



ARKANSAS RAILROADER



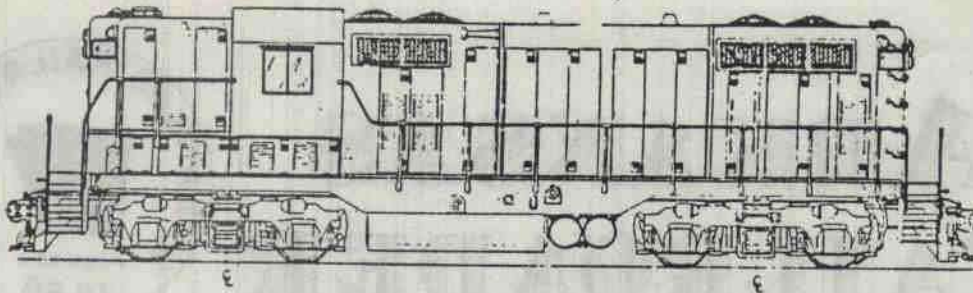
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 5

MAY 1989



MODERN-DAY F'S still run occasionally on the Kansas City Southern Railroad in this part of the country. Here, KCS F slug #4060 is seen on a KCS freight at Texmo Jct (Pineville), Louisiana, northbound about 4 PM on March 23, 1989. (Photo by Bill Vogt, sent in by Bart Jennings - the photo is a color Polaroid which your editor had enlarged for the cover)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<i>NRHS Rep</i> - Peter Smykla 2800 West 37 Pine Bluff AR 71603 (501)-535-4724	<i>Editor</i> - Ken Ziegenbein 905 Valerie Dr N Little Rock AR 72118 (501)-758-1340
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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>Board Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

SHOW AND SALE TIME - The Arkansas Railroad Club's 9th Annual Show and Sale will be held Saturday, June 17, 1989 from 9:30 AM to 3:00 PM at Fisher National Guard Armory, 2600 Poplar Street, North Little Rock, Arkansas. Admission is \$2.00 per adult. If you want more details or want to rent a table (\$17 per table), contact the following:

E. A. Hille
224 Dennison
Little Rock AR 72205
(501)-374-5383

William Church
5619 Bel Caro Place
North Little Rock AR 72118
(501)-753-4582

☆☆☆ PROGRAM ☆☆☆

The May meeting/program of the Arkansas Railroad Club will be held Sunday, MAY 21 (note the date change to the third Sunday due to the second Sunday being Mother's Day) beginning at 2 PM at the Twin City Bank Building in North Little Rock. The program will be given by Jim Wakefield on the Missouri & North Arkansas Railroad. He will show slides, some of which were made from prints by Bill Pollard. Refreshments will be provided.

WANT TO RIDE BEHIND THE 819? If so, there are two trips planned on which Arkansas Railroad Club members may participate (ONLY members and immediate family). The first is the April 23 return trip of the

PAGE 6 IN THE RAILROAD ATLAS

by: David P. Morgan, retired editor of TRAINS Magazine
(written especially for the ARKANSAS RAILROADER in March 1989)

AMONG the few books in my apartment-size library is a reprint of the 1928 Handy Railroad Atlas of the United States. In it I've inked in red all the lines I've ridden. Thanks to income from mowing lawns and delivering dry cleaning, military travel orders, and the budget of TRAINS Magazine, I've been able to use my red pen on the maps of all 48 contiguous states.

I grew up in Louisville, so you'd expect a criss-cross of red lines in Kentucky and Indiana and there is. But Connecticut and Rhode Island are only included on the strength of a couple of trips down the New Haven Shore Line.

Some states were hard to avoid in the rail travel season. California was the West, a stunning mix of narrow gauge mixed, intrastate and interstate all-Pullman limiteds, long-haul and metro traction, steam and electric commutation, your choice of scenery. Some states were easy to avoid. The last of the "Lower 48" states to earn red ink in my Atlas was South Dakota, and then by virtue of a rare inspection trip over the Minneapolis & St. Louis. And I suspect that many of us would never have felt at home in the likes of Bluefield and Hinton and Princeton but for all those Mallet-powered coal trains once synonymous with West Virginia.

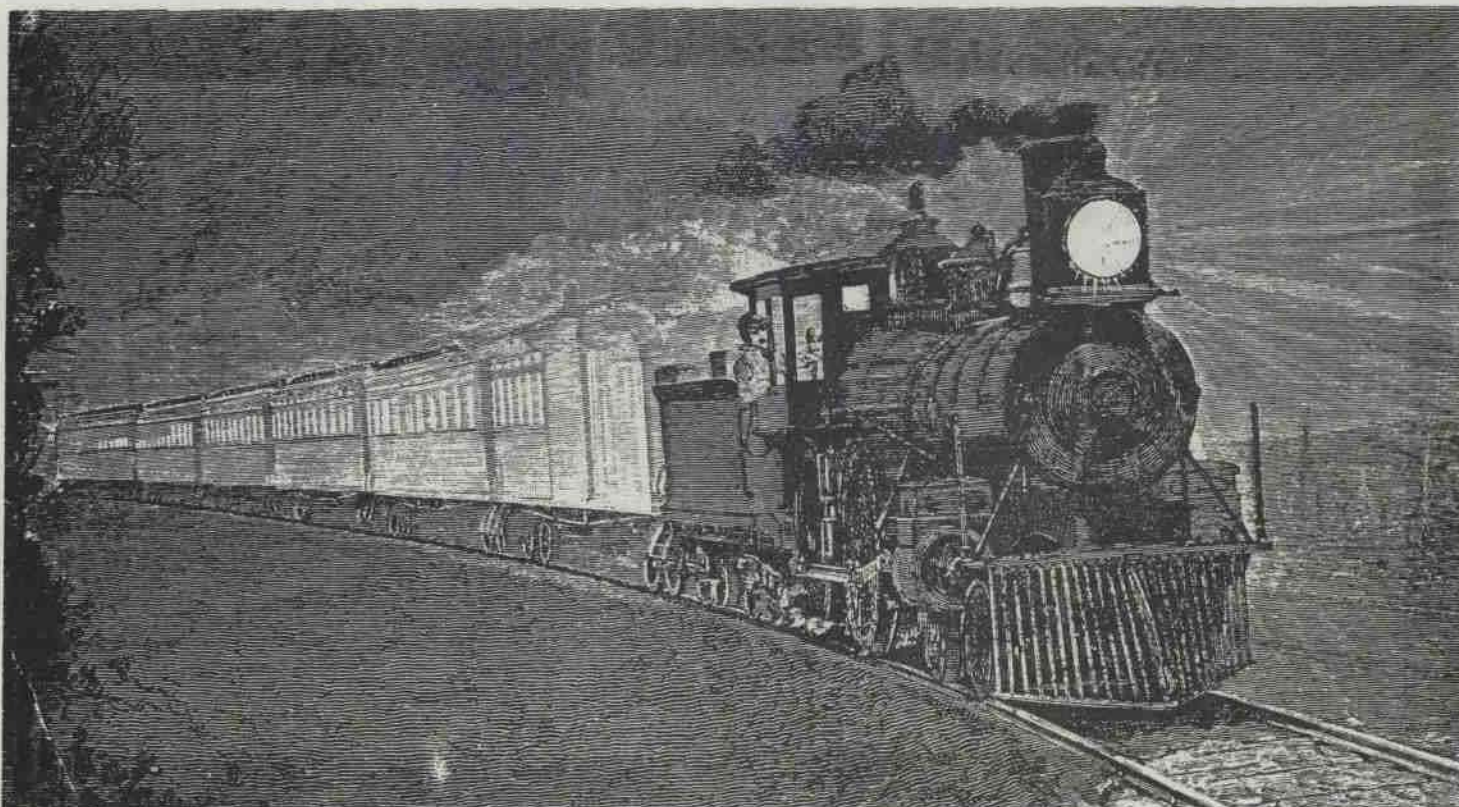
Which brings me to page 6 in the Atlas: Arkansas. In round numbers, I've covered 880 route-miles worth or approximately one-third of the railroading in your state. Given my druthers, I'd like that ratio at 50 percent (and all behind steam), but I'm not complaining. There must be some poor benighted souls out there who've never ridden a mile on the

steamscars between say, Gravette and Eudora or Ravanna and Piggott.

