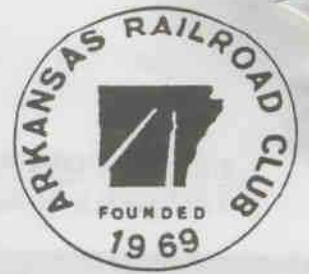




# ARKANSAS RAILROADER



VOLUME 24 NUMBER 3

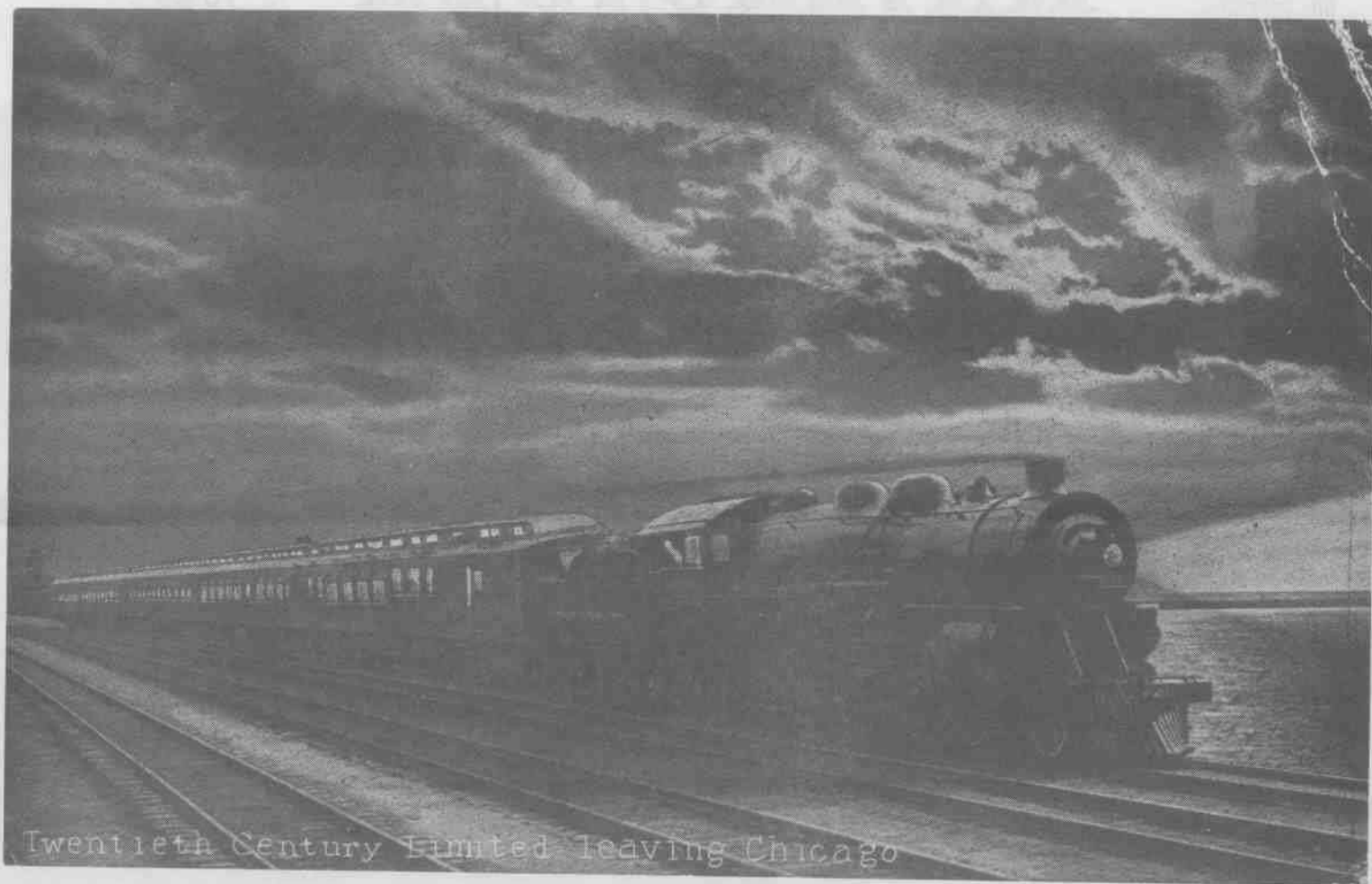
MARCH 1993

LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY



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**FRONT COVER** - Sam Hull at left, father of Gene Hull, North Little Rock, Arkansas about 1922 with a Missouri Pacific switch engine crew. (*Gene Hull collection*)



Postcard was mailed at 11 pm, June 25, 1915 from Chicago. (*Ken Ziegenbein collection*)



*I was born in the roundhouse in the middle of the wye  
And the rumble of a redball freight was my first lullaby  
The mattress of my baby crib was stuffed with oil soaked waste  
And my teething ring was a steam valve spring with an oily coal smoke taste*

(Photo above, unknown location, from Gene Hull - poem signed by Russ Mercer, sent in by Gene Hull)



