



# ARKANSAS RAILROADER



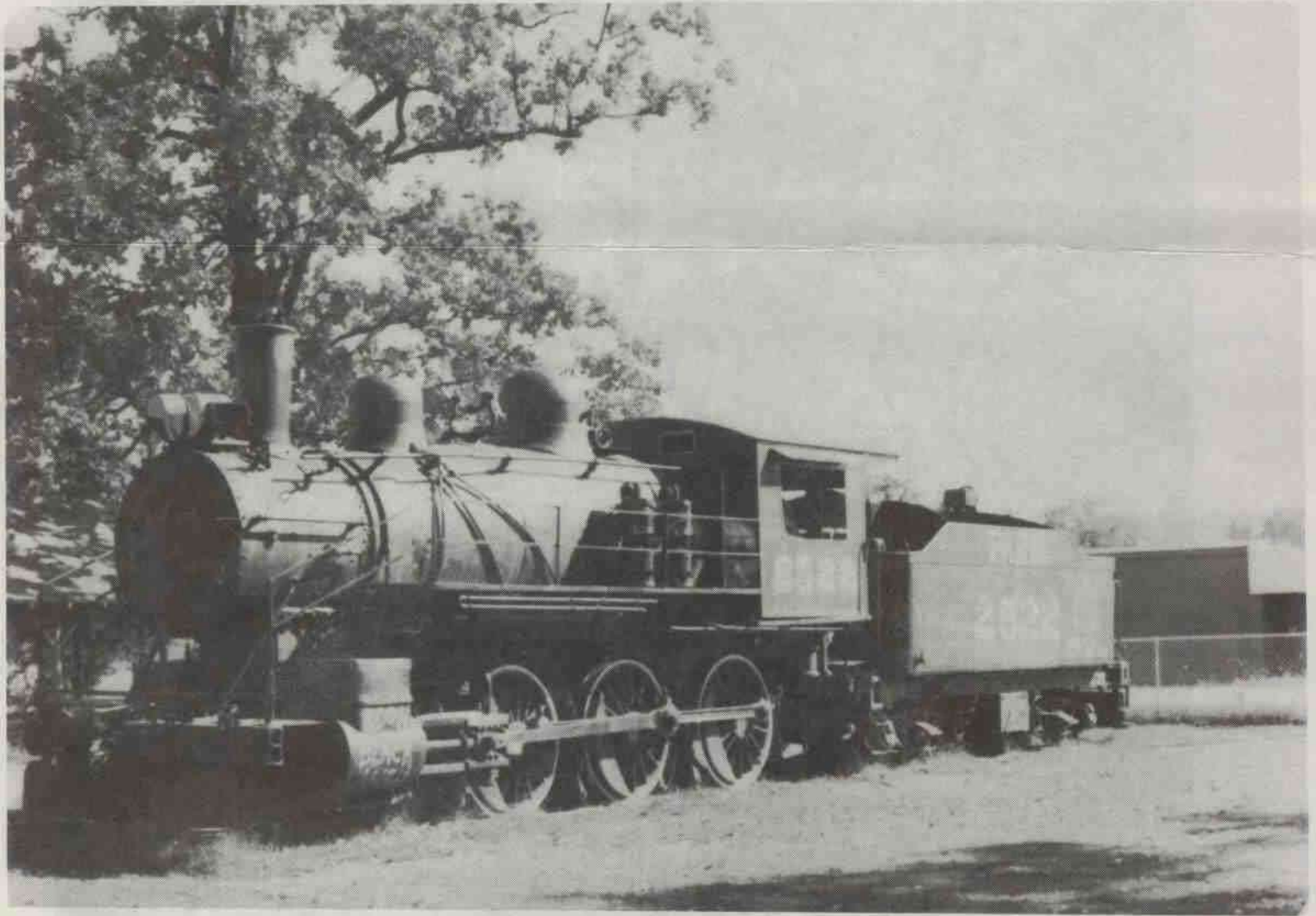
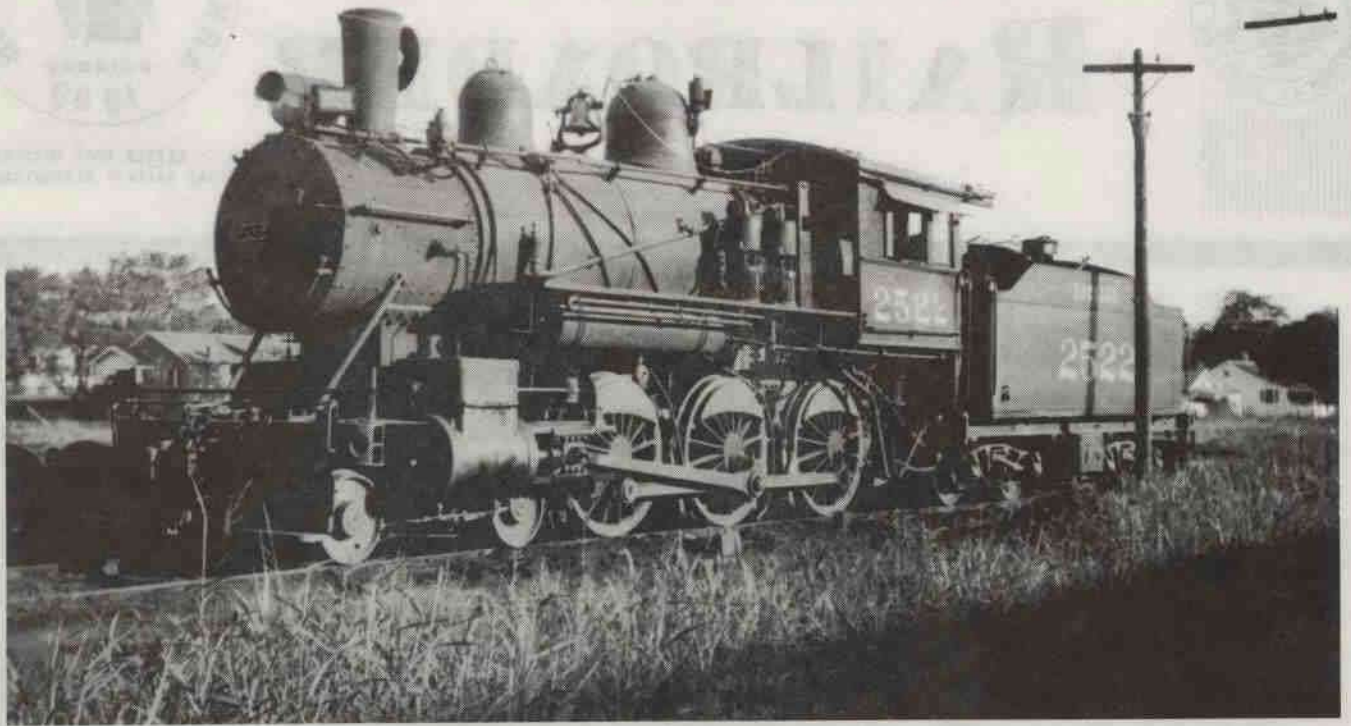
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 22 NUMBER 11

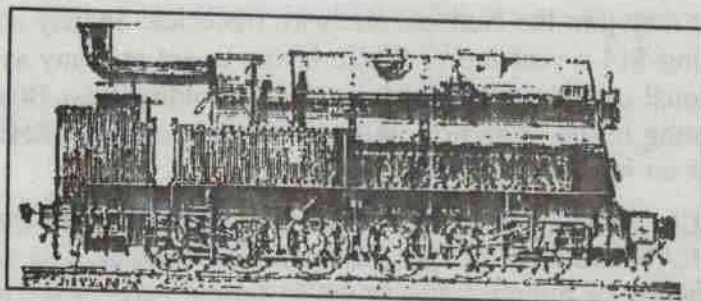
NOVEMBER 1991



The Main Line of the Rock Island near Booneville, Arkansas, October 9, 1985. The next month this track, and other parts of RI's "Sunbelt" line, was taken up.