My interest in Arkansas railroading was kindled from afar. I saw a Louisville & Nashville reefer block being hurried up 1 percent out of Louisville past my home behind a heavy USRA 2-8-2 as if pursued by demons and was told that the lading was strawberries out of Arkansas, presumably through the Memphis gateway. Then there was the K&A fiction of E. S. Dellinger in the pulp pages of Railroad Stories, and I presumed that Conductor Jimmy Dean and Engineer Gil did their ballast scorching through the hills of Arkansas (and Missouri, of course).

I finally set foot in the Land of Opportunity in April 1946 while driving my folks from Kentucky to their new home in Texas. Appropriately, the first train I saw was Cotton Belt -- 2-8-0 784 with caboose 2207 in Brinkley. For if there is a railroad whose soul belongs to Arkansas, it must be the SSW. That night my father and I watched passenger trains in Texarkana. We were nonplussed by one of those Kansas City Southern 4-6-2s with a silvered inner smokebox door (what we had seen but perhaps disbelieved in a Lucius Beebe book really did exist!); and we liked the Missouri Pacific hogger of a huge Pacific who, when asked, almost shyly said that diesels were nice but he sort of preferred the kick of steam.

My problem with riding trains through Arkansas was nocturnal. The state, like Ohio, is one that a lot of people have slept through in coaches and Pullmans. Just as most travelers changing planes in the Atlanta airport aren't coming from or going to



places in Georgia, most named-train riders in Arkansas were bound for Texas or California (or Memphis or St. Louis) and might well have spent the dark hours getting there. Thus I rode south on the



South Texas Eagle in December 1948, but Arkansas passed beyond a roomette shade.

A freight train improved my familiarity with Arkansas. I did a lot of freight train riding for the magazine, following box cars to Boston, hoppers to Newport News, reefers to Chicago, piggyback trailers to Los Angeles, and in the process learned much about slack action, conductors' sense of humor, and caboose coffee.

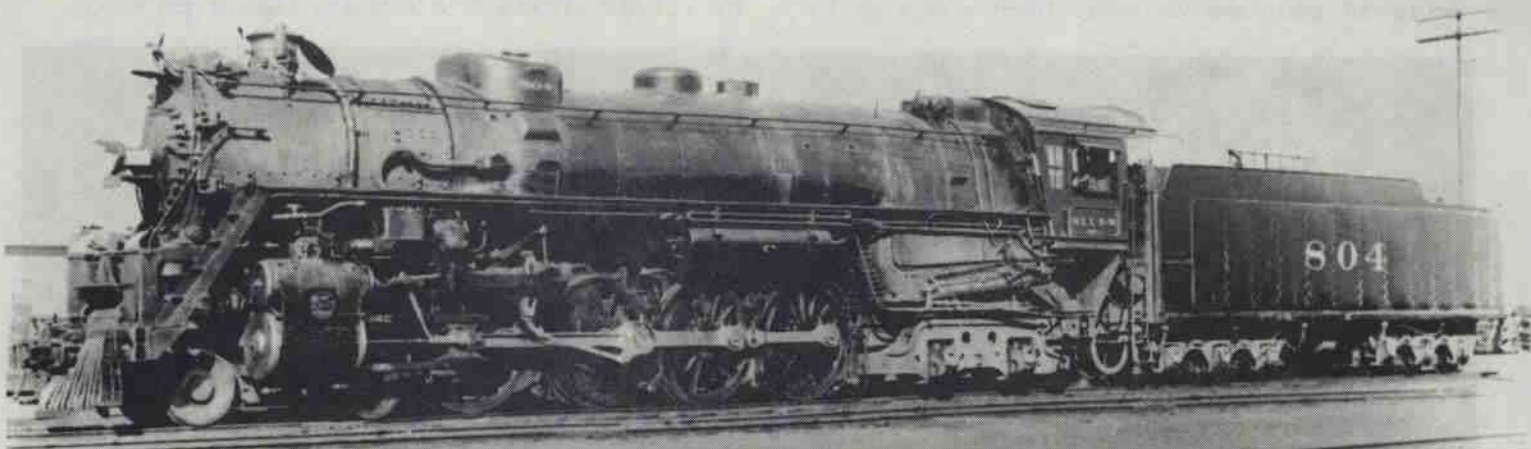
On June 13, 1949, I disembarked from SP's Hustler in Corsicana, Texas to follow perishables tagged IV-10 (meaning out of California's Imperial Valley on the 10th of the month) over the Cotton Belt to East St. Louis, Illinois. The 751-mile journey required 29 hours 23 minutes for an average of a shade over 25 mph; and the train was variously assigned to three 4-8-4's (800, 808, and 812) and

two sets of 3 unit, 4050 h.p. FT diesels.

Now, I wish I could tell Ken Ziegenbein's audience that the most memorable miles of that journey were in Arkansas. I can't. The steam power was assigned to either end of the route, with the EMD's accorded the rougher profile through your state. (True, today's generation would pay stiff fan trip prices to ride behind an FT!) And in weather, East Texas turned on a spectacular thunderstorm that threatened the cupola glass. But I saw a lot of Arkansas and good Cotton Belt railroading in between and counted myself lucky, in retrospect, for having seen the heart of the SSW before parent SP began giving it more or less divisional status.

One footnote that might interest you: Next afternoon, as IV-10 was being hoisted out of Illmo, Illinois, and across that colossal bridge over the Mississippi River behind 4-8-4 812, I was holding down the seatbox behind the fireman . . . and sliding by in the opposite direction came Extra 819 with 91 cars. Today it's Eight nineteen. In July 1949 she was just plain eight nineteen, simply one, albeit the last, of 20 Northerns on SSW's roster. She was destined to be leaving her retirement as I was starting mine. Course, I didn't know that then as the 4-8-4 I was riding began to go to work in earnest and just as well.

A second footnote: My story on that trip, "Fast Freight," ran in November 1949 TRAINS. In those days the 35-cent, 65-page magazine had fewer than 40,000 paid readers, lost money, and was hungry for attention. You can imagine our jubilation when the Cotton Belt said it liked my story and wanted reprints. But there was one proviso. We'd have to



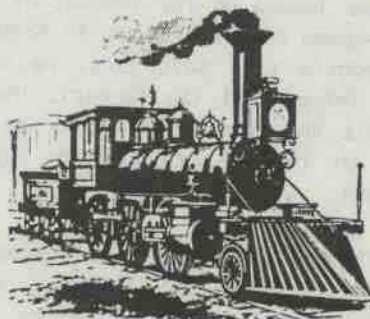
SLSW - Cotton Belt #804, date and location unknown. (William Church collection)

delete my reference to the St. Louis-Southwestern's "razzle-dazzle" salesmanship. That expression was a tad rakish by railroad standards. (I had used the term to describe SSW's truck-train coordination, Blue Streak Merchandise, teletype, FT 's, etc.) Publisher Al Kalmbach said no, we stand behind what we print--including razzle-dazzle. Result: no reprints, but no loss of integrity either.

Well now, in conclusion let me have you listen in on a phone call I got. Long distance. From Shreveport. The gentleman on the other end allowed as to how he was running a steam-powered (because diesels cost too much) short line, and did I think any of my readers might want to come along for the ride if he turned his tri-weekly freight into a mixed train? If he was going to run off those train-miles anyway, why not add to the gross by selling seats to folks who'd pay to hear the whistle blow--that was his reasoning.

