Built in 1892, it was the third longest railroad bridge in the world and was unique for its three spans. The bridge is still used today by the Burlington Northern. (NATIONAL RAILWAY BULLETIN)

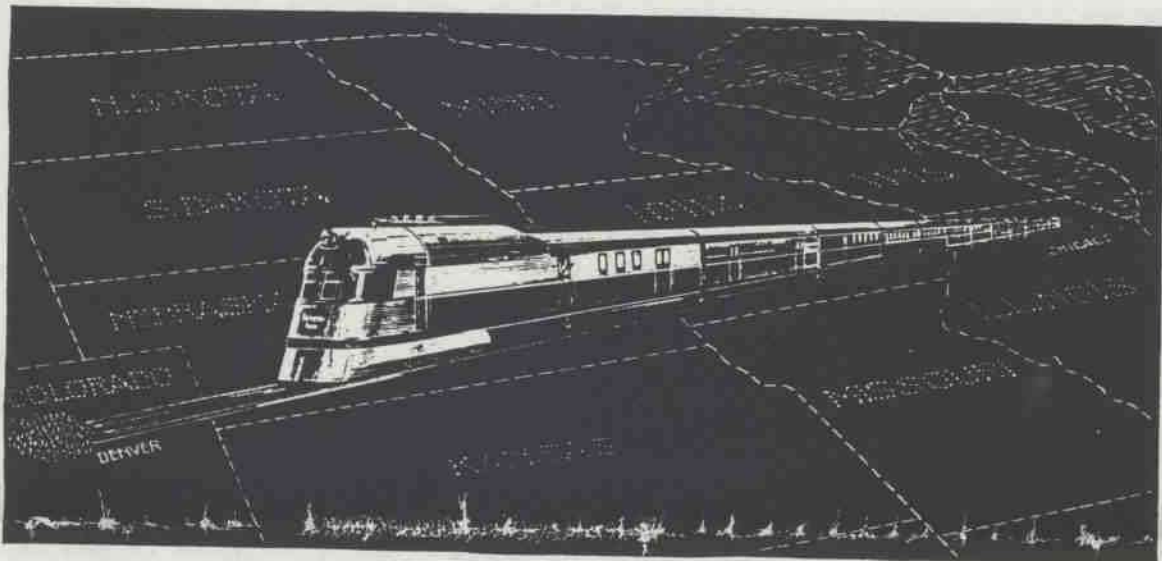
NEW CENTERBEAM CARS ON UP - Three hundred new centerbeam flatcars are being delivered to Union Pacific for use in meeting growing demand for lumber. UP has invested \$13.5 million in the new flats. UP's order is for 120 sixty-foot cars and 180 seventy-three footers. (INFO, April '88)

NEWS updated through May 19. Projected mailing date May 31 (or 26).

"You can't tell which way the train went just by looking at the tracks."

(GULF COAST RAILROADING)

"AMERICA'S DISTINCTIVE TRAINS"



The NEW Denver Zephyr[★]

**STREAMLINED
DIESEL-POWERED
BUILT OF STAINLESS STEEL**

★ Ready in November

The peak of travel luxury and speed . . . two new 12-car Denver Zephyrs soon will be ready for Chicago-Denver service. Entirely new in every detail and built especially for overnight service between the Great Lakes and the Rockies, these beautiful trains embody the most advanced ideas yet developed for passenger comfort, convenience and safety.

Latest members of the most illustrious train family in the world, they follow the famous Zephyr tradition of streamline perfection, effortless high speed and accommodation refinements. Their wider-than-standard equipment includes full-size Pullman-operated sleeping cars built specially for these trains, with draw-

ing room, compartments, sections, and single and double bedrooms. There is a lovely full-length dining car—spacious solarium observation car with club service—unique cocktail lounge—commodious chair cars with reclining and rotating seats—all air conditioned, of course. Radios (some for private room use), 110-volt A.C. outlets for personal electrical appliances, hostess, and many other attractive innovations.