**BEFORE & AFTER** - The top photo is of Fort Smith, Subiaco & Rock Island 4-6-0 #2522 taken in service at Paris, Arkansas June 2, 1945. This engine was an ex-St. Louis, Iron Mountain & Southern engine, #595, BLN 9/93, b/n 55644. The bottom photo is of the same engine taken October 19, 1974 sitting in a park in Paris. The engine (in later years running for the Fort Smith, Subiaco & Eastern, ne. Missouri Pacific), was retired in 1949 and put in the park in 1966. (Bottom photo by Ken Ziegenbein, top photographer unknown). The line between Fort Smith and Paris is now run by Fort Smith Railroad, owned by the Pioneer Railroad Company, which leased the Paris branch from the Union Pacific on July 7, 1991.



### CLUB HAPPENINGS - ANNOUNCEMENTS

#### 1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- |   |   |
|---|---|
| <u>President</u> - Barton Jennings<br>PO Box 187<br>El Dorado AR 71731<br>(501)-862-2724  | <u>Vice-President</u> - John Hodkin, Jr.<br>506 Gorden St<br>N Little Rock AR 72117<br>(501)-945-2128 |
| <u>Treasurer</u> - Dick Byrd<br>12 Flintwood Dr<br>Little Rock AR 72207<br>(501)-225-7354 | <u>Secretary</u> - Polly Hamilton<br>20 Dell<br>Hot Springs AR 71901<br>(501)-321-2696                |
| <u>NRHS Rep</u> - Peter Smykla<br>2800 West 37th<br>Pine Bluff AR 71603<br>(501)-535-4724 | <u>Editor</u> - Ken Ziegenbein<br>905 Valerie Drive<br>N Little Rock AR 72118<br>(501)-758-1340       |
| <u>Board</u> - Stanley Wozencraft<br>PO Box 1938<br>Little Rock AR 72203                  | <u>Board</u> - Bill Bailey<br>8318 Reymere Drive<br>Little Rock AR 72207                              |
| <u>Board</u> - Clifton E. Hull<br>3507 E Washington, #31<br>N Little Rock AR 72114        | <u>Board</u> - William Church<br>5619 Bel Caro Place<br>N Little Rock AR 72118                        |
| <u>Board</u> - Robin Thomas<br>10980 Rivercrest DR #26<br>Little Rock AR 72212-1412       | <u>Honorary Board</u> - Matt Ritchie<br>111 Tenkiller<br>Sherwood AR 72120                            |

### P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday, November 10 at Twin City Bank in North Little Rock on Main Street. The meeting will start at 2 PM. The program will be given by DON STEVENS, who will present a show on "Railfanning in Colorado, California and British Columbia." Refreshments will be served and the public is invited. (I will not be at this meeting, so if anybody has anything they need to give me for the Railroader, please mail the items to me or call me. Thanks.)

RAILROAD MEMORABILIA TO BE SOLD - Eakles Hille will be selling his collection of railroad memorabilia in the Hille Train Room, Saturday, November 9, 1991, 9:30 AM - 4:30 PM. Items include employee timetables, train sheets, books, china, silver, pictures, insulators, steam locomotive bell (with yoke), signals and many others. **NO MODELS, NO MINIATURES! ALL ACTUAL RAILROAD ITEMS.** Some over 100 years old. Looking for an unusual Christmas or birthday gift? Why not look us over!

For further information, please contact Eakles A. Hille, c/o Pleasant Valley Living Center, #213, 12111 Hinson Road, Little Rock AR 72212 or call him at (501)-225-5476.

DUES FOR 1992 - Remember that 1992 dues are due by January 1 and it isn't too early to send them in (many have done so already). Dues are now \$15 per year for both Arkansas and out-of-state residents. Send to PO Box 9151, North Little Rock AR 72119, c/o Treasurer.

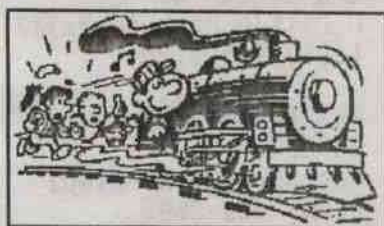


You may join the National Railway Historical Society at the same time by paying \$14 a year more. We're trying to get as many as possible to join this national organization, since we will be holding their Board of Director's meeting in the Spring of 1993. (See article on the NRHS by Dick Davis later on in this newsletter).

**WILLIAM CHURCH** was quoted extensively in the Sunday, October 13th ARKANSAS GAZETTE's Richard Allin column. The article was about the difficulty of finding trains to get to certain parts of the country from Little Rock, like the east coast. It did state, however, that the trouble was worth

it. To quote Bill, "Train travel at its worst somehow seems like the best to those like me who are life-long train riders."

**DONATION** - Member Raymond Toler paid for the printing of page 2 of this newsletter. Thanks Raymond.



**RAILCHASES** - Remember on Saturday, November 2 we'll be going up to explore the old abandoned right-of-way of the Missouri & North Arkansas north of Georgetown. Both JIM WAKEFIELD and DOUG DUNCAN will help guide us, as will president BARTON JENNINGS. In a change of time, we plan to leave the Twin City Bank parking lot at 7:00 AM that Saturday morning. Also remember that on Sunday, December

1, we may have a "train waiting" chase from Union Station in Little Rock, where we'll just sit and wait for Union Pacific and Amtrak trains to roll past, possibly traveling around the city as well.

Also, remember to bring your slides of past rail chases so Matt Ritchie can organize them for future programs, like the New Years Day get-together (see later) and our NRHS board meeting in 1993. Please bring these to the November meeting if possible.

**CHRISTMAS PARTY** - Our Annual Christmas Party will be held SATURDAY, DECEMBER 14 at the Spaghetti Warehouse on 2nd Street in Little Rock beginning at 4:30 PM. Bill Church will have all the details at the November 10th meeting and in the December newsletter. We will have a choice of menu items.



**BACK BY POPULAR DEMAND** - Like last year, we will be having an ALL-DAY get-together at our regular meeting place on New Years Day, when you can bring your slides, videos, photos, tales, etc. to share with people in the room. Arrangements have already been made to reserve our 3rd story meeting room that day. This will be an informal thing, but all will be having fun.