T.W.M. Long (Mr. Tom to the help)...(also, an Arkansas Railroad Club member today - ed.) didn't tell me that he was president of one railroad that Arkansas didn't have to share with anybody. Indeed, his 23 1/2-mile Reader was so intrastate that it's a wonder any of us outlanders found its namesake

passengers after buying a New Haven parlor car and two Rock Island commuter coaches, building restrooms and picnic tables in a park at the end of track in Waterloo, sprucing up the Reader depot, hosting the press, advertising, and keeping his ex-SSW caboose and two hand-me-down 2-6-2 s in paint. But the people did come, and I think he enjoyed their company immensely. I know Margaret and I enjoyed his.



Tom Long is the only railroad executive who ever solicited or acted on my advice for an equipment acquisition. He wanted a combine that could accommodate passengers and crew in the off season but he didn't want to rebuild and maintain a wooden antique. No problem, I said. For in TRAINS



RAILROAD IN THE WOODS - The Reader Railroad switching a tank car in Reader, Arkansas a couple of decades back. (William Church photo)

junction with the Mopac, much less the likes of Dewoody Spur and Dills Mill.

I don't know if the gregarious, candid, knowledgeable Tom Long ever netted a dime on

hometown the Milwaukee Road's shops had built in the 1930's, as a spinoff of the second generation of Hiawathas, a series of streamlined, steel, ribbed-sided, welded, open-platform, baggage-passenger combines for mixed train service. Soon

thereafter he asked me to go out to the shops and inspect the combine he'd contracted for. On a cold day Margaret and I inspected the vehicle. It seemed to me to be the worse for wear (the carmen assured me it was structurally sound); had only a stove inside, no walkover seats (they'd been borrowed, I was told, for a high school production of "The Music Man" in Illinois and would be returned and installed before the combine headed for Arkansas); and the car was jacked up for removal of its low-profile, high-speed caboose trucks in favor of old freight Bettendorfs (Tom said fine, he had spare parts for the latter, not the former). The combine served Tom well and carries on today on a steam tourist road in Indiana, the French Lick, West Baden & Southern.

Once we took champagne to Reader--French champagne, to dedicate a G.I. 2-8-0 that never made it overseas in World War II: ex-Warren & Saline River 1702. Margaret and I had never launched anything, so I called a shipyard in Sturgeon Bay, Wisconsin to ask about such ceremonies during 1941-

1945. Nobody could remember. Margaret improvised, encasing the bottle in perforated plastic (to let the wine flow but keep the glass from flying) and then wrapping it in criss-crossed ribbons of red and white. Chief Mechanical Officer Ken Byrne (he'd rebuilt the Baldwin, adding a frontend that could have passed for a Mexican 4-8-4) tied a rope from smokebox to bottle, I gave a few words about the reborn Consolidation, Margaret swung the bottle against the coupler knuckle, champagne (but no glass) cascaded splendidly.

Like I said, I wish I had more Arkansas rail route-miles traced in red on page 6 in my Atlas. I wish I'd ridden the ACF railcars and heard the ex-NYC 2-8-0's of the Missouri & North Arkansas . . . and heard the big Mountain tackling the hills with Mopac's City of Mexico . . . and seen Frisco's scenic river line between Memphis and St. Louis (Southern's tourist-hauling 2-8-2 4501 almost made that run but the StL-SF reneged at the last moment).

But I'm not complaining.



Cotton Belt's #810, live and pulling a freight, probably in the late 1940s, but the location is unknown by your editor. In the story above, Mr. Morgan's freight was pulled by sister 4-8-4 #812. (Photo from William Church collection)



UNION PACIFIC (Missouri Pacific) Corning, Arkansas depot, taken in the late 1960s. It was opened in January, 1927 and is to be given to the city of Corning. (E.A. Hille)

MEMORIES

by: E. A. Hille

The news item about the Corning depot in the March 1989 ARKANSAS RAILROADER brought back some sixty year old memories of the very first time I ever saw this building, shining in the beam from a locomotive headlight.

On February 1st 1927 I was called to fire for Mr. R. F. Koepke on train #64 engine 1243 for 5:00 PM. This was a "DOG" or drag freight and was to go through to Poplar Bluff, Missouri (if you could make it within the Hours of Service Law, which was 16 hours at that time).

Missouri Pacific was at this time right in the middle of moving the freight terminal from Hoxie, Arkansas to Poplar Bluff, Missouri, some sixty miles north. They were tearing down the roundhouse, taking up track, etc. at Hoxie, while adding like facilities in Missouri. All passenger trains and part of the freights went through Hoxie without having the engine serviced at this time.

Number 64 come down off the approach of Black River bridge and swung into the right-handed curve about one-half mile south of the station at Corning.

Engineer Koepke called "Red board!"

I had never been north of Hoxie before so I asked "Which side is the depot on?"

After he replied, "This side," I got down on the right tank step in position to grab the order hoop from the operator. But, when I looked up the track, the operator, hoop and orders were all on the other side, in front of this beautiful new depot.

With a quick look at the situation, I jumped back into the cab and over the

coal scoop, down the left steps and made a wild grab and snagged the hoop. (I have always been good at getting orders.) That was the first time I ever saw the little depot at Corning. I have passed hundreds of times since that morning in 1927, and it has changed some over the years, I still admire it.

I ll not bore you with all the details of this trip, suffice to say that the 1243 was a hand-fired, 2-8-2 Mikado and that her and I burned about 24/25 tons of coal on the 179 mile division. We made it, tied up at the Bluff at the end of 15 hours and 15 minutes.

Let me quote this from the MISSOURI PACIFIC LINES MAGAZINE of February 1927:

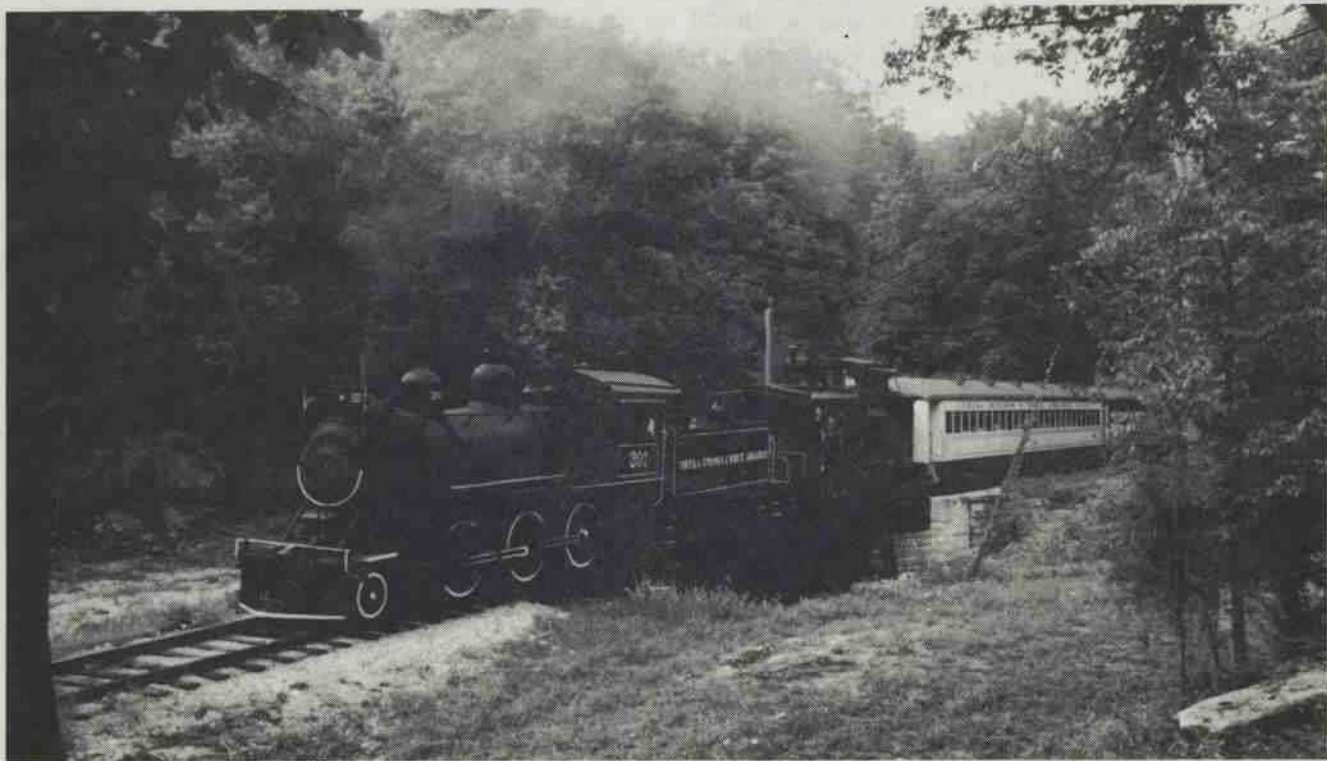
The new station at Corning, Arkansas was opened to the public on Friday, January 7. The building is beautiful and is the latest in railroad stations. It is one story and is constructed of brick and stucco. W. C. Beard, agent, and his force are proud and happy to be in the new home. The people of Corning are also delighted in having a new structure to serve them. E. C. Eldracher, A. Davis, telegraphers, and Clerk E. S. Stanley compose the force besides Agent Beard.