## THE PALACE POSTAL CAR

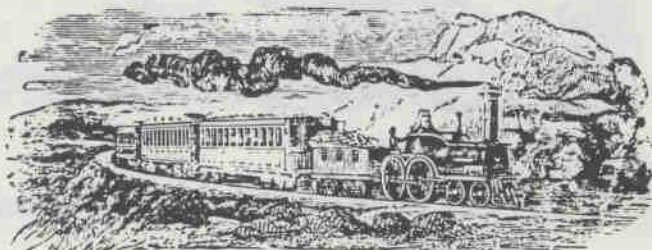
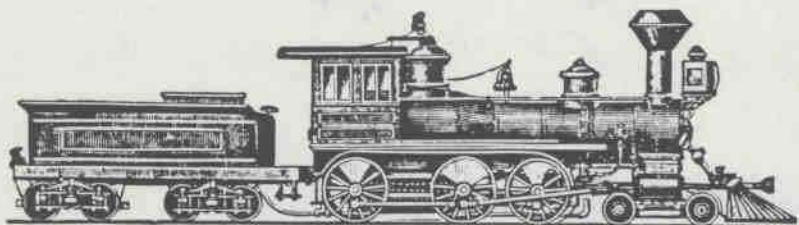
by: Gene Hull

That devastating debacle called the Civil War finally was over. The staggering, debilitated nation was wounded and bleeding, but was desperately trying to suture the wounds and save its life.

Weary, restless, hopeless, adventurous, criminal, greedy - people of all categories headed west. A vast, unknown, dangerous, beautiful land lay beyond the great Mississippi River. Far to the west lay a land of golden promise, its sandy shores washed by the sun-spangled waters of the Pacific (peaceful) Ocean. A pacific, peaceful land was a prize worthy of any effort. Many thousands survived the long trek, determinedly killing the copper-skinned people who dared resist their invasion.

The western land of promise was a paradise. A few stragglers stopped along the way. Even as wayward seeds fallen from the planter's pouch, they took root. Isolated spots of civilization survived and slowly grew. In order for the nation to survive, these isolated islands, the golden land of the west, and the root stock of the east and south must be joined to produce communications and continuity.

The great overland railway, a tenuous umbilical cord, was completed 10 May 1869 at Promontory, north of the Great Salt Lake. Communication with long unseen family and friends was a soul undying need. The pony express and stagecoach were a first and uncertain attempt to exchange the written word with loved ones possibly never to be seen again. These letters were a precious commodity. They were the white men's imponderable "talking leaves" to Sequoia and his Cherokee people.



It was fitting that these beloved missiles of news and extended love be trusted to the steam cars traveling the great road of iron rails. In our present world of instant communication world-wide, it is difficult, or perhaps impossible, for some to understand the priceless value that was placed upon these brief notes of imperfect language and misspelled words. The intuitive sense of love and remembrance seemed embodied in the very paper. It was perceptible to the very touch of the paper.

These were the understandable and unspoken feelings evoked by the phrase - UNITED STATES MAIL! Today we are poorer for their loss.