#### ARKANSAS RAIL NEWS

**A&LM FALLEN FLAG** - On September 27, 1991, Georgia Pacific acquired the assets of the Arkansas & Louisiana Missouri shortline (between Crossett, Arkansas and Monroe, Louisiana) and began operating this line as the ARKANSAS, LOUISIANA & MISSISSIPPI. This changes not only the M in the name, but also moves the & to a more normal location in the name.

Currently, all of the old ALM offices have been closed in Monroe and all of the equipment has been moved to Crossett. All four locomotives are currently stored serviceable at Crossett. AD&N power is being used on the line with some of the former A&LM employees temporarily running the trains. Some changes in operations have been made to date. There are as follows:

The Bastrop train goes on duty about 7 AM at Bastrop and makes a trip to Crossett as normal. However, a 10mph speed limit has been placed over the entire line, causing the train

to arrive in Crossett near lunch time. The crew ties up at Bastrop after all work is done in Bastrop.

The Monroe crew now also reports to work at Bastrop. Using the same locomotive as the Bastrop crew (thus requiring a much later start time) they make a round trip to Monroe, working all industries along the way. This train is now more of a night train, making photos of the street running in Monroe more difficult to get.

All of these changes are just a beginning. A major effort is now underway to fix the track conditions to allow a much faster trip over the line. Changes will continue operations-wise as conditions improve. Also, all marketing, sales and accounting are now being handled out of the Ashley, Drew & Northern's offices in Crossett, Arkansas.

By the way, there is no plan to have a AL&M painted engine for a while. The A&LM locos will probably go to other GP operations around the country. (Barton Jennings)



**AREA TRAIN SHOWS** - November 2 there will be a model train show sponsored by the Mitchell Boys Club at 3107 W Capitol in Little Rock. Admission will be \$1.00. Contact Andrew McNail at (501)-666-9486. Also...on November 23 and 24 the Arkansas Valley Model Railroad Club will be having their open

house on Riverfront Road in North Little Rock. (We like to promote these model railroad activities in the Railroader, but it would also be nice to get more advanced notice of these events...not wait until 2 to 4 weeks ahead of the event. Please try to let me know your plans **AT LEAST** two months before the show. Thanks. - Ed.)

**A&M GRADE CROSSING ACCIDENT** - (Fort Smith) - The Fort Smith turn of the Arkansas & Missouri Railroad hit a loaded dump truck at the Clayton Expressway crossing near Fort Smith on September 30, demolishing the truck but only slightly injuring the driver. The impact split the truck, flinging the bed and drivetrain 75 feet into the power lines beside the track. The lead engine of the train derailed. It was going 16 to 18 MPH and the crossing lights were working. The 45-car train was carrying sand, lumber and feed north, back to Springdale.

Lead unit was #44 (C420). The front truck was completely off the rail, trailing truck had right hand wheels in the air and the left hand wheels were still on the rail. The engine was close to dumping over. The train had 4 C420's and one RS1, which was not running. It took about 4-5 car lengths for the train to stop (the air was set to stop for a bridge already).

According to A. D. McCoy, A&M might be selling engine #42, asking price \$100,000. This unit was on the train involved in the accident but was not damaged at all. (A.D. McCoy and the Fort Smith TIMES RECORD, October 1, 1991 by Shaun Schafer)

*Contrary to popular belief, there is no shortage of trees today. In fact, there are more trees today than 70 years ago, about 1,000 per person. Annual growth rate of trees exceeds harvest by 31 percent. There are 2.7 billion trees planted each year on tree farms, which turn into magazines and newspapers. However, the big problem, and why we all need to recycle, is the volume of paper now sitting in landfills.*

- POPULAR SCIENCE, October 1991



**KIAMICHI RAILROAD MOTIVE POWER** - The following is a roster of the Kiamichi Railroad as of September 23 as sent in by the railroad. Other shortlines in Arkansas that receive this newsletter are asked to send me your rosters as well. Thanks.

EX ROAD NO.	ROAD NO.	MODEL	H.P.	YEAR BLT	RAILROAD
TNW 100	701	GP7	1500	1953 EMD	KIAMICHI
FMRC 620	702	GP7	1500	1952 EMD	KIAMICHI
FMRC 617	703	GP7	1500	1952 EMD	CHAPARRAL
IARN 610	704	GP7	1500	1952 EMD	CHAPARRAL
KCS 4156	705	GP7	1500	1953 EMD	KIAMICHI
KCS 4154	706	GP7	1500	1951 EMD	KIAMICHI
IARN 609	707	GP7	1500	1952 EMD	KIAMICHI
C&O 6210	901	GP9	1750	1957 EMD	KIAMICHI
BN 1941	902	GP9	1750	1958 EMD	KIAMICHI
WM 5933	903	GP9	1750	1955 EMD	KIAMICHI
KCS 4162	904	GP9M	1750	1953 EMD	KIAMICHI
MKT 108	905	GP9M	1750	1952 EMD	KIAMICHI
KCS 4164	906	GP9	1750	1959 EMD	KIAMICHI
KCS 4163	907	GP9	1750	1959 EMD	KIAMICHI
TNW 273	908	GP9	1750	1954 EMD	KIAMICHI
MP 2600	3801	GP35M	2000	1964 EMD	KIAMICHI
MP 2640	3802	GP35M	2000	1964 EMD	KIAMICHI
MP 2607	3803	GP35M	2000	1964 EMD	KIAMICHI
MP 2617	3805	GP35M	2000	1964 EMD	KIAMICHI
KCS 4050	SL1	F7A	SLUG	1949 EMD	KIAMICHI
KCS 4055	SL2	F3A	SLUG	1947 EMD	KIAMICHI

**TRAIN HITS MAN** - (Conway) - A 78-year old Conway man, who built a reputation for running errands for local merchants, was killed September 27 when he walked in front of a Union Pacific train. Jessie Doyle was struck at the Oak Street crossing. The engineer of the train said Doyle was looking to the ground and never saw the train. The man had just left a barber shop. The train's whistle and the crossing gates were all working. The impact hurled Doyle 79 feet. He died instantly. (*ARKANSAS GAZETTE* and *ARKANSAS DEMOCRAT* September 28, 1991)

**READER RAILROAD NEWS** - Basically, there is nothing new to report. The Reader Historical Society of Prescott apparently steamed up the engines on Labor Day, and I've heard that the Reader is still in the process of trying to get the FRA to give it an exemption so it can run again. However, apparently it has not started as of October 15.

#### GENERAL RAIL NEWS

**GRAND CANYON RAILWAY** of Williams, Arizona had a railfan weekend September 14 and 15th in conjunction with the 90th anniversary of the inauguration of the original Grand Canyon Railway in 1901. This line now operates regular steam train service between

Williams and the south rim of the Grand Canyon along Santa Fe's old line. Arkansas Railroad Club member R. JEFF TILLMAN is a conductor on the line.