The picture on the previous page was made sometime in the late 1960s, and shows some of the changes. The original station had a 16x16 foot covered porch on the north end, attached to the building on one side and supported on the other by two brick columns. After the agent and operator was removed from Corning, it became the base for a Mobile Agent, note his white van in the right center, backed toward the tracks, and the base of the radio tower reaching high above the roof. My memory of the brick work was that the bricks were buff colored, not dark. But then paint will cover a lot.

I still think it is a nice looking station, and I don t know of another that small and brick on the Missouri Pacific.

- END -

(Editor s note...this station was recently offered to the city of Corning by the Union Pacific. U.P. is in the process of giving depots or trying to give depots to cities along its route in Arkansas. Arkadelphia is another U.P. depot that comes to mind as well as the old Argenta Rock Island depot in North Little Rock.)



ANOTHER RAILROAD IN THE ARKANSAS WOODS is the Eureka Springs & North Arkansas in Eureka Springs as taken by Jim Johnson on July 29, 1988. This tourist line runs on part of the original Missouri & North Arkansas right-of-way out of the town.

LOGGING TRAINS ON THE M&NA

by Bill Pollard

Almost as soon as various segments of the Missouri & North Arkansas were completed, on-line lumber companies began planning the harvest of timber which had been made more accessible by the arrival of the railroad. In several cases, these plans included the operation of logging trains over Missouri & North Arkansas mainline tracks. These trains, made up of private rolling stock and locomotives, were handled by employees of the lumber company under a trackage rights agreement which usually involved a 'wheelage charge' based on the number of train miles (rather than car miles) operated. Lumber company trains were under the jurisdiction of the M&NA dispatcher, and at least the engineer and conductor of the logging crew were required to be qualified on the book of rules to the satisfaction of M&NA officials.

Rail logging operations over trunk line railroads could be subdivided into two categories: those operations conducted directly by the lumber company, and those operations conducted by a common carrier railroad which was a wholly owned subsidiary of the lumber company. In general, private operations by lumber company crews were usually limited in scope, with the log trains venturing only a few miles from the site of the lumber company sawmill. By contrast, operations conducted by a common carrier subsidiary of the lumber company frequently covered a substantial distance over the trunk line railroad, and the logging trains were often accorded a place (albeit third class) in the employee timetable of the host railroad.

One of the earliest companies to use trackage rights over the M&NA was the H.D. Williams Cooperage Company, which had relocated from Poplar Bluff, MO to Leslie in 1906. The company had a sizable logging railroad of its own which was operated with Shay locomotives, and in 1909 an ancient Rogers 4-4-0 was purchased from the Cotton Belt for use on the M&NA tracks near Leslie. H.D. Williams occasionally leased passenger cars from the M&NA and locomotives were also leased back and forth between the two companies. The extent of H.D. Williams operations over the M&NA is unclear, but it appears that trackage rights were limited to the immediate area around Leslie. The cooperage mill suffered a series of disastrous fires, the first on November 26, 1912, and another in 1915, which forced the company into bankruptcy. The mill was sold at foreclosure in March, 1916, and reorganized as the Export Cooperage Company. The new company operated sporadically for a decade before closing their mill for good in 1927.

A more extensive log train operation was implemented in 1909 by the Doniphan, Kensett & Searcy Railway. The DK&S, a common carrier railroad owned by the Doniphan Lumber Company, was operated for the purpose of supplying logs to the parent company's large sawmill at Doniphan, just north of Kensett. M&NA trackage rights were utilized from Searcy to near Heber Springs (30 miles) to tap extensive timber holdings of the Doniphan Lumber Company in Cleburne County. The terms of the first trackage agreement stipulated that the DK&S would pay the M&NA \$1.00 per train mile, for a train consisting of one locomotive and twenty cars. Excess cars were to be charged on the basis of 10¢ per car per mile. It was also expected that the lumber company would route a respectable amount of the mill's output via Searcy and the M&NA.

During 1910, construction began on a new DK&S logging spur which would eventually extend to Raywinkle, a logging camp located about 15 miles northwest of Letona. After this spur was placed in operation in 1911, trackage rights over the M&NA north of Letona were relinquished. The same wheelage agreement remained in effect for the 13 mile trip over the M&NA between Searcy and Letona. During the time that DK&S trains operated between Searcy and Letona, they were shown as third class, daily except Sunday freight trains in the M&NA employee timetable. Number 40 left Searcy at 5:00am and arrived at Letona at 5:55am, while number 41 left Letona at 4:50pm and arrived back at Searcy at 5:40pm. Both schedules were timed to avoid any meets with regular M&NA trains. During fiscal year 1914, when DK&S operations over the M&NA were at their peak, \$7,424 was paid to the M&NA in trackage fees alone, in addition to the considerable revenue generated by finished mill products which were shipped out over the M&NA.

The Letona to Raywinkle logging spur was abandoned in mid-1916, and was replaced by a shorter spur to the Little Red River. This spur connected with the M&NA at a point three miles north of the water tank at Snell. A new trackage rights agreement was signed, retaining the \$1.00 per train mile rate, but also providing for a reduction in this rate if the DK&S shipped more outbound mill products over the M&NA. In consideration of receiving the trackage rights, the DK&S was expected to ship via the M&NA 25% of the manufactured products derived from the logs hauled over the M&NA. If the manufactured products delivered to the M&NA for any 6 month period exceeded 25%, then the DK&S was entitled to a like decrease in the train mile charge, down to a minimum of 50¢ per train mile. These trackage contracts were very specific as to the material that could be hauled in the DK&S trains, in order to protect the M&NA's own local freight business. DK&S trains were normally limited to carrying pine logs and supplies necessary for the operation of the logging spur. During 1916, however, two separate 6-month contracts were signed, allowing DK&S trains to carry rough pine lumber which originated at small sawmills at Snell and Pangburn. The DK&S was limited to 100 cars maximum with each contract, all lumber was required to be destined for finishing at the Doniphan plant, and 100% of the finished product from this lumber was to be reshipped via the M&NA by way of Joplin, Neosho, or Seligman. Logging operations on the Little Red River spur were completed in January, 1917, at which time the DK&S ended operation of off-line logging trains and allowed their trackage rights contract with the M&NA to expire.