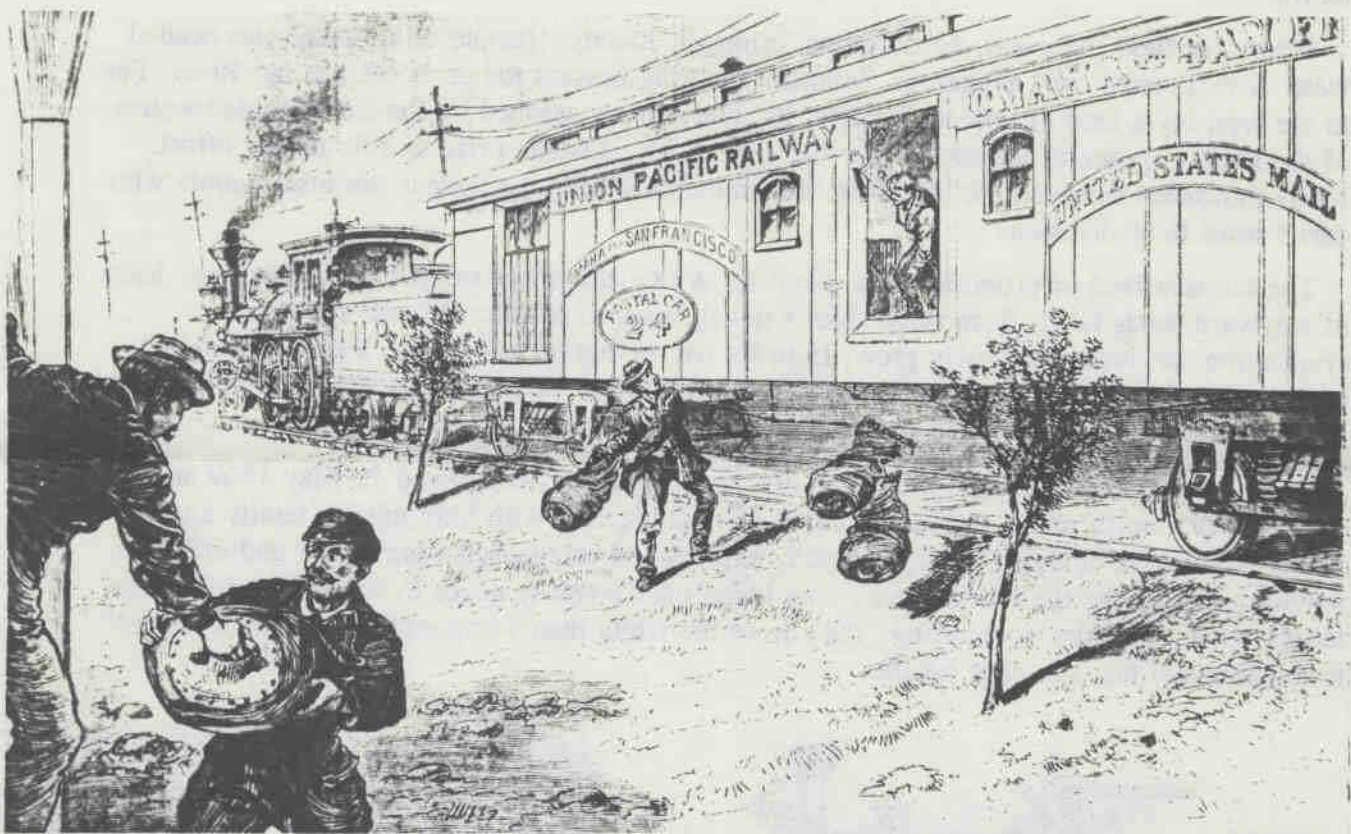
This was why, in those glory days of railroading a century ago, the first car behind the engine was the Railway Post Office. In the sanctity and security of this car rode the precious commodity - the U.S. Mail. Men actually risked, and often lost, their lives in the protection of the mail. It moved with "Certainty, Security and Celerity." On the Overland Route of the Union Pacific-Central Pacific railroad the mail played an especially important role in the lives of the people along the way.

Some of the rolling postoffices were things of beauty. One such car belonged to the Union Pacific. The company had its sister road, the Central Pacific, build the car at its shops in Sacramento, California. It ran between Ogden, Utah, and San Francisco on the C.P. Two representatives of the U.S. Postoffice Department supervised its construction.

It was a combination bedroom, parlor, dining room, kitchen and workroom. In one end were pigeonholes for packages and newspapers. These receptacles were labeled for each

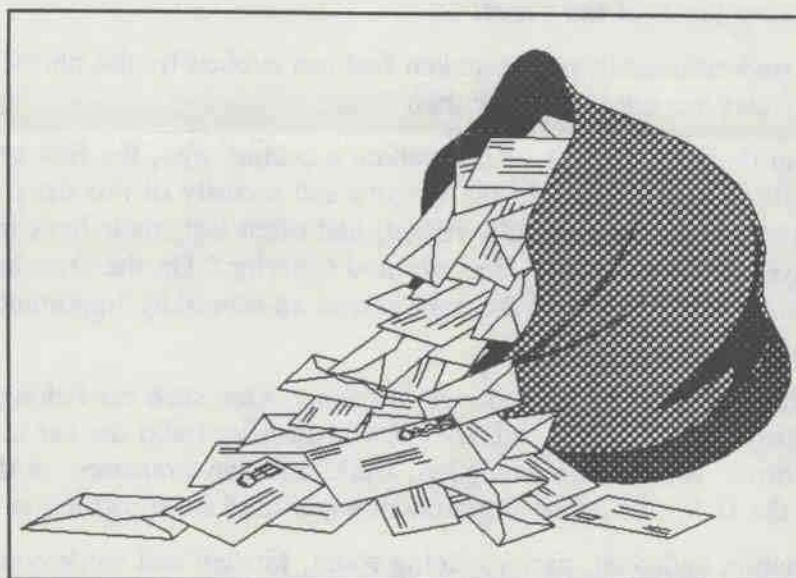


station on the run. Smaller compartments for letters were arranged at the other end, all with names of stations and connecting routes. The center portion of the car was devoted to an apartment for the clerks. There was a wardrobe, washstand, table, beds, chairs and other conveniences. If the clerks desired to cook, there were a stove and utensils.



*A Union Pacific Postal Palace Car exchanging mail in the Nevada desert. (Gene Hull collection)*

The arrival of a train at one of the little islands of humanity along the Overland Route was a time of excitement. It was a connection, even for a moment, with the rest of the country. Canvas bags of mail were quickly exchanged, and in a matter of minutes this tenuous connection with civilization was broken. The iron steed lunged away toward the far horizon, racing across the nation with a precious cargo - the United States Mail.





## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1993 OFFICERS OF THE ARKANSAS RAILROAD CLUB

**President** - John Hodkin, Jr.  
506 Gordon St  
N Little Rock AR 72117  
(501)-945-2128

**Vice-President** - Matt Ritchie  
PO Box 2893  
Russellville AR 72801  
(501)-967-6627

**Treasurer** - Dick Byrd  
12 Flintwood Dr  
Little Rock AR 72207  
(501)-225-7354

**Secretary** - Polly Hamilton  
**Board Tres** - 222 Pike  
Benton AR 72015  
(501)-776-3722

**National** - Dick Davis  
**NRHS Dir** PO Box 240  
Austin AR 72007-0240  
(501)-843-9658

**Editor** - Ken Ziegenbein  
905 Valerie Drive  
N Little Rock AR 72118  
(501)-758-1340

**Historian** - R. W. McGuire  
114 Rice St  
Little Rock AR 72205  
(501)-375-1738

**Board** - Robin Thomas '95  
10980 Rivercrest DR #26  
Little Rock AR 72212-1412  
(501)-225-1952

**Board** - Stanley Wozencraft '94  
PO Box 1938  
Little Rock AR 72203  
(501)-664-3301

**Board** - Peter Smykla '96  
2800 West 37th  
Pine Bluff AR 71603  
(501)-535-4724

**Board** - Clifton E. Hull '93  
3507 E Washington, #31  
N Little Rock AR 72114  
(501)-945-5556

**Board** - Tom Shircliff '97  
129 Jessica Dr  
Sherwood AR 72120-3429  
(501)-834-4914



## P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, MARCH 14 at the usual place, the Twin City Bank in North Little Rock on Main Street. We meet on the third floor. This month's program will be given by JOHN HODKIN, Jr. and will be a video on "Excursions to the 30s." We will also be discussing the upcoming NRHS Board of Director's meeting in Little Rock March 26-28 AND our Show and Sale May 1.

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

- 1) Photos must be 3½" x 5" or 4" x 6" or 5" x 7" or 8" x 10", color or black & white (calendar will be printed in black & white, however)
- 2) Slides O.K., but we will have to have a print made of the slide before the half-tone can be made and would prefer that you have the print made from the slide yourself.
- 3) Photos/slides must be taken by yourself or a relative and we must have your permission to use the photo in the calendar. Photos must be taken in Arkansas.





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

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

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

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

## **HELP NEEDED** - We will need help for our May 1st Show &

Sale, including setting up tables, selling tickets, etc. If you can help, contact John Hodkin, Jr. at the address on the top of the previous page.

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

**DUES FOR 1993** - If you see a red "FINAL NOTICE" stamped next to your address on the front of the newsletter envelope, that means this is your **LAST RAILROADER** unless you send in your 1993 dues. No separate notices will be sent. I.D. cards will be mailed in March, hopefully. If you sent your dues to any address other than our PO Box 9151, I may not have it yet, since our treasurer Dick Byrd has been out of town for several weeks. Please, from now on, send all dues to our club address. Thanks.

**MEMBERSHIP LIST TO BE PRINTED** - The April *RAILROADER* will contain our annual listing of currently active members. If you do NOT want your name or address printed or if you do NOT want your phone number included, please let me know by MARCH 15th. Otherwise, you will be included in the list, along with your phone number, if we have one for you. Also, if you want to be included in this list and have not yet paid your 1993 dues by March 15, you will not be included. Thanks.

**BILL CHURCH UPDATE** - As of February 22, Bill Church was at the Sherwood Rehabilitation Center in Sherwood. His throat was **NOT** paralyzed as they had earlier feared. He can talk somewhat and can stand, but not walk. Apparently, his memory is good. He can have **NO** visitors. The therapy will continue for at least 6-8 weeks. Lets all hope for his return to good health. Please remember **NOT** to call him if you want information on our show and sale. The Church's address is: 5619 Bel Caro Place, North Little Rock AR 72118.

**DON STEVENS LETTER** - The letter on the next page from Don Stevens is reprinted as received. Let's all wish and pray for the best for him at this trying time:





Sunday, Feb 7th

Dear Ken Ziegenbein,

This message is from Don Stevens, and exclusively about my beloved wife, Dot. It is the *saddest* message I've ever written. (Naomi Hull asked that I keep the club informed about her progress.) *following her stroke on Nov 2th.*

On January 28th Dot began refusing food and water. Then, last Monday, a blood sample revealed blood disorders and internal bleeding. A phone call minutes later informed me an ambulance was en route, and that she was headed back to St. Joseph Hospital. By midweek the blood situation was rectified, with the hope she would now resume eating and drinking. However, as of this writing, she accepts only tiny amounts, no matter how persistent the nurses and I are in urging her onward with frequent offers each meal.

When I asked: "Honey, aren't you glad to be receiving this loving hospital care, etc. to make you well again? She sadly shook her head: "No." Then I asked: "Honey, by not eating and drinking, and by sleeping all the time, are you really giving up?" This time her head wagged "Yes.". The worst part of that is that *all* the professionals - medical, spiritual, nurses, aides, etc. - are all quite confident that "the real Dot" is 'talking', and that she means exactly what she is indicating. To a person, they say that her wishes *must* prevail. And the two boys and I, with monumentally heavy hearts, and only then after tearful consideration, whole hearted agree.