**ANOTHER SANTA FE TOURIST LINE?** - (Santa Fe, New Mexico) - A potential tourist railroad made a bid on the 18-mile line that links Santa Fe to Lamy, New Mexico. They said a tourist train could begin operations next summer. The name of the new owner would be the Santa Fe Southern. Plans were to scrap the line otherwise. (RAILS)

**DOWNSIZING** - Union Pacific has announced a 5-year plan that will downsize its operations, cutting as many as 4,000 jobs and 7,100 system miles of track. Most of the jobs lost would be firemen and brakemen. (RAILS)

*Each day, Americans use about 69,000 gallons of mouthwash.*

**NEW ROYAL SERVICE** - (Florida) - The American-European Express will begin its Royal Floridian service from New York on November 19 through March 18, 1992. (THE BULL SHEET)

**SP'S ROSTER UPDATE** - Southern Pacific, as of the summer of 1991, had 1,754 road engines averaging 10 years, 4 months old and 357 yard engines, averaging 18 years, 10 months old.

#### AMTRAK NEWS

**LONG TRAIN** - The "California Zephyr" had a capacity train of four units and 22 cars on August 8 when it came through Omaha. (THE MIXED TRAIN)

**AUCTION** - The following sleepers were auctioned off at Beech Grove, Indiana September 5: *Silver Slope, Silver Plateau, Silver Hollow, Silver Boulder, Silver Channel, Silver Vale, Silver Basin, Silver Ridge, Lake Wales, West Palm Beach, Winter Haven, Bradenton, Greenwood, Toronoto Islands, Navajo Valley and Missouri Valley.* (THE BULL SHEET)

**RIDERSHIP** statistics will be printed whenever I get them in time.

**NEWS UPDATED** through October 15...probably mailed the last week in October. Deadline for the December issue will be November 15. Thanks.

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### PLEASURES AND FRUSTRATIONS OF A STEAM FAN

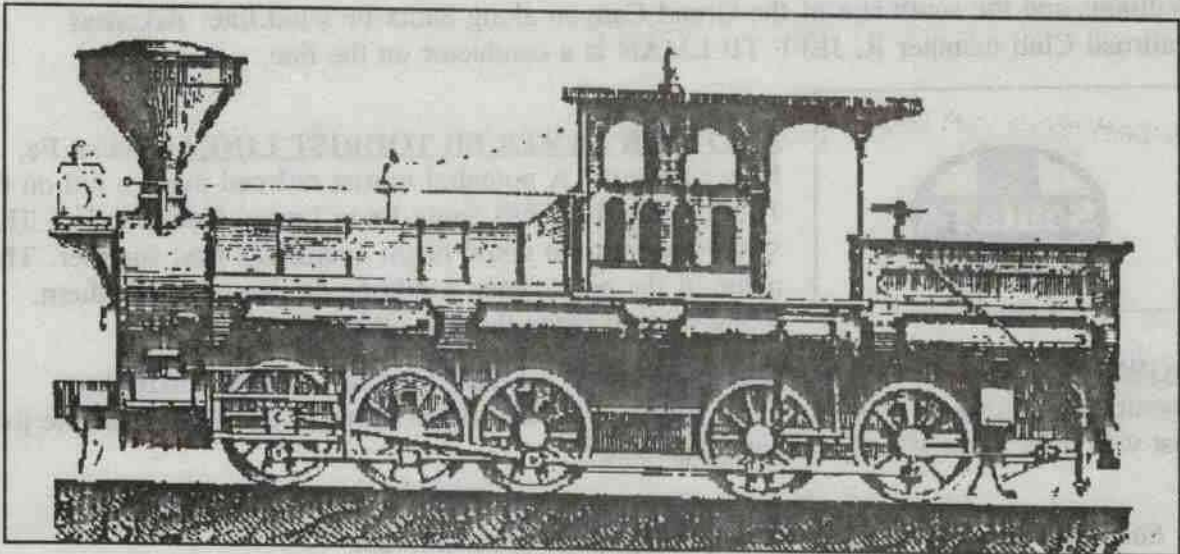
by: Earl Harris

In the last quarter century I have had most of the experiences listed below. I do this with apologies to Jim Boyd, Railfan railroad editor and his monthly quip Railfanning Is. I'm sure many readers can find some identity with some of the following. So here goes:

Helping a friend lug two of his extra cameras plus a tripod as well as your one and only 35MM camera on and off the train at the start and ending of the run.

Climbing aboard a trip at 6:00 AM and on a rainy morning and wondering, why am I here?

Trying to make a decent tape of the loco with all the air-conditioning motors on the A.C. cars going full blast. An impossible job.



Wondering why steam fan trips are scheduled in the hot humid days of mid-summer.  
Keeping clear of all high weeds and grass during a photo runby to avoid chiggers.  
Finding you got a perfect shot of the guy's arm and wristwatch next to you on a runby.  
Wondering why camera lines on run-bys become warped into curves as the train runs by.  
Getting that one people-free shot of the loco and finding your camera film is used up on lesser shots earlier on.

Feeling sympathy for the unsuspecting motorist on a parallel highway caught up in the "steamin demon" crush of train chasers.

Reflecting upon the lack of "fuss and feathers" in servicing the steam loco in the days of steam in the U.S. of A.

Recognizing and realizing 90% of steam fan trips run from one to three hours late. Sad to say.

Becoming aware that high technology has replaced most all of the hand signals in train operation in 1990.

Technology has done the written train order in also.

Being shocked at the fares of most of today's steam safaris and realizing this is caused by high liability insurance rates.

Losing sleep, spending money, and trying to move through crowds on or off the train.

Wondering why you struggled to get a good photo of the loco and trains, knowing some professional photographer will have a good quality VCR tape on sale at nominal cost later on. Ego, I'd guess.

Watching vintage rail films, converted to VCR tapes and hearing just how far out of sync the substitute loco sounds are. Example...a 4-6-2 pictured may have the sound of an 0-6-0 switcher dubbed in. Personally I prefer nice period music in this case.

Being thankful we still have steam in operation in 1990, some 30-odd years back, when Mr. D's Machine killed off 99% of them.

Viewing photos of the "new" 1990 Chinese steam locos sent to the U.S. tourist lines. Their intent is well, I suppose.

The view of same, recalls to mind the old saying, "All fouled up like a Chinese fire drill." I will hasten to add, no ethnic slur is intended on my part.



The Chinese aside, from appearance, have produced good operating steam power. All steam locos speak in a universal language.

Meeting nice people on steam fan trips. Always being amazed by the huge crowds a live steam loco run can draw, this includes lonely rural grade crossings.

Why do people on fan trips wave to bystanders and they wave back? I must confess, I've done both of the above and yes, I wave or return the wave.

Feeling great to learn the anti-steam forces in major railroad managements have gone elsewhere to rain on someone else's parade.

Reading the news of loco restorations in the future.

Finding the whistle exhaust of a steam loco in 1990 is still as fascinating and as haunting to me as it was over 50 years ago.

Realizing that I, for all the negative items I've listed, I'm still looking forward to my next steam fan trip in 1991!

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### NOVEMBER IN RAILROAD HISTORY

sent in by James O'Neal (from AAR 1954 publication)

The first known instance of United States mail being transported by railroad was from Charleston, South Carolina November 1831.