Brilliant, graceful, dynamic . . . the new Denver Zephyrs will save a full business day in each direction between Chicago and Denver while offering America the finest in modern travel—at no extra fare.

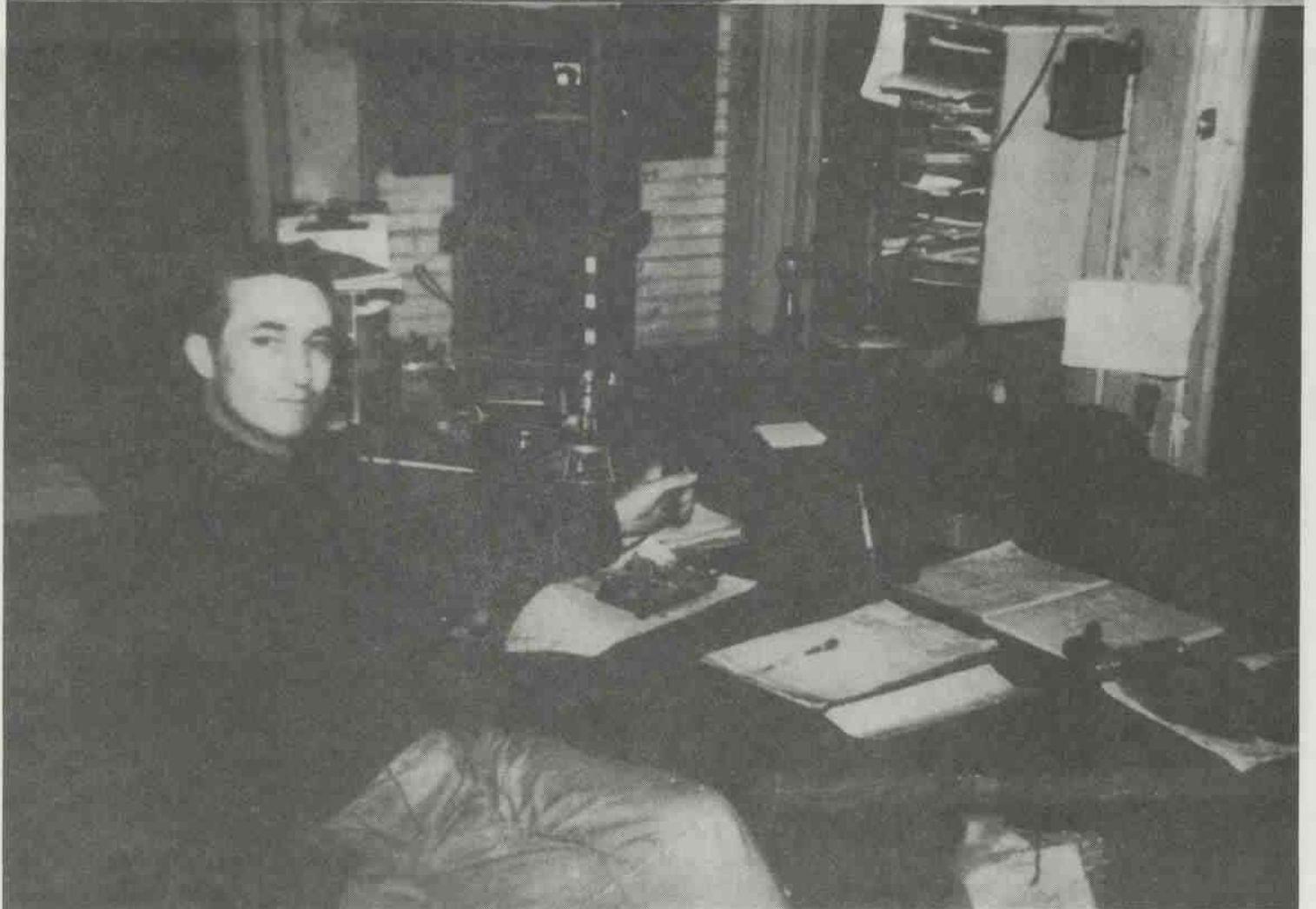


A. Cotsworth, Jr.