I sincerely hope that all who know and love her can bring themselves to understand, and finally to accept, her wishes not to live a severely circumscribed life. I feel that I have.

Sadly,

*Don Stevens*



**ROCK ISLAND INFO WANTED** - JOHN A. CAMERON, 835 State Street, Adrian MI 49221 would like to know where he can get information on the Rock Island from El Dorado, Arkansas to Winnfield, Louisiana. Please write him at the above address.







**HAPPY BIRTHDAY** - Member E. S. Conkle of Aiken, South Carolina celebrated his 88th birthday on January 17, 1992. He's still driving his car.

**TOM SHOOK RETIRES**- On February 16, 1993, TOM SHOOK, a charter member of the Arkansas Railroad Club, retired from the Pine Bluff Arsenal. Tom was given a huge party, which was attended by Senator David Pryor, Arkansas Governor Jim Guy Tucker, and Congressman Ray Thornton. Congressman Thornton presented Tom with the flag which flew over the nation's capitol that day. Tom had a total of 43 years of Federal service, and now plans to become **EVEN MORE** active in our club's activities. Congratulations!!

**KODAK MAILERS** - In case anyone cares, Kroger supermarkets, at least in the Little Rock area, are now carrying Kodak mailers at discounted prices. You put your film in these mailers at the photo desk, like you would Kroger's own mailers, and leave them at the store. You pick up your prints, slides, enlargements, etc. at the same store 7 to 10 days later. This reduces the risk of losing your film in the mail. I don't know where Kroger sends the Kodak film to, either Dallas or New York, but Kodalux does the processing. May be worth checking out.

**RARE MILEAGE TRIP** - Received a notice of rare-mileage trips aboard a private rail car between Dallas and Texarkana March 13 and 14, departing Dallas 8:00 am on the 13th, overnighing in Sherman on the 13th, arriving in Texarkana at 6:00 pm on March 14. This trip would run over the ex-Katy Dallas, Garland & Northeastern and ex-Missouri Pacific Texas & Northeastern Railroads. Cost would be \$695, including meals and two night's lodgings. If interested, contact High Iron Travel, PO Box 50116, Minneapolis MN 55405 or call 603-382-4515. The private car *Caritas* would be used.

**DON'T FORGET!** - We still need help at the NRHS Board of Director's Meeting at Little Rock March 26-28. Mainly we're interested in having someone do various running around. If you can help, contact Dick Davis at 501-843-9658.

### ARKANSAS RAIL NEWS

**NEW "TRACKS AHEAD" TO AIR** - AETN, the Arkansas Public Television Network, will air another new 13-part series on trains called "Tracks Ahead" beginning on Monday, March 8, at 2:30 pm. Let's all watch it (or tape it) and, if possible, make a contribution personally to AETN to thank them. Our club made a contribution a couple of years ago after talking them into airing the first 13-part series.

*Some people are like blisters - they don't show up until the work is done.*

**PARIS BRANCH NEWS** - A federal district judge refused in late January to rule on a the disputes between Union Pacific and the Fort Smith Railroad regarding the Paris Branch in western Arkansas. Judge Thomas Waters said the dispute, involving suits and countersuits between the two railroads, must be settled by the Interstate Commerce Commission. In mid-January, the Union Pacific filed for abandonment of the line and to contract with the D&R Railroad of Russellville to operate it. UP filed several suits in September 1992 alleging that the Fort Smith Railroad had not maintained the track to Class I standard. FSRR, on the other hand, said in another suit that the UP (legally the Missouri Pacific) had agreed to repair the track. There have been derailments on the line due to back track. Cost of restoring the track would be in the millions. (*PARIS EXPRESS, February 3, 1993 sent in by John Huck of Branch*)

**13-YEAR-OLD HOBO** - (Little Rock) - On January 13, a 13-year old boy was taken to Arkansas Children's Hospital in Little Rock after he was found on a freight car in sub-





freezing temperatures. Apparently, he had been riding all the way from Austin, Texas, on his way to President-elect Clinton's inauguration. He left a shelter for abused children in Austin and boarded the train at noon on January 12, arriving in Little Rock at 7 the next morning (pretty good time for a freight, right?). He was returned to Austin. (*Arkansas DEMOCRAT-GAZETTE, January 14 by Olivier Uyttebrouck*)

**UP CLOSING A LOCAL FACILITY** - (North Little Rock) - Union Pacific announced on January 29 that it will close its track maintenance equipment repair facilities in North Little Rock and transfer the 11 people to similar facilities in Fort Worth. The facility works on tampers and spike-driving machines. The Jenks Shop will not be affected. UP employed 1,799 in the Little Rock area and 2,554 in Arkansas as of January. (*Arkansas DEMOCRAT-GAZETTE, January 30, by Randy Tardy*)