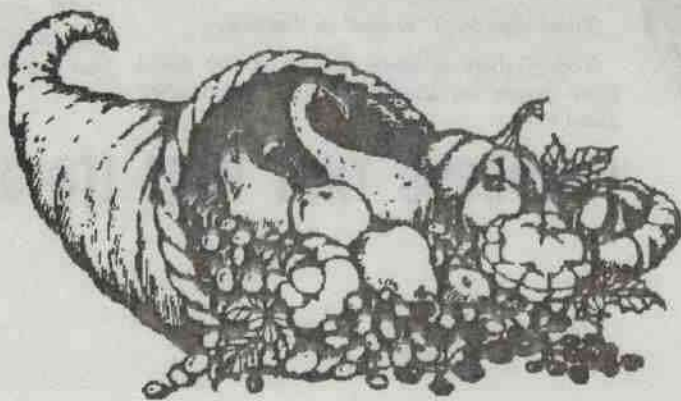
On November 18, 1883, railroads throughout the United States adopted Standard Time, replacing numerous local times by which trains were operated. Standard Time was divided into four zones based on sun time at the 75th, 90th, 105th and 120th meridians west of Greenwich. The time system thus initiated was promptly accepted by cities and towns from coast to coast and eventually spread throughout the world.

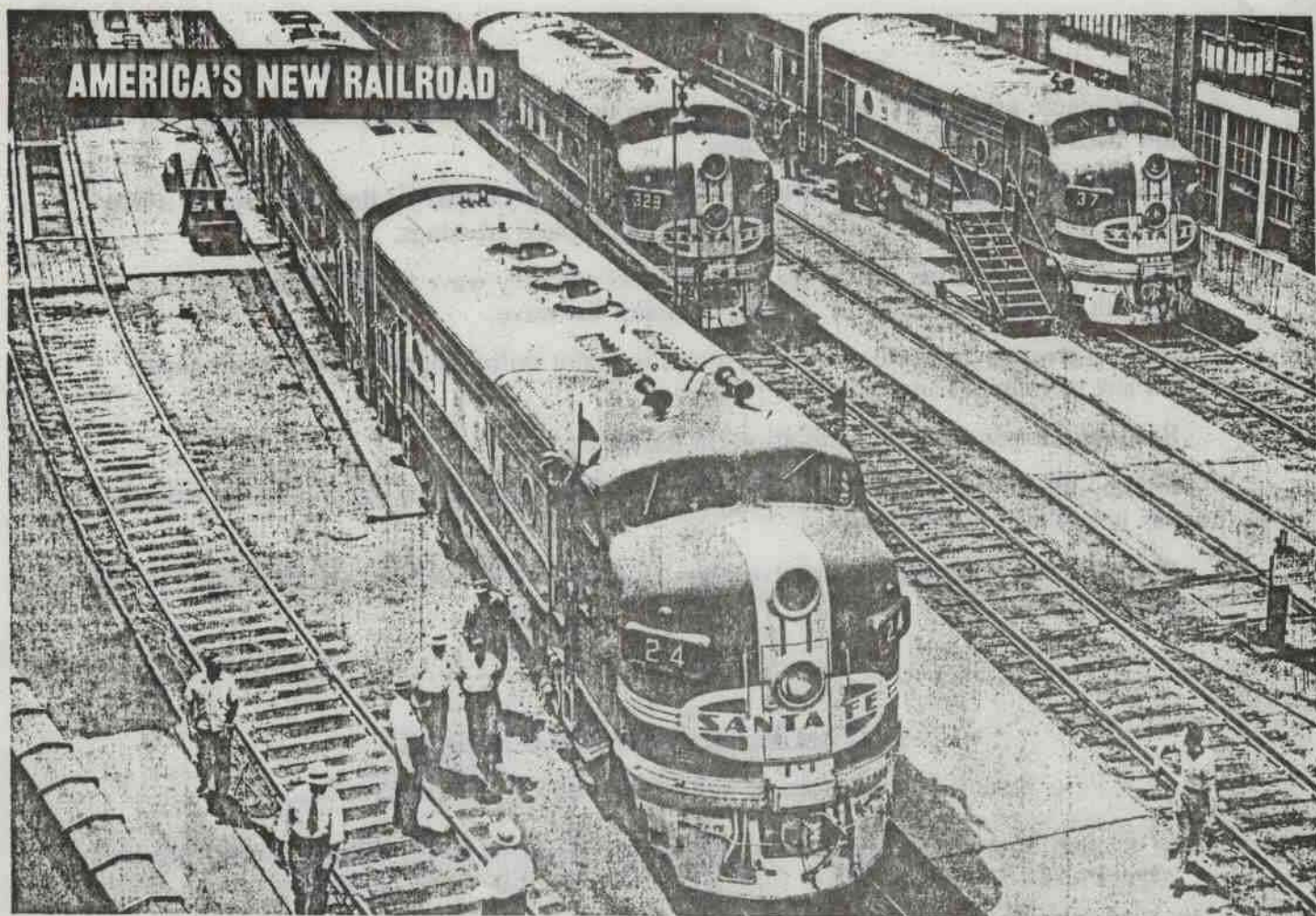
First shipment of petroleum in a tank car - a flat car fitted with two wooden tanks resembling inverted tubs - originated at Titusville, Pennsylvania, November 1, 1865.

First patent for a refrigerator car issued to J. B. Sutherland of Detroit, Michigan November 6, 1867.

Matthias Baldwin's first locomotive 'Old Ironsides' made its initial run for a distance of 6 miles - November 23, 1832.

World's longest trestle bridge, the Lucin Cutoff across Great Salt Lake, opened for traffic November 26, 1903. It is twelve miles in length.





# Every 3 days a new diesel joins the Santa Fe fleet!

*A 10-year record of "building new" on the Santa Fe!*

Christened with California champagne, Santa Fe's first multiple-unit diesel locomotive rolled out of Chicago on May 12, 1936.

It powered the first *Super Chief*.

39¼ hours later it rolled into Los Angeles—and the new age in railroading was born.

There were 3600 "horses" in that one.

Five years later, the first multiple-unit freight diesel rolled on Santa Fe rails.

There were 5400 "horses" in that one.

Today, there is more than 2,100,000 diesel horse power on the Santa Fe—1524 mighty diesel units.

From 1943 through 1952, a total of 1261 diesel units were placed in service. *Better than one every 3 days for a 10-year record!*

And still they come! 222 in 1953!

Every diesel added, every mile of heavier rail, makes America's New Railroad a little more *completely* new. Why, enough new rail has been laid on the Santa Fe in the last seven years alone to reach from Chicago to Los Angeles!

All new—but always the old pride that all this building new costs you, the taxpayer, not one tax penny.