Perhaps the largest (in terms of both length and total volume) of the logging trackage rights obtained over the M&NA was the 57.80 mile operation of the Chicago Mill & Lumber Company. Chicago Mill had acquired sizable timber holdings in Woodruff County by the time the south end of the M&NA was completed in early 1909. The lumber company soon organized the logging camp of McClelland, named after R.L. McClelland, a Chicago Mill official who served as president of the lumber company's various rail and river transportation subsidiaries. About 1911, a Chicago Mill logging spur was constructed northward from McClelland, and the company began extensive logging operations to supply timber to their large sawmill and box factory at West Helena. Initially, logs were transported in regular M&NA trains, billed on rough material tariffs. In the year ending



June 1, 1914, over 2,660 carloads of logs were originated at McClelland. In 1915, Chicago Mill incorporated the Cotton Plant & Western Railroad to operate another logging spur in Woodruff County, extending northward from Cotton Plant. This property was transferred to the Helena Southwestern in 1916, and was operated by the HSW until the spur's abandonment in 1920. The Helena Southwestern had itself been incorporated by Chicago Mill in late 1913, for the purpose of serving Chicago Mill's West Helena facility. In the mid-1920's, the HSW began expanding their operation over most of the rail lines radiating out from Helena, and on October 1, 1928, trackage rights were obtained over the M&NA between West Helena and McClelland. By this time, the 'standard' rental charge had climbed to \$1.25 per train mile, and the contract specified that even HSW engines running light over the M&NA were to be considered as a train and charged accordingly. HSW trains were apparently operated as extras on an as-needed basis, and the trains over the McClelland Division did not appear in M&NA or M&A timetables. The "McClelland Division" was only one of three major HSW trackage rights operations; the lumber line also operated the "Main Line Division" over the Missouri Pacific from West Helena to North Somerset, LA (near Tallulah), and the "White River Division" from Barton to Chimile on the Mopac Clarendon branch. HSW trackage rights over the "McClelland Division" continued until January, 1938, when Chicago Mill finished cutting the last of their Woodruff County timber.

These trackage agreements were of unquestionable benefit to those lumber companies which were large enough to undertake the substantial investment required for mainline railroad operation. The arrangement provided a way, beyond that afforded by the rough material contract or tariff, to hold down transportation costs. The agreement was equally beneficial for the host railroad, such as the M&NA, since the agreement generated revenue at almost no expense. The agreement also helped to insure shipments of outbound mill products over the host railroad, when these shipments might otherwise be shipped via competing rail lines.

819 from Fordyce to Pine Bluff. A bus has been chartered from the Twin City Bank building in North Little Rock to Fordyce, where it will let club members off in time for the 1 PM departure, then drive to Pine Bluff to pick us up after the train arrives. Since the deadline is so short, most, if not all the seats, have been filled via telephone calls to many club members. However, you may call William Church at 501-753-4582 to see if there were any cancellations. Cost of the bus ride is \$7 each. You MUST sign a waiver of responsibility in order to ride since the Cotton Belt is furnishing the transportation free of charge. Many thanks to Jim Johnson for his allowing us to ride behind the 819, as well as to the Cotton Belt itself and the Cotton Belt Rail Historical Society.

The other chance for club members to ride will be on the forthcoming Pine Bluff to Little Rock Operation Lifesaver trip planned for Tuesday, May 16, a round trip. Getting on board this trip will be harder and must be done via individual letter to Jim Johnson, Public Relations, SLSW Railway, 624 Scott Street, Kansas City, Kansas 66105. Only club members and immediate families please. Again, you MUST sign and accept the waiver of responsibility. Also...please don't call Jim Johnson, just write a letter asking him if you can ride should there be enough room. (This May 16 trip will have various dignitaries, politicians, etc., and there may or may not be any room left for individual club members, so if you'd like to ride Pine Bluff-Little Rock-Pine Bluff, write to Jim Johnson as soon as possible.) You're responsible for transportation to and from departure points.

The Pine Bluff-Little Rock trip will run over the Union Pacific via trackage rights. UP will then turn the engine in North Little Rock. The train will leave Pine Bluff May 16 in time to arrive at Union Station in Little Rock around noon (no exact time has been announced).

HOW ABOUT ANOTHER STEAM TRIP? - The May 6th bus trip to ride the Eureka Springs & North Arkansas steam train and/or diesel powered dinner train is still on. The bus will leave North Little Rock at 7 AM Saturday, May 6. Cutoff date was the last meeting in April, but in case anyone cancelled, call William Church at 501-753-4582. He will give you more details and let you know if any room is available.

RAIL WORKERS WHERE? - David P. Morgan, former editor of TRAINS Magazine, sent in a clarification about the news item regarding the trackage of railroads in Arkansas (page 9, March, 1989 RAILROADER). The last line of this story should read "a little less than 2 per route mile", not 2 per track mile, since the 2,539-mile figure refers to route-miles (point-to-point distances) whereas track-miles also include sidings, yards, etc. Thanks for the clarification.

The "**LOGGING TRAINS ON THE M&NA**" story in this edition of the "Railroader" was typed by Bill Pollard.

MEMBER NEWS - Member JAMES R. GRAY of Columbus, Mississippi worked all his life for the Columbus & Greenville Railway as a brakeman and conductor. As information, he said the C&G bought the 6 2-8-2 engines from the Fort Smith and Western in 1939. Five were scrapped when diesels came. One was destroyed (the FT.S&W #25, C&G #506) in a wreck on December 30, 1946. The engineer was killed in this wreck.

Also, many thanks to GERALD A. HOOK for sending me dockets from the ICC FINANCE REPORTS covering railroads in our state. These are quite interesting. There were many railroads proposed and never built. These dockets make interesting reading.

EUGENE J. GANNON

BORN: January 22, 1910

DIED: May 23, 1988

Eugene Gannon of Cherokee Village, Arkansas, was a long-time member of the Arkansas Railroad Club. He died while making one of his usual walks last May at the age of 78. He was born in Chippewa Falls, Wisconsin and is buried in Park Falls, Wisconsin.

Gene spent his working years as City Treasurer of Park Falls, Wisconsin, for 17 years; city clerk for 6 years, and Mayor for 2 years. He served in the Sea Bees for 2 years during World War II and continued in the Navy Reserves for 20 years. He was a member of many organizations: Knights of Columbus-Grand Knight; Fourth Degree-Faithful Navigator; Lions Club-King Lion; American Legion; Phillips Rotary Club-President; Fleet Reserve Association of Duluth; Superior Diocesan School; Price County Aging Group; Helped organize and member of the Park Falls Drum Corp and had his own band, the "Bugs Cooties." In Cherokee Village, he was a member of St. Michaels choir; Community Chorus; Clef Hanger Music Club; AARP; and Town House Board of Directors.

Eugene's wife, Dorothy, wrote to say that she was sorry she hadn't written earlier but that she has been in the hospital from the time of Gene's death until recently due to the shock of his sudden death. She said that she is beginning to get better now and says to greet all Arkansas Railroad Club members for her.

She also said that Gene loved our group and made every effort to get to the meetings. He read the monthly "RAILROADER" word by word.

ARKANSAS RAIL NEWS



819 NEWS - Two trips using the Cotton Belt 819 have been announced...the first one almost too late for this edition of the RAILROADER but the second one is scheduled for May.

The first is the annual trip from Pine Bluff to Fordyce, Arkansas for the "Fordyce-on-the-Cotton-Belt" festival held on Friday, April 21. As of presstime (April 13), the train was to

leave Pine Bluff at 9:00 AM April 21, arriving at Fordyce about 11 or 11:30 AM, with intermediate stops at Rison and Kingsland. The engine was to be on display in Fordyce Saturday, April 22 at the old Cotton Belt Depot, leaving Fordyce back for Pine Bluff Sunday, April 23 at 1:00 PM. Arkansas Railroad Club members were to ride Fordyce-Pine Bluff April 23 (see page 2).

The next and somewhat longer trip will be on Tuesday, May 16 from Pine Bluff to Little Rock using trackage rights on the Union Pacific. Return will be the same day. This trip, leaving Pine Bluff in time to arrive at Little Rock (Union Station) about noon, will help kick off the first of several Operation Lifesaver safety workshops held across the country. A stop at Redfield is planned, halfway between Pine Bluff and Little Rock. The train will depart Little Rock as soon as the Union Pacific turns the engine and cars.