**NEW CROSSING GATES** - (Kingsland) - The Cotton Belt crossing on Highway 97 in Kingsland got crossing gates in mid-February, one of two streets in the town having the gates. The Hwy 97 crossing is on a curve and several accidents have occurred there over the years (*CLEVELAND COUNTY HERALD, February 17*)

**NEW OZARK RAILROAD UPDATE** - (Little Rock) - L. D. Stordahl of Oak Grove, Arkansas has proposed to build a new rail line linking Branson, Missouri with Northwest Arkansas at a cost of \$883 million (as reported in a previous issue of the *Railroader*). On February 18, he asked the State Legislature for a \$60 million tax break along with permission to obtain land via the use of eminent domain. His Ozark Mountain Railroad would be headquartered in Oak Grove and branch out to Eureka Springs, Harrison and Branson, building 85 NEW miles of track.

It would be a tourist line, which he expects would make a huge profit. Not all agree. One legislator said it would only be an oversized amusement park ride. There is mounting opposition to the eminent domain issue. Stordahl's plan would build 8 tunnels, 3 major bridges and would span Table Rock Lake. (*Arkansas DEMOCRAT-GAZETTE, February 19, by Mick Normington*) -- *Editor's note...Like I said before, let's not schedule any railfan trips along this line anytime soon. I don't believe the project will get off the ground, mainly because of the environmental issues.*

**DON'T DO IT!** - (North Little Rock) - A North Little Rock man was seriously injured February 2 by a train while standing on the UP tracks at 22nd and Percy Machin Drive, allegedly using "sign language" that might have been obscene. The man was apparently drunk. He suffered broken legs, a broken collar bone and severe head injuries. His name was Warren A. Smith of North Little Rock. (*Arkansas DEMOCRAT-GAZETTE, February 4, 1993*)

**MIDLAND RAILROAD MAY ABANDON CARLISLE LINE** - (North Little Rock) - The Arkansas Midland Railroad Co., who bought four former Union Pacific branch lines in Arkansas, including the North Little Rock to Carlisle line of the former Rock Island (Sunbelt Line), no longer is accepting freight along the 32-mile branch between Carlisle and Galloway (close to North Little Rock). Pinsky Railroad Co. owns the Arkansas Midland. There is only one shipper on the line, and that is at its end in Carlisle.

Midland Railroad officials also discussed the possibility of a dinner train on one of its other lines, that between Hot Springs and Malvern. (*Arkansas DEMOCRAT-GAZETTE, February 11, 1993 by Randy Tardy*)

### GENERAL RAIL NEWS

**U.P. INVOLVED IN AIR TRAIN** - (Denver) - Air Train is a plan to provide express rail passenger service between downtown Denver and the new Denver airport. Maximum use would be made of existing Union Pacific tracks. On December 11, 1992, UP ran a special train on this line for city representatives. There is also a study going on to see how feasible it would be to have one central facility to house Amtrak, the ski train, intercity





bus, local and regional transit, taxi and airport shuttles. The rail route would be 29.3 miles long and would expect 4,500 to 7,500 riders per day by 1995. (*THE MAINLINE*, via Wayne Porter)

**EX-READER 1702** - (North Carolina) - Remember in 1985 when the Reader steam engine 1702 was hauled from Reader, Arkansas to Fremont, Nebraska as a tourist hauler? Well, the 2-8-0 is now at the Great Smoky Mountain Railway in North Carolina, happily puffing away. It has the reputation of being one of the loudest engines in captivity. This ex-Reader engine was overhauled by Diversified Rail Services after its purchase from Don Smeal, who bought it in 1985 for use on the new Fremont Railroad. It was last used at Fremont in the summer of 1990, and left for North Carolina in September 1991.

Meanwhile BARTON JENNINGS, our former club president now living in Knoxville, writes and said the 1702 is for sale from the Great Smoky Mountain Railway for \$350,000. Any takers? He also said that the New Georgia Railroad operation in Atlanta is now steamless and may shut down if it doesn't break even this year. (*THE MAINLINE*, Lincoln Railfans Club, January 1993, sent in by Wayne Porter)

**3985 NRHS CONVENTION TRIP** - (St. Louis) - The St. Louis Chapter, NRHS, will sponsor the Union Pacific excursions next summer to the NRHS convention in Chicago using the 3985. One leg of the trip will be July 17-19 from Kansas City to St. Louis to Chicago. The next leg will be Chicago-St. Louis-Kansas City on July 25-27. Contact the St. Louis chapter at 1139 Boland Place, St. Louis MO 63117 for more information.