SANTA FE SYSTEM LINES

## PROGRESS THAT PAYS ITS OWN WAY



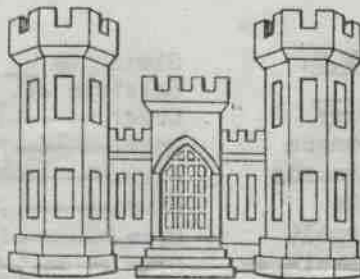
GOLDEN  
ANNIVERSARY  
CLAIBORNE & POLK  
MILITARY RAILROAD  
1941-1991  
WORLD WAR II  
711th. Engineer Railway  
Operating Bn.  
Camp Claiborne, La.  
by  
William Church

DIVISION OFFICERS

Major Henry A. Israel	Asst. Supt.
Capt. George W. Warmack	Trainmaster
1st. Lt. Paul W. Strong	Chief Dispatcher
1st. Lt. Claude S. Angleton	Rd. Foreman Eng.
1st. Lt. Wm. J. Dixon	Yardmaster
2nd. Lt. Herbert A. Zeigler	Asst. Yardmaster
Capt. Earl J. Lawler	Div. Storekeeper
Capt. George E. Lourie	Asst. to Supt. (Adj)
Capt. Joe D. Gore	Engr. Maint. of Way
2nd. Lt. Wm. F. Wilbur	Supvr. Bridges & Bld
1st. Lt. Gardner E. Dike	Track Supvr.
2nd. Lt. Donald L. Manion	Asst. Engr. Mof Way
1st. Lt. S.D. Williamson	Signal Supvr.
Capt. Earl C. Martin	Master Mechanic
1st. Lt. Joseph A. Mitchell	Mechanical Engr.
1st. Lt. John M. Depp	Genl. Car Foreman
1st. Lt. James E. Bennett	Enginehouse For.
2nd. Lt. James McComb	Asst. Master Mech.
Capt. Harold Conn	Chief Surgeon
1st. Lt. Em. J. Kaiser	Dentist

JOHN B. ALLEN  
CENTRALIA, ILL.

*William L. Post*  
**CLAIBORNE-POLK  
MILITARY RAILROAD**



**TIME TABLE  
No. 1**

TAKES EFFECT 0501Z

**Sunday, Sept. 20, 1942**

GREENWICH CIVIL TIME

THIS MILITARY RAILROAD IS OPERATED  
BY THE 711 ENGINEER RAILWAY OPERATING  
BATTALION, U.S. ARMY

FOR THE INFORMATION AND GOVERNMENT  
OF MILITARY PERSONNEL

CARL R. GRAY, JR.,  
BRIGADIER GENERAL, U.S. ARMY  
GENERAL MANAGER-M.R.S.

G.M. WELCH,  
LT. COL. CE., U.S. ARMY  
SUPERINTENDENT

Reproduced by Engineer Headquarters  
Military Railway Service - September, 1942  
**JOHN B. ALLEN**  
CENTRALIA, ILL.

71th. Engr. Bn.  
Camp Claiborne, La.

Sept. 23, 1942

CREW LIST FOR THURSDAY SEPT. 24, 1942

Called For 0845Z Gravel Train  
Received At. \_\_\_\_\_  
H.R. Shafer \_\_\_\_\_ Condr.  
Engr. \_\_\_\_\_ J.W. Murphy  
Firm. \_\_\_\_\_ H.G. Berger  
Firm. \_\_\_\_\_ S.A. Gregory  
Brkm. \_\_\_\_\_ L.N. Danielson  
Brkm. \_\_\_\_\_ N.A. Nieman  
Brkm. \_\_\_\_\_ R.G. Reslofs

Called For 1100Z Q.M.C.  
Received At. \_\_\_\_\_  
Condr. \_\_\_\_\_ S.E. Smith  
Engr. \_\_\_\_\_ C.E. Sowell  
Firm. \_\_\_\_\_ G.A. Ayers  
Firm. \_\_\_\_\_ B.L. Jackson  
Brkm. \_\_\_\_\_ J.F. Sacco  
Brkm. \_\_\_\_\_ L.N. Davis  
Brkm. \_\_\_\_\_ W.J. Fraser

Called For 1200Z #7  
Received At. \_\_\_\_\_  
Condr. \_\_\_\_\_ T.R. Byrd  
Engr. \_\_\_\_\_ C.H. Bullock  
Firm. \_\_\_\_\_ R.T. Ambrose  
Firm. \_\_\_\_\_ ~~W.H. Smith~~ J.F. Davis  
Brkm. \_\_\_\_\_ M.A. Ernst  
Brkm. \_\_\_\_\_ J.J. Rolla  
Brkm. \_\_\_\_\_ N.K. Hanna  
R/M. \_\_\_\_\_ C. Cassman

Called For 1300Z  
Received At. \_\_\_\_\_  
Condr. \_\_\_\_\_ G.J. Faltot  
Engr. \_\_\_\_\_ L.P. Poltrons  
Flagman \_\_\_\_\_ R. Brase

Called For 1415Z Pass Train  
Received At. \_\_\_\_\_  
Condr. \_\_\_\_\_ E.W. Reed  
Engr. \_\_\_\_\_ O.J. Hofland  
Firm. \_\_\_\_\_ W.F. Patin  
Brkm. \_\_\_\_\_ W.S. Baker  
Brkm. \_\_\_\_\_ P.R. Walker  
Brkm. \_\_\_\_\_ H.E. Byrnes

Called For 1545Z Work Train  
Received For \_\_\_\_\_  
Condr. \_\_\_\_\_ T.C. Speed  
Engr. \_\_\_\_\_ L.L. Gross  
Firm. \_\_\_\_\_ B. Kent  
Firm. \_\_\_\_\_ J. Studstill  
Brkm. \_\_\_\_\_ C.C. Capadalis  
Brkm. \_\_\_\_\_ H.J. Murray  
Brkm. \_\_\_\_\_ R.J. Calkins

Called For 1900Z Q.M.C.  
Received At. \_\_\_\_\_  
Condr. \_\_\_\_\_ R.A. Perry  
Engr. \_\_\_\_\_ C.W. Johnson  
Firm. \_\_\_\_\_ J.T. Simmonds  
Brkm. \_\_\_\_\_ R.W. Leko  
Brkm. \_\_\_\_\_ J.H. Lisfelt  
Brkm. \_\_\_\_\_ J.C. Sterzinger

Stand By \_\_\_\_\_  
Received At. \_\_\_\_\_  
Condr. \_\_\_\_\_ L. Williamson  
Engr. \_\_\_\_\_ W.C. Miller  
Firm. \_\_\_\_\_ M.L. McLaughlin  
Brkm. \_\_\_\_\_ J.R. Orth  
Brkm. \_\_\_\_\_ L.F. Pieck  
Brkm. \_\_\_\_\_ J.D. Buckley

Notes: The crew for the 1300Z job will take the 2041 to Camp Palk and will return by the mail truck in P.M. unless changed.

cc-Capt. G.W. Warrack  
cc-Chg. Qtrs. Co. "E"  
cc-Bulletin Bd. Co. "C"  
cc-Bulletin Bd. Id. Office  
cc-S/Sgt. W.H. Stephens  
cc-Sgt. P7E. Harrison ✓  
cc-Id. Office

FORM  
31

MILITARY RAILWAY SERVICE  
CORPS OF ENGINEERS  
UNITED STATES ARMY

FORM  
31

Train Order No. 10 From Clabone May 19, 1942  
 To C & E Extra 7 West  
 At Clabone, Station.  
 X Opr. \_\_\_\_\_ M.

Order no. 5 is annulled.  
P.W.S.