Nothing in the press release said anything about a trip to Texas and Louisiana. According to Jim Johnson, there are no plans to run this trip in the foreseeable future...it has been shelved. However, the 819 is at least running once again, albeit it in the confines of

Arkansas.

COAL CAR #275 NOTCHES A MILLION MILES - (Redfield) - After about 400 roundtrips between Wyoming's Powder River Basin and the White Bluff generating plant near Redfield, Arkansas since December 1979, Arkansas Power & Light's leased coal car #275 has accumulated over one million miles. No. 275 has transported about 40,000 tons of coal, enough to generate 64,000,000 kilowatt hours of electricity, the amount used by 700 average homes. That same amount of coal is enough to displace 109,000 barrels of imported oil.

No. 275 is the first of 2,228 coal cars to travel one million miles, the equivalent of 40 trips around the earth. These trips occurred over the Chicago & Northwestern and the Union Pacific. Experts say that #275 will travel another million miles before its 20 year lease is up. Over the years, 6,250 trains have made the five-day round trip from Wyoming to Arkansas. About 10 trains arrive at White Bluff each week, traveling over the Union Pacific's central division from Van Buren to Little Rock through the old Biddle Yards of the Rock Island down to White Bluff. Each train carries 11,400 tons of coal, about 112 cars. (DUMAS CLARION, March 22, 1989)

The TOP 10 TV SHOWS of all time, according to VIDEO REVIEW (April 1989 edition) were: 1) GUNSMOKE; 2) THE RED SKELTON SHOW; 3) 60 MINUTES; 4) BONANZA; 5) ALL IN THE FAMILY; 6) THE ED SULLIVAN SHOW; 7) WALT DISNEY; 8) I LOVE LUCY/ THE LUCY SHOW; 9) M*A*S*H; and 10) DALLAS.

UNION PACIFIC STUDYING COTTER - (Cotter) - Talk of route changes on Union Pacific (Missouri Pacific) has been circulating throughout Baxter County in Arkansas for a few weeks. The focus of much of the talk has centered around Cotter, a crew change point at which about 70 employees are headquartered. U.P. is conducting a study which may result in a rerouting of through trains, but it will probably be a while before any decisions are made, according to Mark Davis, public relations spokesman for the Union Pacific.

Cotter mayor Louis Dennis said "Union Pacific is in the process of doing something which is real drastic." Trains from Kansas City follow the Kansas-Missouri line to Carthage, Missouri then continue south through Branson, Missouri; Yellville, Arkansas; Cotter, Norfork, Batesville and Newport and take Wyoming coal to a coal generating plant at Newark.

Union Pacific is presently looking at two other possible routes for these through trains through Cotter, which would bypass the Carthage Subdivision (White River Division), including Cotter. The alternate route being studied for coal trains would run from Kansas City to St. Louis to Poplar Bluff, Missouri and then to Newport. The second route would head from Kansas City west through Coffeyville, Kansas and south to Van Buren, Fort Smith and into Little Rock (partly via the former Missouri-Kansas-Texas line).

Recent heavy rains washed out some of the track on the Carthage line and forced the trains to utilize both of these other routes. Mark Davis said the Carthage Subdivision involves 383 miles of track, with crew change points at Carthage and Cotter, and about 175 employees. If different routes are chosen for through trains, the communities along this subdivision would be served by local traffic, he said. Cotter mayor Dennis said four crews at the most - with no more than 20 people - would remain to work local traffic, as opposed to about 17 crews currently working the area. (BAXTER BULLETIN, Mountain Home, February 23, 1989 by Kristin Turrill)

RAILROAD CROSSING ACCIDENT COURSE FOR COLLEGE CREDIT - (Little Rock) - Federal Railroad Administrator John Riley and National

Transportation Safety Board member James Burnett addressed a crowd on transportation safety at Little Rock's Union Station on Monday, March 20. Their speeches celebrated Arkansas as the first state in the nation to issue college credit to law enforcement people completing a three-day course on investigative and preventative techniques for rail-highway crossing accidents.

Other speakers were Arkansas State Police Director Col. Tommy Goodwin and Operation Lifesaver President Paul Oakley. Train rides were given to dignitaries and media throughout the day. The college course made its state debut at Forrest City March 21-24. Classroom instruction included information on causes of crossing accidents, laws governing crossing tracks (see story immediately following this one on the federal law regarding road/rail crossing), and completing rail-highway accident reports.

Through November of 1988, there were 148 grade crossing accidents in Arkansas, resulting in 18 deaths. In fact, Arkansas leads the nation with the highest yearly ratio of auto-train accidents per registered vehicle. And one in eight of these accidents result in a fatality, compared with one in 125 of regular highway accidents involving other automobiles.

What should a person do when he drives up to a railroad crossing and finds the crossing arms down but no train? It is recommended that you turn your car around and find another crossing because it is against the law to run around a closed crossing gate, regardless if there is a train there or not.

The penalty for driving around a crossing arm is now \$200. (CABOT STAR-HERALD, March 15 and BENTON COURIER, February 20)

MEGA MOVIES to be released in June of this year are:
The new INDIANA JONES movie; STAR TREK V - THE FINAL FRONTIER;
BATMAN - THE MOVIE; GHOSTBUSTERS II; COMMUNION.

FEDERAL LAW ON CROSSING TRACKS - The following comes from Cliff Brogdon of Gatewood, Missouri, a former railroad employee who phoned your editor (Mr. Brogdon is a friend of club member B. B. Morgan):

From the Federal Highway Administration, Title 49, the following rules apply to crossing railroads:

- 1) CROSS BUCK - Yield (same as yield sign on highway)
- 2) FLASHING RED LIGHT - Stop and know its safe before proceeding.
- 3) GATES DOWN - Positive stop. (NEVER go around them)

Mr. Brogdon also stated that after a train first hits the crossing contact, it takes 1,300 feet before the crossing lights start flashing.

POSSIBLE PARK IN PARAGOULD - (Paragould) - Paragould's tile-roofed depot was demolished in 1976 to make way for a parking lot which never was built. Today all that remains is the depot's dissolving mosaic-tile floor. For at least a year, several Paragould residents have considered building a park at the site. In January, a lobbyist for the Cotton Belt Railroad approached the city and asked what the company could do for them. A proposed railroad park was the reply. It all depended on the railroad donating the land. (PARAGOULD DAILY PRESS, February 19)

OVERPASS DISMANTLING ON HOLD - (North Little Rock) - Plans to dismantle an abandoned railroad overpass (former Rock Island) on East Broadway in North Little Rock are on hold indefinitely. Mark Davis, spokesman for the Union Pacific, who now owns the right of way, said the company had "every intention of going through with it" but no contractors submitted bids to remove the iron bridge. Officials had promised they would remove the bridge after a December 8, 1988 auto accident that resulted in one death when a trailer hit the bottom of

the bridge and fell on a passing car.

Although the plans to remove the bridge have stalled, out of the blue two independent companies have offered to buy the right-of-way property - including the bridge. (? Now who'd be buying the right-of-way?) (ARKANSAS DEMOCRAT, March 17, 1989 by Andrea Harter)

DRIVER IN FATAL TRAIN ACCIDENT WAS DRUNK - (Benton) - The man driving the car that struck a Union Pacific train February 10 at the Neely Street crossing in Benton was legally drunk, according to Benton Police Lt. Judy Pridgen. The driver, Elmer J. Madison of Benton, was killed in the accident that also claimed the life of a passenger, 1 1/2 year old Melissa A. Duffield, also of Benton. Critically injured in the collision were Melissa's parents, Mike and Penny Duffield (Penny was still in a Little Rock hospital in late February). They were also passengers in the car.

