



# ARKANSAS RAILROADER



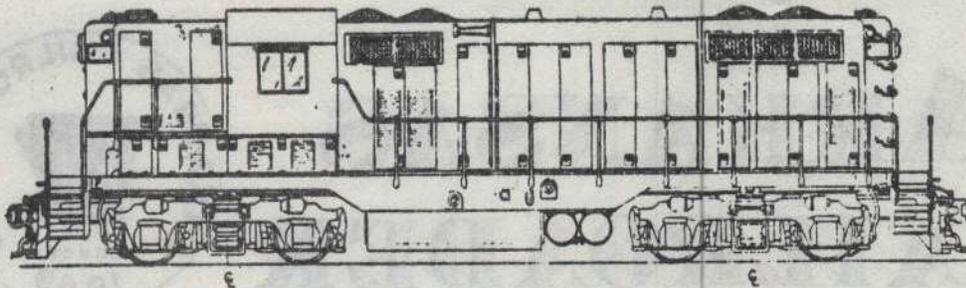
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 18 NUMBER 10

OCTOBER 1987



Cotton Belt 4-8-4 #819 while parked in front of Union Station in Little Rock, June 13, 1986. Amtrak uses the track just to the left of the 819 while Union Pacific's double-tracked main line is to the far left. (Ken Ziegenbein photo)



# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1987 OFFICERS OF THE ARKANSAS RAILROAD CLUB

*President* - Peter Smykla  
2800 West 37  
Pine Bluff, AR 71603  
(501)-535-4724

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

*NRHS Rep* - Mike Adams  
3609 Lakeshore Dr  
N Little Rock, AR 72116  
(501)-753-5120

*Vice-President* - Carole Sue Schafer  
103 Thayer  
Little Rock, AR 72205  
(501)-371-0034

*Secretary* - Polly Hamilton  
522 South Main  
Benton, AR 72015  
(501)-778-6221

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905 Valerie Drive  
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(501)-758-1340

### ARKANSAS RAILROAD CLUB RAIL EXCURSION

**DATE:** Saturday, October 10, 1987

**PLACE:** Fordyce-Crossett-Monticello and return on the Fordyce & Princeton and Ashley, Drew & Northern Railroads

**TRAIN TIME:** Leaves Fordyce 9:00 A.M. sharp, returning to Fordyce by about 5:30 PM

**BUS TIME:** Trailways Bus leaves the Twin City Bank parking lot (north side) in North Little Rock at 7:00 A.M. and will go straight to Fordyce (it will **NOT** stop in Pine Bluff.) Twin City Bank is located on Main Street in North Little Rock just across the river from Little Rock. You could also drive to Fordyce yourself, of course. It's south of Little Rock about 65 miles.

**FOOD** - Bring your **OWN LUNCH** and drinks...none will be provided.

**COST:** Bus trip, \$10 per person (make checks out to "Arkansas Railroad Club" and give to Bill Church. The train trip is **FREE!**

**WHO TO CONTACT:** To make reservations for the bus, call Bill Church at 753-4582 as soon as possible. As of this writing, 42 of 46 bus seats have been sold. Any overflow will carpool to Fordyce (65 miles).