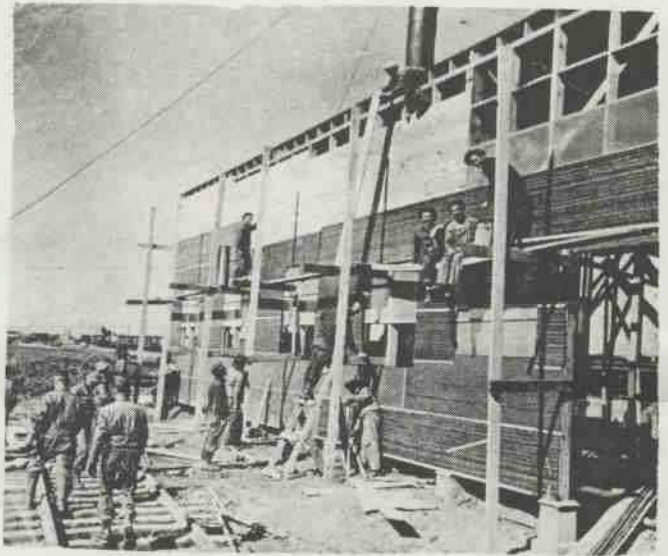
Chief Dispatcher.

Conductor and Engineman must each have a Copy of this Order

Repeated at \_\_\_\_\_ M.

CONDUCTOR	ENGINEMAN	TRAIN	MADE	TIME	OPERATOR
<i>Allen</i>		<i>Ex. 7</i>	<i>Complete</i>	<i>10:25 PM</i>	<i>Bruner</i>
				M.	
				M.	
				M.	
				M.	
				M.	





# N.R.H.S. REPORT

By  
DICK  
DAVIS

In the last issue of *The Arkansas Railroader*, I mentioned the current issue of *The Bulletin* (Volume 56, Number 4, 1991) and commented on the article by Lloyd Stagner, A "D-Date" Diary: 1952-1962, in which he lists all of the steam locomotives of railroads owning at least 26 during that period of time. Page 24 of that issue is shown below.

Again, The Bulletin is published four times a year and is sent to all members of the Society. Society dues are \$14 per year and may be paid thru our Club. Additional copies of The Bulletin are available at \$3 each.

## A HORROR STORY

At the Board of Directors Meeting in Huntington, WV, we were told the following story:

Apparently two brothers lived together, somewhere in the eastern U.S. One was a railfan, the other was not. The railfan brother spent many hours capturing the B&O, C&O and WM on motion picture film. He was very diligent

storing his films in air tight, metal containers where the elements and "critters" could not get to them. According to those who knew him, his collection was unequalled.

In the past year or so, he died. His brother reasoned that no one would want them or care for them like his brother had, so he pitched them in the garbage dump.

Why do I mention this? Because many of us have collections of photographs, slides, films, books and railroadiana. What will happen to them when we're gone? Have you made some kind of arrangement for your collection to be preserved when you're gone?

## What Does The N.R.H.S. Do?

In the last report, I began a listing of 74 "Initiatives" performed by the Society between January 1, 1991 thru July 31, 1991 and given to us at the Board of Directors Meeting in August. I want to continue part of that report in this issue. (The first 16 were listed in the previous issue.)

## MISSOURI PACIFIC

Roster Date: January 1, 1955

Freight: 2-8-0—35, 2-8-2—73, 2-10-2—1, 4-6-0—3, 4-8-4—15	127
Passenger: 4-6-2—2, 4-8-2—12	14
Switch: 0-6-0—3, 0-8-0—15	18
Missouri-Illinois	
Freight: 2-8-0—6	6
<b>Total</b>	<b>165</b>

At the beginning of 1955, most active steam worked out of Bush, Ill. in the coalfields, with six 2-8-2s and 10 2-8-0s in switching, local and coal run service to Chester and Gorham. On the Arkansas Division, three 4-6-0s were on the light-rail branch from Gurdon to Delight and Norman, an 0-8-0 and 1200 series 2-8-2 were in Gurdon yard service, a 2-8-0 switched at Malvern and two 0-6-0s alternated at Hope. On the Louisiana Division, 2-8-0s worked the Monroe-Ferriday branch and 0-8-0s switched at Monroe, also Alexandria, La. A 1200 2-8-2 ran out of Gurdon on the local to the meeting point with the Little Rock local and then returned to Gurdon.

The subsidiary Missouri-Illinois still used a couple of 2-8-0s at Salem, Ill.

A total of 66 diesel units were on order, with delivery commencing in February and ending in April. Steam power on the Arkansas Division ended March 15 when 0-6-0 9301 ran light from Hope to Gurdon. No. 15 (2-8-0) made the last trip on a "traveling switcher" out of Bush April 6. The next day doubleheaded 2-8-0s 24 and 140 moved nine dead locomotives from Bush to Dupo to wind up all MoPac steam operations, which ended on the Missouri-Illinois the same month.

17. Editor (of The Bulletin) Frank Tatnall provided the entertainment program at the 15th Anniversary Dinner of the Philadelphia Chapter, Pennsylvania RR Technical and Historical Society on March 16.

18. Jan 18, Editor Tatnall provided the entertainment program for the Philadelphia Chapter, N.R.H.S.

19. On April 20, Editor Tatnall provided the entertainment program at the Lehigh Valley Chap, NRHS.

20. During April, Editor Tatnall prepared an ethics and style guide for distribution to all chapter editors via The Bulletin.

21. Director of Chapter Development, George S. Hartman provided information to seven groups seeking information on how to form a new chapter of the NRHS. Two of these inquiries resulted in applications for charters - the Poconos Mountains Chap. and the Chicago & Illinois Midland Chapter.

22. Senior Vice President, Leroy Dietrich attended and represented the NRHS at the Washington DC Chapter's annual banquet on January 26.

23. Sr. V. P. Dietrich,

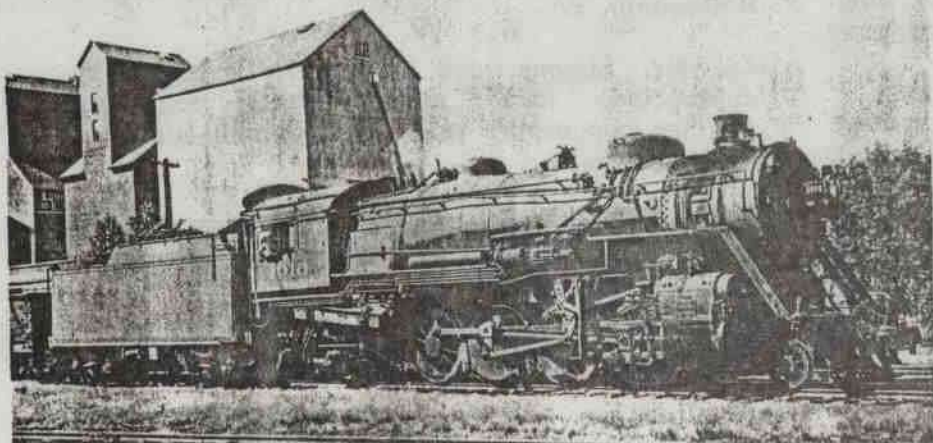
## MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE (SOO LINE)

Roster Date: January 1, 1955

Freight: 2-8-0—37, 2-8-2—27, 2-10-0—1, 4-6-0—1, 4-8-2—14	80
Passenger: 4-6-2—18	18
Switch: 0-6-0T—1, 0-6-0—11	12
<b>Total</b>	<b>110</b>

L.A. Stuckey

Soo Line Mikado No. 1016 switches at Max, N.D. in September 1952. Sister L-2 No. 1017 was one of the last steam locomotives used in Soo freight service, handling the Rhinelander, Wis.-Gladstone, Mich. local in late 1956.