**AC TRACTION LOCOMOTIVES WANTED** - On January 12, 1993, the Association of American Railroads issued, on behalf of member railroads, a request for proposals (RFP) for a test fleet of up to 26 alternating current (AC) traction locomotives. They would be compared with existing direct current engines on performance and pollution. The AAR wants to see if AC traction can be successful in freight railroads, like they've been in Europe. The AAR wants 5,000 horsepower engines. (*AAR press release*, sent in by T. L. Wilborn)

**SANTA FE/BN CRASH** - (Fairmont, Oklahoma) - A Burlington Northern train rammed into a Santa Fe train at the intersection of their two lines at Fairmont, Oklahoma on Sunday, February 21 in the morning in a dense fog. Apparently, the Santa Fe crew failed to see a red stop signal at the crossing in time, and tried to stop, but the engines went over the BN tracks before stopping. The BN then hit the Santa Fe engines at 40 mph, killing the SF conductor.

**FRISCO 4500 UPDATE** - (Owasso, Oklahoma) - An organization has been formed to restore the former Frisco 4500 steam engine to operating condition, now located in Owasso, Oklahoma. This engine once pulled the famous Frisco *Meteor* trains. If you'd like to join, memberships are \$25. Send to Friends of the 4500, PO Box 470331, Tulsa OK 74147-0311.. (*Information by Bill Bailey*)

**STEVE LEE TO SPEAK** - (Louisville, Kentucky) - On April 17, Steve Lee will speak at the annual banquet of the NRHS, Kentucky Railroad Museum in Louisville. Steve is the head of Union Pacific's steam program. Should you wish to attend this banquet, cost is \$16 to David Hayes, PO Box 382, Hardinsburg KY 40143. Steve Lee, meanwhile, was credited in the December 15 issue of *Flimsies* as saying that he envisions a UP steam excursion program which would divide the UP system into five or six geographical areas, visiting each area once every 5-6 years.

**UP INVENTORY MOVED** - Union Pacific is relocating its supply inventory from Omaha to North Little Rock at the Jenks Shops. The warehouse in North Little Rock will be expanded to hold 17,000 items and be 108,000 square feet in size. The supplies, like signal materials, will supply the eastern part of the railroad east of Laramie. (*FLIMSIES*)





**UP TO SPONSOR NETWORK** - Rending satellite time, UP is starting its own television network in order to communicate with 80 percent of its 29,000 employees live. The company will hold 50 broadcasts in 1993 and 100 in 1994, going to 53 cities. (OMAHA, *WORLD HERALD* via *FLIMSIES*, January 25)

**UP RENAMES PASSENGER CARS** - UP plans to rename two of its passenger cars. Baggage-recreation car *Western Lodge* is to become *KATY Flyer* and museum car *Western Star* is to become *Promontory*. (*FLIMSIES* by Bill Farmer)

Amtrak®



## AMTRAK NEWS

**WOMAN TAKES AMTRAK ENGINE** - A former Amtrak ticket agent who has been unable to collect a court award from Amtrak has taken the next best thing: Amtrak Engine 902. The engine was seized on January 12 by a deputy sheriff on behalf of Dolores Schneider of Agawam, Mass. She sued Amtrak after she was robbed and beaten as she walked to her car at the station in Hartford on January 26, 1986. She claimed Amtrak didn't provide enough security for employees at that time. She won a \$1.75 million settlement, and after Amtrak still didn't pay after a year, she seized the engine. The engine may be sold to pay her settlement. (*Arkansas DEMOCRAT-GAZETTE*, January 14, 1993)

**"GULF BREEZE" SAVED** - (Birmingham, Alabama) - On January 8, Governor Hunt of Alabama approved money which would keep Amtrak's "Gulf Breeze" running for one more year. This train runs from Birmingham to Mobile, Alabama and is partially supported by 403-B state funding. (*CINDERS FROM THE SMOKESTACK*, *Heart of Dixie Railroad Museum*)

**DEPOT BURNS** - (Albuquerque, New Mexico) - The former Santa Fe passenger depot at Albuquerque was totally destroyed by fire on January 4. Amtrak was using this depot for its "Southwest Chief" and so did countless others during the heyday of Santa Fe's "Super Chief." The portable car washer was not damaged. (*FLIMSIES*, January 14)

**AMTRAK'S PROFIT IN 1992** - After reading Amtrak's 1992 annual report, I found, as did *Passenger Train Journal* many years ago, that Amtrak's trains actually MAKE A PROFIT and Amtrak only loses money after overhead expenses, like taxes, marketing, etc. Every time you see an Amtrak train passing, that part of the Amtrak bureaucracy is what gives Amtrak its profits - TRAINS DON'T LOSE MONEY!. Here's the figures:

**TRANSPORTATION RELATED REVENUES FOR 1992 - \$1,195,568,000**

**EXPENSES RELATED TO TRAINS:**

Train Operations - \$462,050,000  
On-board services - \$171,224,000  
Station operations - \$134,690,000

**TOTAL TRAIN OPERATION EXPENSES FOR 1992 - \$767,964,000**

This would give Amtrak's train operations profits in 1992 of **\$427,604,000!**

Of course, the official bottom line had Amtrak losing \$711,780, but that included Maintenance of equipment, Maintenance of Way (which airlines get free via the Air Traffic Control System), Marketing and reservations, General Support, Taxes and insurance, Depreciation and amortization, General and Administrative, Special charges, Interest. How you keep the books is critical in these circumstances.