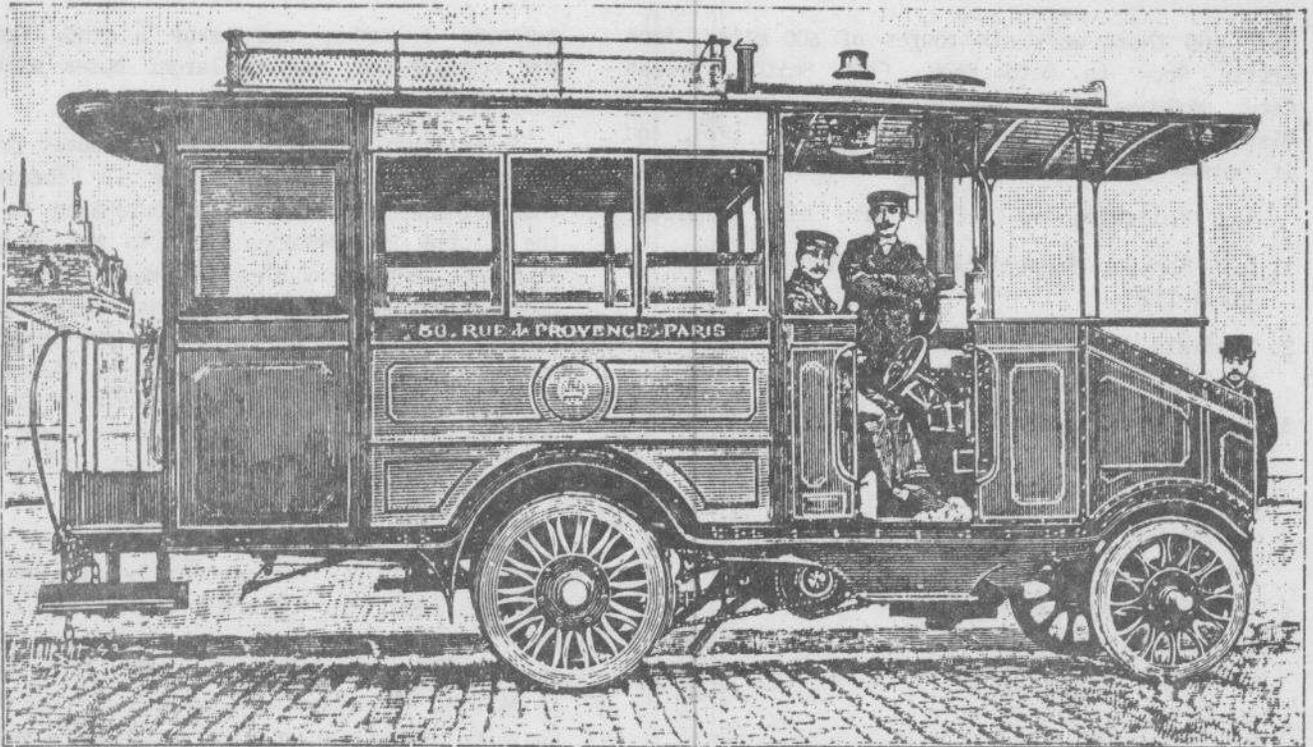
**NOTE:** The train trip is free to Arkansas Railroad Club members and their families. Others may ride, but must join the Arkansas Railroad Club first.

Also, the Trailways Bus is reserved on a **24-hour** basis, so if the train is delayed getting back to Fordyce for some reason, there's no problem. If all goes well, we'll be back in North Little Rock by about 7 P.M.

## ☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be held **SUNDAY, OCTOBER 11** at the Twin City Bank Building in North Little Rock at 2 PM. The program will be given by our president Peter Smykla and will be slides of railroads gone but not forgotten. Also, he is asking that the person who volunteered to give the November program to please contact him again. His address is above. (We can all also discuss the fun time we will have on the Fordyce-Monticello excursion). Last month we had over 50 present...let's keep up that attendance.

**NEWS** updated through September 19; **ARKANSAS RAILROADER** mailed September 23.



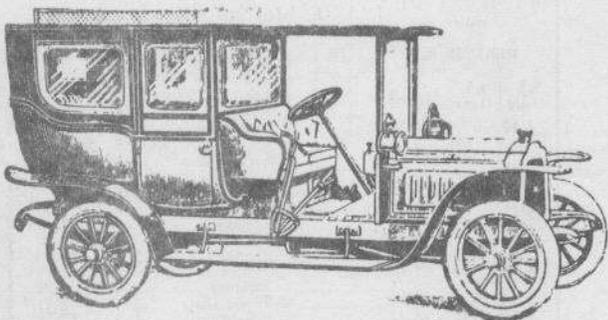
### THE MISSOURI PACIFIC RAN BUSES, TOO

by: Gene Hull

In the mid-1970s the Missouri Pacific was operating about 7,500 miles of railroad. If we include the affiliates Texas & Pacific, International Great Northern, and Gulf Coast Lines, there were more than 10,000 miles in the rail system. The MOP was proudly known as a Service Institution.

Very little mention has been made of the MOP's subsidiary highway bus system. It was formed to meet the competition in passenger transportation. By the end of 1929 there were more than 4,000 miles in the system. This mileage was increased significantly in the following years by acquisition of, and association with, other lines.

During the 1920s there began a period of extensive highway construction and improvement. This system of public roads was quickly appropriated by trucking companies, and then bus companies began using the highways to compete with passenger trains.