Passenger Traffic Mgr.
547 W. Jackson, Chicago

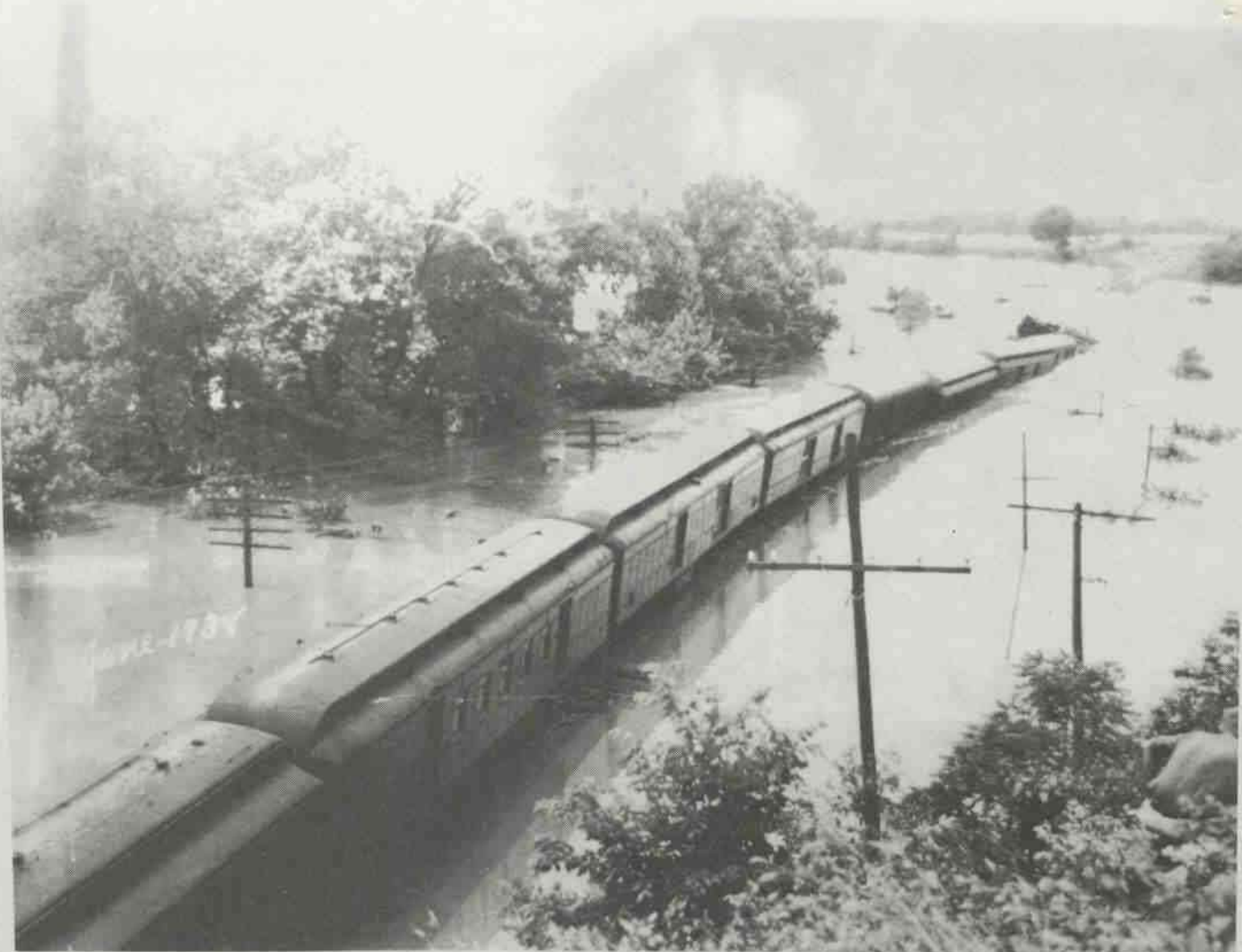
WESTBOUND		EASTBOUND	
16 hours—1034 miles		15 hrs. 50 min.—1039 miles	
Lv. Chicago (CST)	5:30 PM	Lv. Denver	4:00 PM
Ar. Denver	8:30 AM	Ar. Chicago (CST)	8:50 AM