A witness who had been waiting inside another vehicle at the crossing told officers the railroad crossing guards were down. The witness said Madison drove around the crossing arms and was struck by the Union Pacific 50 MPH train.

(If the driver were drunk, why did the parents of Melissa allow him to drive anyway?) (BENTON COURIER, February 24)

LAWSUIT FILED IN CAR-TRAIN ACCIDENT - (Conway) - A federal lawsuit seeking almost \$4.5 million from the Union Pacific was filed March 6 regarding a car-train crash that killed a 16 year old Conway girl. The accident occurred at the troublesome Hairston Avenue crossing in Conway where crossing gates are not located. The lawsuit contends that the UP was negligent and careless in the manner in which it operated its train. The suit charges that the flashing light at the intersection was not operating properly and that the driver was not sufficiently warned of the train's approach. The suit also contends that the bell connected to the light did not sound an audible signal to warn the driver. (LOG CABIN DEMOCRAT, March 10)

UNION PACIFIC GETS MONEY FROM WRECK - (Little Rock) - Union Pacific is due more than \$19,000 damages from A.C.B. Trucking Inc. from a 1987 wreck, according to a Pulaski County Circuit Court. The judgment says UP engine No. 9045 collided with the A.C.B. tractor-trailer July 19, 1987 extensively damaging the engine and a signal. (LITTLE ROCK DAILY RECORD, March 14)

DO NOT SWALLOW DRIED FRUIT WHOLE. According to a report in the British Medical Journal, August 1988, if you do not chew dried fruit first, such as apricots, they will re-hydrate (expand) again inside you, blocking your small intestines. (Medical Update, November 1988)

ASBESTOS TROUBLE AGAIN IN PARK ENGINE - (Mena) - Steam engine 360 is in dispute. It seems everyone wants the 360 to stay in Polk County, but there is polite disagreement on where it should stay. The park superintendent at Queen Wilhelmina State Park, where the engine is now located, says the engine should be moved to Mena and placed in the town close to the old KCS depot. However, the mayor of Mena Jerry Montgomery feels the train should stay on Rich Mountain, at the state park. All this "generosity" is because of a leaking asbestos problem at the engine.

Engine 360 became an attraction at Queen Wilhelmina State Park in September 1962 after being donated by Dierks Logging Company. No. 360 was built by Baldwin in February 1897. It was owned by the Texas, Oklahoma & Eastern and the Kansas City Southern Railroads. The engine now sits at the park, badly deteriorated with sharp edges of rusted steel. It is surrounded by a fence.

An even greater health hazard and the reason the engine has become an unwelcome guest is an abundance of asbestos streaming from its rusted hulk. The federal Environmental Protection Agency has served notice to park officials to clean up the engine and ground at an estimated cost of \$30,000 to \$35,000. The cleanup must be done and the engine either repaired or scrapped.

Two years ago the Eureka Springs & North Arkansas tourist railroad wanted to buy this engine and restore it to running order, but citizens of Polk County signed petitions wanting to keep it at the park. (MENA EVENING STAR, March 9, by Leon Toon)

AIRPORT BOARDINGS - (Little Rock) - Overall, the seven commercial airline carriers in Little Rock boarded 891,087 passengers in 1988 versus 894,767 in 1987, a decrease of 3,680. Boarding count was 231,990 for Delta, 210,912 for American and 200,912 for Southwest. TWA and Northwest also serve Little Rock as well as 2 other smaller carriers. Meanwhile, Amtrak's total ridership at Little Rock in 1988 was 12,995. (ARKANSAS DEMOCRAT, Randy Tardy, April 2, 1989)

GENERAL RAIL NEWS

UNION PACIFIC DOING VERY WELL - Union Pacific's cost cutting, consolidation, work force reductions and reorganization programs of the past two years have brought about a complete transformation, said Drew Lewis, chief executive officer of Union Pacific Corporation. Union Pacific is the largest railroad in Arkansas with a work force of about 2,500 people statewide. The railroad in 1988 reported net income (profit) of \$516 million, a 17 percent increase over 1987.

In April of this year UP was scheduled to open a new centralized dispatching center in Omaha that will handle the work previously done at 10 regional dispatching offices, including the one in North Little Rock. The new six-computer dispatching center will keep track of all trains operating over the railroad's 23,000 mile system.

Also, crew calling and the time-keeping systems are scheduled to be consolidated at Omaha late in 1989.

UP also signed a contract with Ford Motor Company to deliver all Ford autos being shipped to Los Angeles. In the first year alone, this market will receive several hundred thousand cars.

UP at 1988's end owned or leased 2,964 locomotives with an average age of 10.8 years. (ARKANSAS DEMOCRAT, Randy Tardy, March 27)

RAIL PLAN REVIVED FOR DALLAS - Dallas Area Rapid Transit officials say they are reviving a light-rail plan rejected 6 years ago. They would establish trains to run beneath east and west service roads of North Central Expressway. A \$2.45 billion plan calls for building 56 miles of surface light rail. The light rail system could be operable by 1995.

KATY'S F-3 DONATED TO DENISON - (Denison, Texas) - The famous last-of-a-breed Katy Diesel No. 401B (F-3) has been donated by UP/MKT to the city of Denison, Texas late in 1988. No. 401B is the well-known B-unit converted from EMD F-3 type No. 66C built in 1947. The rebuilding of this engine to an F38M with cab blanked out was done at the Parsons Locomotive Shops in 1974. (THE KATY FLYER, March 1989)

KATY STEAM ENGINE NO. 311 BEING RESTORED - (St. Louis) - At St. Louis Museum of Transport, Katy steam engine No. 311, the only surviving Katy steam engine, is being completely overhauled and made ready for service by the St. Louis Steam Train Association (the same folks who redid the Frisco 1522). It is the intention of the association to use the 311 for short excursions on tracks within the museum grounds. Work on the engine will be done in a thorough and professional manner to restore the 311 to its 1946 Katy specifications.

The 311 (ex-No. 280) was originally built by Baldwin (Builders No.

10640) in 1890. (THE KATY FLYER, March 1989)

NEW SOUTH MISSOURI CLUB FORMED - (Poplar Bluff) - The Moark Regional Railroad Museum, Inc. of Poplar Bluff, Missouri is a Missouri chartered non-profit corporation. Membership dues are \$5.00 per year. The group was started in 1984.

They presently have three pieces of rolling stock: ex-New Haven caboose 23669, ex-UP 85-ft baggage car 5705 (ACF49), and ex-MP caboose 13597.

For more information, write to A. J. White, Secy, 303B Moran Street, Poplar Bluff, MO 63901.

SP 4449 TO RUN IN MAY - (Los Angeles) - SP 4449, the engine which pulled the American Freedom Train in 1976, will be coming to Los Angeles May 5 to help celebrate the 50th anniversary of Union Station. 4449 visited Union Station hundreds of times in the 1940s, pulling SP's famous Coast Daylights up and down the west coast. The engine is younger than the station and was built in 1941, but it is the lone survivor of 50 of these giants.

SP retired the 4449 in 1957 and donated it to the city of Portland, Oregon. It was restored for the 1975-76 American Freedom Train, displayed at the New Orleans Worlds Fair and appeared in the movie "Tough Guys" in 1986.

D&RGW MOTIVE POWER as of January 1988 consisted of 314 engines.

ICC DENIES SP'S APPLICATION TO ABANDON VICTORIA BRANCH - (Victoria, Texas) - The ICC has denied Southern Pacific's application to abandon its branch line between Wharton and Victoria, Texas. (SP UPDATE)

Over a lifetime, the average American will spend one year looking for misplaced objects. (SCIENCE DIGEST, May 1989)

OIL IMPORTS UP - According to TIME Magazine's April 3rd edition, January oil imports averaged 8.1 million barrels a day, up about 21 percent from a year earlier and surpassing U.S. production (8 million barrels a day) for the first time in more than 10 years. (Don't we ever learn?)