The Missouri Pacific, as well as other railroads suffered serious deterioration of passenger traffic in the 1920s. Between 1920 and 1927 the MOP had a 30 percent loss of passenger revenues. Better highways produced a great increase in the growth of buses and private automobiles. Paying customers were riding buses on highways running parallel to railroads.

The first buses were rather crude, small, and uncomfortable, and the long-haul rail passenger business wasn't adversely affected. The buses, at first, were adversaries of the local passenger trains between every Hicksville and Podunk in the country. The MOP responded by putting on a second local passenger train and a daily rail-motor car between Sedalia and Jefferson City 15 June 1925. The slowest train made the run 30 minutes quicker than the bus. On the farthest west segment of the MOP people were wanting more frequent service, but they didn't get a train. A contract was signed with San Isabel Transportation Company to run one bus a day between Ordway, Colorado and Pueblo, beginning 4 April 1927. Thus entered the bus.

As the 1920s progressed bus lines did also. In September 1928 the MISSOURI PACIFIC TRANSPORTATION COMPANY was formed at Little Rock, Arkansas, with Paul J. Neff, assistant to the president of the railroad, as president and general manager of the new company. There was a question about the legality and propriety of the MOP operating buses parallel to its rail lines, but no action ever was taken.

The Missouri Pacific Transportation Company promptly purchased 16 independent bus lines, which competed with various passenger trains in Arkansas and south Texas. A line was established between Kansas City and Joplin to replace one of four daily passenger trains. By February 1929 there were 125 buses running on 1800 miles of highway.

Of the acquired bus lines the Smith Arkansas Traveler Company was the largest. Wilbur A. Smith started a taxi service in Little Rock in 1913, and in 1923 he began a bus line service between Little Rock and Pine with a White auto and a Hudson touring car. This was the Smith Stage Lines. By 1928 it was Smith Arkansas Traveler

Co., and there were six routes of 600 miles, from Little Rock to Bald Knob, Fort Smith, Forrest City, McGehee, Hot Springs, and El Dorado. The Missouri Pacific bought it 12 December 1928, and it became the basis of the operation in Arkansas.

The following bus lines were also acquired:

1. C.M. Rankin Russellville-Morrilton-25 miles 11-19-1928
2. Scofield Motor Coach Line West Plains-Poplar Bluff-Cairo-200 miles 12-1-1928
3. C. B. Johnson Fort Smith-Russellville-90 miles 12-3-1928  
Fort Smith-Paris-44 miles 12-3-1928
4. Walden Bus Lines Little Rock-Texarkana-165 miles 12-28-1928
5. Black Diamond Line  
Valley Bus Line Brownsville-Mission-70 miles 1-18-1929
6. C. A. Neitert  
Glenn Milam Brownsville-Port Isabel-45 miles 1-18-1929
7. Dixie Bus Line Raymondville-San Benito-30 miles 1-18-1929
8. E. C. Tuseth San Benito-Port Isabel-25 miles 1-18-1929
9. Blue Border Bus Co. Corpus Christi-McAllen-160 miles 1-18-1929
10. White Star Line Houston-Angleton-Freeport-66 miles 2-14-1929  
Angleton-West Columbia-25 miles 2-14-1929
11. Travelers Transit Line Memphis-Wynne-Bald Knob-25 miles 3-26-1929  
Memphis-Forrest City-35 miles 3-26-1929
12. Conerly Line Helena-Brinkley-60 miles 1929

The Missouri Pacific Transportation Co. wanted to protect more of the railroad territory, so the Little Rock-Bald Knob route was extended across the Missouri border to Poplar Bluff on 7 March 1929 to join the east-west route from Scofield. St. Louis was reached 23 July 1929. In March 1929 the MPT bought Capitol Stage Line between Kansas City and St. Louis via Sedalia and Jefferson City, 285 miles. The company bought 20 new parlor type buses seating 21 passengers, and they were delivered in May 1929.

By 1929 the railroad main line was paralleled by bus service between St. Louis, Mo. and Texarkana, Texas, 515 miles. The bus company then began competing with minor rail lines in Kansas and Nebraska. Two MOP passenger trains were discontinued between Kansas City and Omaha in 1930. However, in Missouri the Public Service Commission refused to allow buses to replace trains between Kansas City and Joplin.