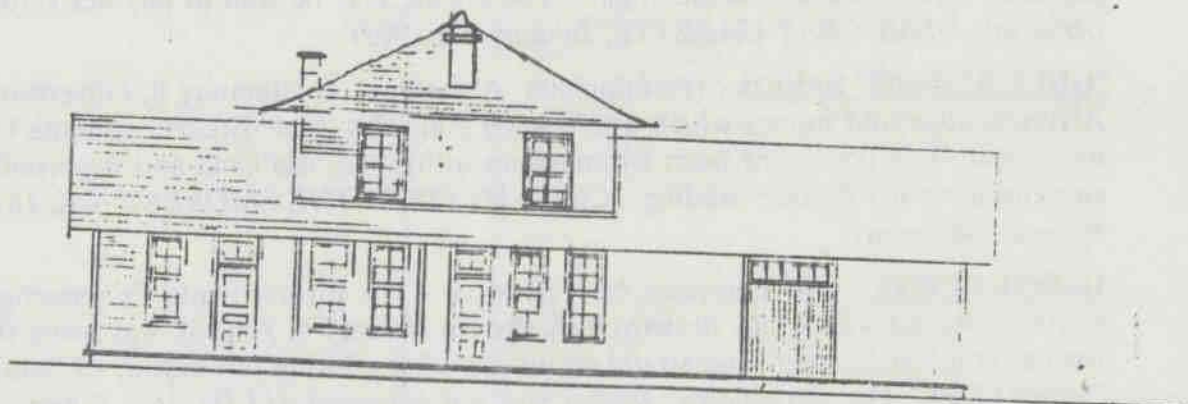
**NEWS UPDATED** through February 22. Mailed about March 1. Deadline for the April *Railroader* will be MARCH 15.



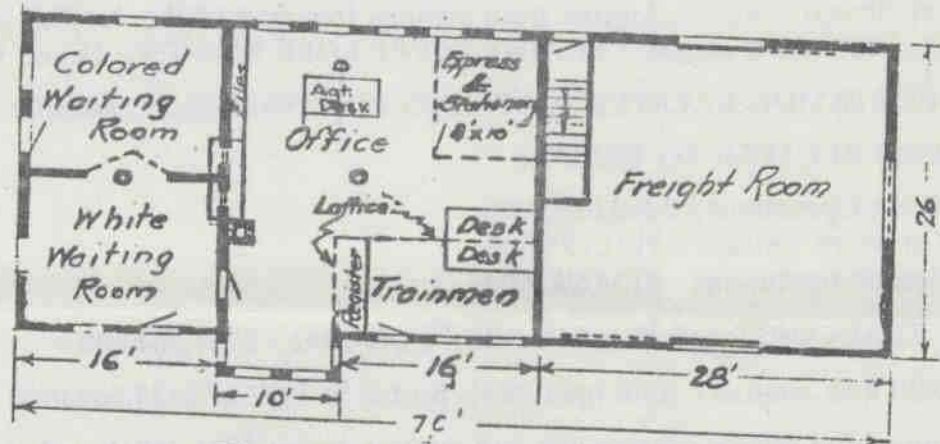


For your information, I use WordPerfect for Windows to do this newsletter, using a HP DeskJet 500 printer. I use WordPerfect to create the mailing labels, also, merging primary and secondary files. Of course, the format is chosen by myself, but there are no limits to paper sizes or fonts I could use. I chose the 8½ x 14 paper size because it lets me expand the newsletter to however big I want it. I don't like being constrained by certain formats/sizes. Its a restriction I don't put up with.

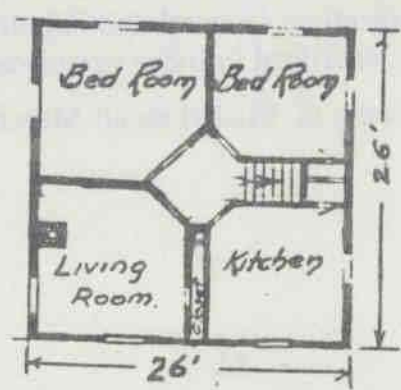
The following diagram was sent in by member DALE WALKER from St. Louis. It is a sketch of the proposed Lexa, Arkansas Missouri Pacific depot of June 8, 1914. Next month there will be a rundown of former President Bush's special trains sent in by Jim Bennett.



Front Elevation



Plan - First Story



Plan Second Story

Sketch  
Proposed Depot  
Lexa, Ark.  
Office Engr. Mot. W. Little Rock, Ark. Scale 1/16" = 1'  
June 8, 1914.

7-C-276



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

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

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

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

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



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

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

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### JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL       NEW MEMBER       CHANGE OF ADDRESS

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Make your checks out to the "Arkansas Railroad Club" and mail to:

ARKANSAS RAILROAD CLUB - Treasurer  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

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ARKANSAS RAILROAD CLUB  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

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

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



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

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MARCH 1993



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