These luxurious new 12-car trains will replace the swift 3-car Advance Denver Zephyrs, famous for their amazing record since first they inaugurated high-speed overnight service between Chicago and Denver. On these smaller Zephyrs, coach accommodations only, economy meals, free pillows, hostess . . . no extra fare, no Pullman fare.

(Thanks to Jim Bennett)



TOP - Leverman/telegrapher Lynn N. "Buddy" Gaines, SR at SSW-RI interlocking tower in Fordyce ("FY") Arkansas in World War II 1943. He is shown handing up train orders to a northbound train. Note SSW's train order semaphore pole w/ladder. Disc shaped object middle of engine is platform light (limited to 15 watt-bulb during the "depression-era" of the 1930s). Prior to this time cane hoops were physically handed up, rather than the modern strings in hoop as seen in photo. Note metal signal "flag" with holes in it, indicating this train either carrying signals for following sections or running EXTRA. **BOTTOM** - Mr. Gaines, SR in the interlocking tower in Fordyce about 1945 after CTC in effect. Note above operators head lightning arrester fuses. Light in window turned on if Rock Island "Redball" No. 93 was to pick up at Fordyce. (MULLENS COLLECTION of L. Gaines, JR)



TOP - June 11, 1938 at 3:02 A.M. near Bailey, Missouri, MP 33, Missouri Pacific Train #7. Photo taken by Miss Minnie Miller, then the manager of a newstand in Poplar Bluff, Missouri the day after the washout. **BOTTOM** - Same accident except on the other side... showing engine turned over. There are no more facts regarding this accident. (Photos furnished by Bill Church)



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 \$9.00 additional per year (total payment for Arkansas residents \$19.00).

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)

WELCOME ABOARD!!!

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

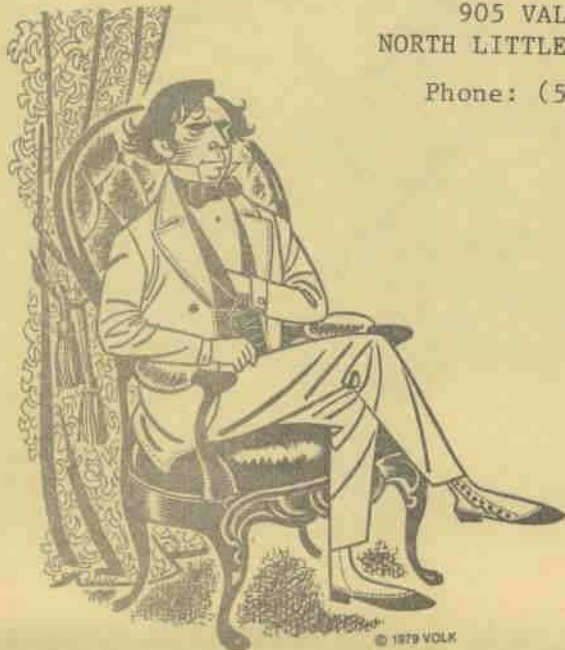
The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order 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 to all members automatically.

If you'd 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/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 (including stories, pictures, diagrams, news, address changes, etc.):

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



HAPPY FATHER'S DAY!

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

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MEETING NOTICE INSIDE

Kenneth Ziegenbein
905 Valerie Drive
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JUNE 1988