The first bus timetable was issued 1 April 1929. The second one was dated 9 June 1929, and showed 25 routes with 2,800 miles. By 1 September a third timetable came out with 32 routes of 3,300 miles. During the summer of '29 the company ordered 43 new buses. P. J. Neff said the new 21-passenger buses cost 17 cents a mile to operate - transportation 4½ cents; maintenance 4½ cents, depreciation 3 cents; fuel 2 cents; administrative and general

expenses 2 cents; and taxes 1 cent. Very soon the company was running larger buses with fewer demands for doubleheading.

There soon was expansion of routes in south Arkansas and in Louisiana. On 12 February 1929 the Rainbow Stages Co. was purchased to extend the Little Rock-McGehee line to Mer Rouge, La. When the entire north-south main route was in operation, east-west feeder lines began to parallel lightly used rail lines. Buses were running the routes of Warren-Dermott-Halley and Crossett-Lake Village. A part of the Mathis Bus Line from Pochontas to Wynne through Jonesboro was bought on 7 March 1929 to clear a gap in the spider web network.

The Motor Transportation Company was acquired 2 April 1929 to extend service from Monroe to Natchez and from McGehee through Tallulah to Natchez. The route from Little Rock to El Dorado was stretched to Huttig in August 1929, and then to Monroe, Louisiana. By the end of 1929 Missouri Pacific Transportation Co. was running more than 4,000 miles of bus routes.

**LITTLE ROCK--BENTON--TEXARKANA**

Table No. 12

Division No. 17-1439

READ DOWN		READ UP	
Daily	Miles	Run Number	Daily
6:50	0.0	Lv. Little Rock	8:50
6:55	24.0	Benton	8:55
7:07	29.0	James Service Station	9:07
7:20	31.6	Center Oak Station	9:20
7:36	42.2	Gilford	9:36
7:49	47.0	Malvern	9:49
8:04	53.1	Standard Station	10:04
8:17	58.5	Dorahison	10:17
8:29	63.4	Friendship	10:29
8:41	68.5	Concho Valley	10:41
8:53	73.5	Arkadelphia	10:53
9:04	78.1	Gun Springs Junction	11:04
9:15	81.5	Ridgewood	11:15
9:21	83.2	Burth	11:21
9:30	87.4	Emulation	11:30
9:36	91.6	Gordon	11:36
9:45	95.4	Gordon	11:45
10:01	102.3	Tierce	12:01
10:14	107.8	Willow Bl.	12:14
10:22	111.3	Clearwood	12:22
10:43	120.0	Friendship	12:43
10:57	122.1	Friendship	12:57
11:05	124.5	Friendship	1:05
11:19	129.5	Friendship	1:19
11:41	134.2	Friendship	1:41
12:01	151.2	Friendship	2:01
12:07	154.6	Friendship	2:07
12:11	155.6	Friendship	2:11
12:51	199.5	Ar. Texarkana	2:51

**TEXARKANA--MARSHALL--PALESTINE**

Table No. 13

Division No. 19-72050

READ DOWN		READ UP	
*3 Daily	*1 Daily	Run Number	*2 Daily
1:10	6:00	Lv. Texarkana	2:35
1:11	9.5	Red Spring	2:45
1:14	14.0	Red Water	2:50
1:50	6:40	Mauhe	3:10
2:06	7:58	Magnolia St.	3:30
2:14	7:59	Douglasville	3:52
2:26	7:10	School	3:42
2:45	7:27	Linden	3:26
2:58	7:29	San. r.	3:16
3:03	7:42	Prunt	3:16
3:14	7:51	Prospect	3:22
3:25	8:00	Jefferson (RR)	3:31
3:26	8:02	Jefferson	3:32
3:43	8:16	Woodawn	3:38
3:59	8:39	Hut. de Station	3:48
4:04	8:54	Marshall (RR)	3:50
4:10	8:55	Marshall	3:51
4:17	8:42	Avondale	3:56
4:33	8:56	Rock Spring	4:02
4:37	9:00	Darco	4:07
4:44	9:06	Center Inn	4:11
4:55	9:19	Intum.	4:22
5:03	9:25	Randolph	4:27
5:12	9:32	Jet. 25-A-2	4:31
5:28	9:48	Oak Hill	4:39
5:41	10:01	Vans Place	4:47
5:53	10:13	Henderson	4:53
5:55	10:13	Henderson	4:53
6:04	10:24	Gulf Station	4:58
6:08	10:25	Rotenore	4:57
6:17	10:37	Good Spring	5:08
6:26	10:45	Passant Grove	5:30
6:32	10:52	Dale Crest	5:23
6:53	11:12	Summersfield	5:02
7:16	11:36	Tequila Jet.	5:29
7:21	11:41	Jacksonville	5:34
7:27	11:47	Whispering Pine	5:29
7:37	11:57	Fronton	5:38
7:57	12:17	Nech.	5:55
8:12	12:32	Henderson	6:43
8:25	12:45	Ar. Palestine	7:30