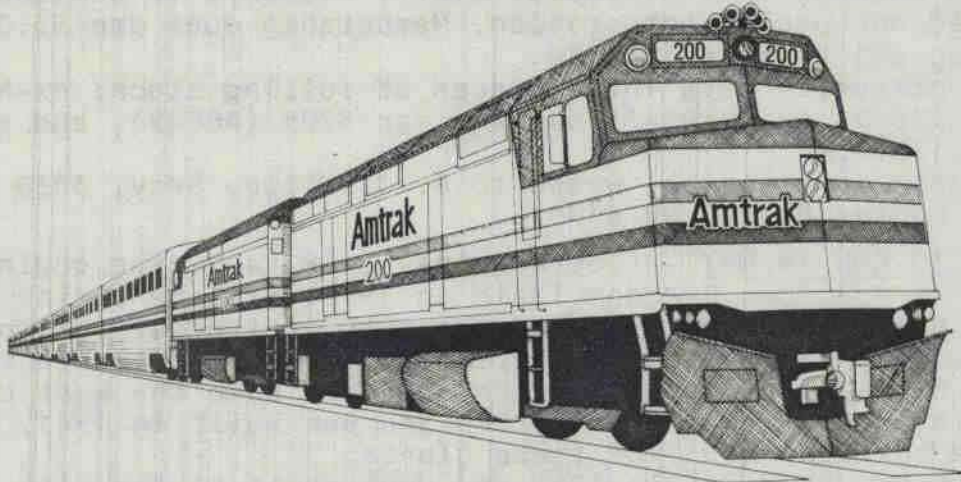
NEW OKLAHOMA EXCURSION TRAIN - (Hugo, Oklahoma) - New passenger excursion service started in March over the ex-Frisco lines of the Kiamichi Railway out of Hugo, Oklahoma. The operator is Cimarron River Valley Scenic Railway based in Oklahoma City. Thus far, excursions have ranged to Boswell, Oklahoma and Paris, Texas, out of Hugo. Cimarron River Valley Scenic owns a lounge and 4 coaches, all ex-Santa Fe Budd-built cars. Trains are powered by Kiamichi EMD Geep engines.

Trains runs Friday-Saturday-Sunday and leave Hugo depot at 1:30 PM and returns in 3 hours. For a copy of the schedule, call 405-326-7730. (GULF COAST RAILROADING, Houston Chapter, March 1989)

UNION PACIFIC CUSTOMER SERVICE CHANGES - UP's National Customer Service Center located in St. Louis is reorganizing into 25 customer service teams. Teams will be organized into regions aligned with four new UP train management areas. The pilot team tests indicated teams could build better working relationships with service unit personnel and stronger ties with the railroad's customers. (Ed. note...don't local agents have the best ties with customers? Perhaps centralizing was a little hasty)

DINNER TRAIN FROM CHICAGO PROPOSED - A Chicago lawyer says he is interested in running a 5-car dinner train between Chicago and a proposed Mark Twain theme park in Bettendorf, Iowa. The train, known as the Mark Twain Zephyr, was operated between Burlington and St.

Louis between 1935 and 1958. The train is in storage in Chicago, but could be refurbished in an Art Deco motif for an estimated \$2 million to \$3 million. (DES MOINES REGISTER, April 3, via Jim Johnson)



MID IOWA AMTRAK ROUTE STUDIED - A study in Illinois about Amtrak service between Chicago and Omaha via Rock Island, Illinois, Iowa City, Iowa and Des Moines is being done. The proposed train would run on the Iowa Interstate Railroad, once an east-west main line for the old Rock Island. There are two options for this possible route: One would be to reroute the California Zephyr and the other would be to use state money to establish a new train. (DES MOINES REGISTER, March 23, 1989 via Jim Johnson)

15TH ANNIVERSARY OF AMTRAK THROUGH LITTLE ROCK - Fifteen years ago, on March 13, 1974, Amtrak restored passenger service to Arkansas after an absence of nearly 4 years. The Little Rock Chamber of Commerce in March 1974 set up an Amtrak arrival committee to welcome the first Amtrak train around 10:45 PM. A chamber-city delegation flew to St. Louis on the morning of March 13 and rode home on the train that evening.

Ridership figures have been increasing recently on the Eagle, the current name of the train (it was called the "Inter-American" back in 1974). An Amtrak spokesman at Little Rock says the train in calendar 1988 handled a total of 12,995 passengers at Little Rock. The train consists of 10 cars, including four bi-level Superliner coaches, a lounge, diner, baggage cars and West Coast sleepers. (ARKANSAS DEMOCRAT, Randy Tardy, March 13, 1989)

NEWS UPDATED through April 13, mailed April 17. This is an early mailing, mainly to get the word out about the 819 trips. Remember, the next meeting won't be until May 21.

DEATH VALLEY SCOTTY: Walter Scott, a Californian of legendary riches, better known as "Death Valley Scotty", on July 8, 1905 asked the Santa Fe Railroad in Los Angeles for a special train to take him to Chicago faster than anyone had made this trip before. Scott was told that the 2,265 mile trip could be made in 46 hours but would cost him \$5,500. Scott slapped the money on the desk and said, "lets go." The deal was closed and at 1 PM on July 9, 1905, Scott and his "Coyote Special" pulled out of Los Angeles and headed for Chicago. He arrived at Dearborn Station 44 hours and 54 minutes later, having beat the previous record by 13 hours and 2 minutes. Twenty locomotives, including a helper engine at San Bernardino, handled the special, changing engines at each division. No. 1010, a 2-6-2 that handled the Needles to Seligman segment, was on display at the Santa Fe roundhouse for many years. (GULF COAST RAILROADING, November 1988 via THE SEMAPHORE)

FIRST EDITION NS 1989 STEAM EXCURSION SCHEDULE

Using both the 4-8-4 No. 611 and 2-6-6-4 No. 1218 extensively this year over much of the Norfolk Southern system, short-term leased steam engines will also be used where the larger NRES locomotives cannot operate.

July 18-24 .. NRHS NATIONAL CONVENTION!

- 18 .. Alexandria-Salisbury OW [611] to Lynchburg 1218/611 beyond.
- 19 .. Salisbury-Asheville via Hickory OW 1218, 2nd engine to be announced doubleheaded.
- 20 .. Asheville-Pisgah Forest RT - Diesel.
- 21 .. Asheville-Waynesville RT - Diesel.
- 22 .. Asheville-Bulls Gap RT [motive power not shown on schedule]
- 23 .. Asheville-Roanoke via Winston-Salem OW [1218 to Winston-Salem, Diesel beyond] Portion of train to be turned back at Hickory NC to Asheville [diesel].
- 24 .. Roanoke to Alexandria via Lynchburg OW [611]
[End of NRHS Convention - whew!]

July 27 Columbia-Charlotte RT [1218] .. Lionel Train Collectors Convention.

August 5 Winston-Salem-Greensboro-Roanoke-Winston-Salem Circle [1218 to Roanoke, diesel return] .. Southbound Model Railroaders.

- September 16 Roanoke to destination to be determined RT [611] Powhatan Arrow Commemorative Trip .. Roanoke Chapter.
- " 23 Bluefield-Cedar Bluff RT [611] .. Bluefield Centennial .. Pocahontas-NRHS.
 - " 29 Charlotte-Roanoke OW [1218] .. Science Museums of Charlotte.
 - " 30 Roanoke-Lynchburg [AM] Roanoke-Walton [PM] Both RT [1218] .. Roanoke-NRHS.
 - " 30 Cincinnati-Danville KY & return [611] .. Cincinnati RR Club.

The above is the second part of the NS steam listing via the NRHS Bulletin.

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.

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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 once a month. This month the meeting will be held on MAY 21 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. See "PROGRAM" inside.

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, such as stories, pictures (prints only, color or black & white, any size), diagrams, ADDRESS CHANGES, etc:

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