- along with the members of the National Convention Committee met with the Huntington Chapter Convention Committee on February 2 and 3 to review and update Convention plans and progress. This is done periodically with all chapters hosting the Convention to make sure the event is a success.
24. Leroy Dietrich and the National Convention Committee met in San Jose, California with the Central Coast Chapter's Convention Committee to review preliminary plans and programs for the 1992 National Convention in that city. (Meeting was held Feb 23.)
  25. Mr. Dietrich attended and represented the NRHS at the Appalachian Region Seminar held in Roanoke, VA March 2 and 3.
  26. On March 9, Leroy Dietrich met with Mrs. Patricia Dodge (of Olney, MD) to pick up the 16mm film and slide programs of the late Harry P. Dodge which had previously been withdrawn from the NRHS Memorial Film Library. These have been turned over to Mitchell Dakelman, Director of Media Services, for redeposit in the NRHS Film Library and for the cataloging of same.
  27. Senior VP Dietrich met, on Feb 6, with the Rails-to-Trails Conservancy members relative to preliminary discussion on mutual cooperation between our two organizations and possible participation in each other's conventions. Meeting held in Ballston, VA.
  28. President Raymond Wood and Sr VP Dietrich held a dinner meeting with the staff of The Bulletin in Philadelphia on April 6.
  29. Director of Media Services, Mitchell Dakelman, purchased equipment to maintain the Dodge Film Library including new reels, cans, cases and storage cabinets.
  30. Mr. Dakelman continued to repair, restore and, in some cases, videotape the 16mm films. The finished films and video copies have been sent to the N.R.H.S.'s Library of American Transportation at our headquarters in Philadelphia.
  31. The previously mentioned films and slide sets returned by Mrs. Dodge are now back in the Dodge Film Library which is a part of our complex in Philadelphia.
  32. Office Manager, Lynn Burshtin, has begun circulation of the 16mm library and videos to Chapters requesting them for their programs.
  33. Mr. Dakelman and VP R. L. Eastman, Jr. prepared a new combined catalog of films and videos for distribution to the Directors in Huntington. (I delivered a copy to our John Hodkin for his consideration for future programs for the Club.)
  34. The Library continues to acquire videos and 16mm films. Rare titles, when duplicated, are retired.
  35. The Library received a donation from the Philadelphia Chapter, of a 16mm film titled, "Call Us Penn Central". Donations of Slides and film collections is encouraged.
  36. Mr. Dakelman also set in motion a policy regarding the circulation of our materials (i.e., postage charges, overdue fines for late returns, responsibility of a program while in the hands of each Chapter, etc.)
  37. Director of National Conventions, John B. Wilson, along with the other members of the Committee, have agreed on a change in the financial arrangements between the host chapters and the National Society. This has been agreed to by the San Jose chapter sponsoring the 1992 National Convention in that city and will be negotiated with succeeding host chapters. It will be implemented in the form of a memorandum of agreement with the NRHS Convention Committee and the host chapters and will be incorporated in the Convention Handbook when the later is revised. Further changes in the Handbook may be issued by memorandum form pending revision of the manual. These may include National Committee Convention recommendations regarding convention schedules, a seminar and workshop program, etc.
  38. Mr. Wilson and the National Convention Committee meet regularly with host chapter representatives at Board of Directors Meetings. On-site meetings are planned with the 1992 (San Jose) and 1993 (Chicago) host chapters in late 1991 and early 1992.
  39. Mark Cedeck, Chairman of the (financially successful) 1990 St. Louis Convention, replaced Tom Moss of the Mt. Plains Chapter on the National Convention Committee.
  40. In June, a meeting was held with Mark Smith, Don Jilson and the Mohawk & Hudson Chapter officers regarding Alco Historic Photos.
  41. Vice President R. L. Eastwood, Jr developed a "Deed of Gift Prospectus".
  42. Mr. Eastwood initiated the purchase of specialized cabinets to house the Society's Timetable Collection.
  43. June 28, Dr. Raymond Wood (President, NRHS) and Eastern Regional VP, Steve Barry, presided at the chartering ceremony of the Poconos Mountain Chapter in Cresco, PA.
  44. VP, Public Relations, Dick Simons, participated in the publication of an article on the Eel River RR in Indiana by the Indiana Historical Society's Traces in the Spring.
  45. Mr. Simons sent News Releases to 50 hometown newspapers located in 14 states regarding the election of officers and directors attending the Spring Board meeting in Bethlehem, PA.
  46. Mr. Simons also sent news releases to appropriate local news editors regarding articles concerning their areas which appeared in The Bulletin.
  47. During the first 5 months of 1991, the PR office wrote 66 letters to inquiring historians, news letters, etc.

More in the next issue.



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, NOVEMBER 10 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. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections - also for some exchange newsletters).



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)

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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

YOUR NAME \_\_\_\_\_

YOUR ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE NUMBER ( ) \_\_\_\_\_

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

ARKANSAS RAILROAD CLUB  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

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UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<b>NOVEMBER 2</b> - M&NA abandoned right-of-way exploration. Leave TCB parking lot about 7 AM.	<b>DECEMBER 1</b> - Possible train watching from Amtrak station (Union Station) in Little Rock.
<b>NOVEMBER 2</b> - Mitchell Boys Club model train show, 3107 W. Capitol Ave, Little Rock.	<b>DECEMBER 7-8</b> - Oklahoma Train Show, Oklahoma City, sponsored by Central Oklahoma Railfan Club
<b>NOVEMBER 9</b> - Eakles Hille will sell much of his rail collection, 9:30AM-4:30PM. Call 501-225-5476.	<b>DECEMBER 14</b> - Annual Christmas Party, Spaghetti Warehouse, Little Rock, 4:30 PM. <u>NO</u> regular meeting this month.
<b>NOVEMBER 10</b> - Regular club meeting, 2 PM, Twin City Bank in North Little Rock.	<b>JANUARY 1</b> - All-day informal get-together at usual meeting place. Bring railroad things to show, slides, videos, etc.
<b>NOVEMBER 23-24</b> - Arkansas Valley Model RR Club open house, Riverfront Road, in North Little Rock.	<b>JANUARY 1</b> - DUES ARE DUE! Our dues (\$15 individual, \$20 family) are always payable on January 1 of each year.

See inside for more detailed information on some of these activities. You may also call Matt Ritchie for more information (834-4449). Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.

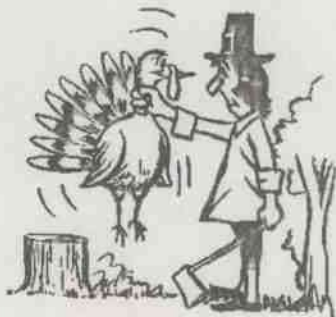
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North Little Rock AR 72118-3160

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ADDRESS CORRECTION REQUESTED

NOVEMBER 1991



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