\* - Mail. † - Stops for Meals. ‡ - Stops on Signal.  
AM Figures—Light Face Type. PM Figures—Dark Face Type.

Buses began competing with mainline trains beyond Texarkana into Texas, when the MPT bought route rights from South Texas Coaches between Texarkana and Marshall, and from Bee Line Coach, Inc., between Marshall and Palestine. Through service began 1 July 1930 between Memphis and Palestine. Bus schedules permitted passengers to make connections with MOP trains at Palestine for Houston, Corpus Christi, and Laredo.

In the spring of 1930 a new route was begun from Joplin to Hollister, and extended to the Little Rock-St. Louis line at Newport the next year. Acquisitions permitted service between St. Louis and Dallas. Cooperative interchanges between Missouri Pacific Transportation Co. and other bus lines allowed all-expense bus tours all over the country.

The Missouri Pacific and Burlington railroads were part owners of Denver & Rio Grande Western, which owned the Rio Grande Motor Way bus company. The D&RGW and CB&Q controlled the Colorado & Southern Railway, which owned the Denver-Colorado Springs-

Pueblo Motor Way. These two bus affiliates were connected to the Missouri Pacific bus system on 12 May 1935 by a 600-mile extension from Pueblo to Kansas City. A rail motor car was replaced west of Hoisington.

The Interstate Commerce Commission assumed regulatory authority over interstate bus lines, and rapid, wildcat expansion was halted. The new regulations said railroad-owned bus lines had to assist in the development of the railroad's passenger service. Greyhound was a separate entity, and had a far-reaching advantage. Railroad-owned bus lines could not expand into Greyhound territory.

In self defense the western rail-owned bus lines formed the National Trailways Bus System in November 1935. Although there were several larger bus companies in the organization, such as the Santa Fe and Burlington, P. J. Neff of the Missouri Pacific played the principal role in forming the voluntary organization and setting the policies. Bus lines east of Chicago were encouraged to join.



Missouri Pacific Trailways bus destined for Little Rock in the late 1930s. (Author's collection)

### LITTLE ROCK--BALD KNOB--BATESVILLE

Table No. 14

Division No. 11--6-22-30

READ DOWN				READ UP				
5 Sun'd'y Only	*3 Daily	1 Daily	Miles	← Run Number →		*2 Daily	4 Daily	6 Sun'd'y Only
2.50			0.0	Lv.	Gushman	Ar.		
			0.8		James			
			5.3		Coyle Road			2.15
3.15			10.5	Lv.	Batesville	Lv.		1.30
	6.00	8.30	10.5	Ar.	Batesville	Ar.	12.30	9.45
	6.07	8.37	13.5		Kaneaster (Jet. 25-11)		12.23	9.38
	6.15	8.45	16.8		Oil City		12.15	9.30
	6.28	8.58	22.1		Huff		12.02	9.17
	6.30	9.00	22.9		Salado Creek		12.00	9.15
	6.43	9.13	28.3		Pleasant Plains		11.47	9.02
	6.48	9.18	30.4		Griggly Station		11.42	8.67
	6.56	9.26	33.7		Denmark		11.31	8.49
	7.03	9.33	36.5		Glazed Creek		11.27	8.42
	7.17	9.47	42.5		Bradford		11.13	8.28
	7.30	10.00	48.1		Russell		11.00	8.15
	7.45	10.15	53.8	Ar.	Bald Knob	Lv.	10.45	8.00
		10.30	53.8	Lv.	Bald Knob	Ar.	10.30	8.00
		1.30	124.8	Ar.	Little Rock	Lv.	7.30	6.00

No. 4 out of Bald Knob at 8.00 PM connects with Missouri Pacific Train No. 38 at 6.30 PM and No. 220 at 6.40 PM.

The MPT acquired two little lines in 1936, one in Arkansas and the other in Missouri. The Paris-Dardanelle-Russellville route of the Dardanelle Transfer Co. was a subsidiary of the Dardanelle & Russellville Railroad. The White Line Stage route was between Kansas City and Lexington.

In 1948 the Missouri Pacific railroad was in receivership, and the officials decided the bus line needed a better source of passengers at large cities. So, they left the Trailways system. The red buses were painted blue to match the new EAGLE trains, and the company became the Missouri Pacific Bus Lines. To make the greatest possible number of buses and rail connections, the MOP buses began using Greyhound terminals.

As the railroad's passenger business began to dwindle, the decision was made to sell the bus lines. Most major railroads had already done this. Several minor MOP routes were sold in late 1956. Then, on 1 January 1957, the Missouri Pacific Bus Lines was sold to a Dallas real estate investor named Trammell Crow. He changed the name to Midwest Buslines.

Thus, we see the Missouri Pacific delivered passengers along a great portion of the nation's system of highways for 28 years. The Missouri Pacific has been consumed by the Union Pacific, and the Continental Trailways, the old MOP association, is being gobbled up by Greyhound. The old order fadeth away.

**POPLAR BLUFF—HOXIE—NEWPORT**  
**BALD KNOB—LITTLE ROCK**

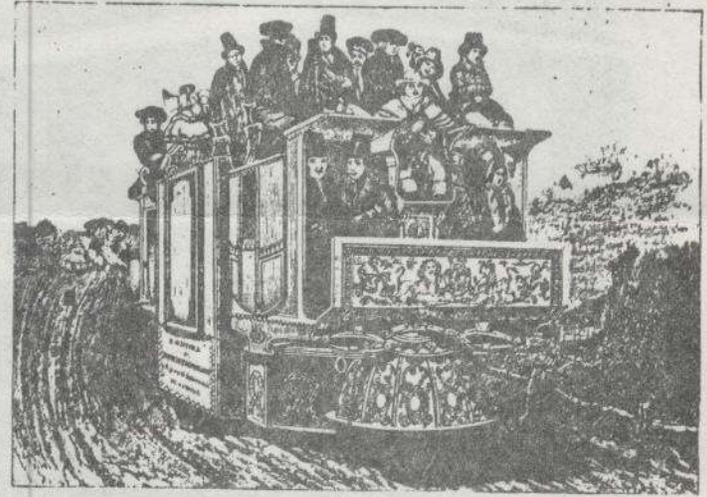
(P.S.C. Mo. Certificate No. 134, Schedule No. 1) Table No. 11  
Division No. 15—6-22-30

READ DOWN				READ UP			
7	6	5	4	3	2	1	0
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
4.40	11.40	7.00	0.0	4.30	4.30	8.25	6.40
4.51	11.51	7.11	0.1	4.41	4.41	8.36	6.51
5.02	12.02	7.22	0.2	4.52	4.52	8.47	7.02
5.13	12.13	7.33	0.3	4.63	4.63	8.58	7.13
5.24	12.24	7.44	0.4	4.74	4.74	9.09	7.24
5.35	12.35	7.55	0.5	4.85	4.85	9.20	7.35
5.46	12.46	8.06	0.6	4.96	4.96	9.31	7.46
5.57	12.57	8.17	0.7	5.07	5.07	9.42	7.57
6.08	13.08	8.28	0.8	5.18	5.18	9.53	8.08
6.19	13.19	8.39	0.9	5.29	5.29	10.04	8.19
6.30	13.30	8.50	1.0	5.40	5.40	10.15	8.30
6.41	13.41	9.01	1.1	5.51	5.51	10.26	8.41
6.52	13.52	9.12	1.2	5.62	5.62	10.37	8.52
7.03	14.03	9.23	1.3	5.73	5.73	10.48	9.03
7.14	14.14	9.34	1.4	5.84	5.84	10.59	9.14
7.25	14.25	9.45	1.5	5.95	5.95	11.10	9.25
7.36	14.36	9.56	1.6	6.06	6.06	11.21	9.36
7.47	14.47	10.07	1.7	6.17	6.17	11.32	9.47
7.58	14.58	10.18	1.8	6.28	6.28	11.43	9.58
8.09	15.09	10.29	1.9	6.39	6.39	11.54	10.09
8.20	15.20	10.40	2.0	6.50	6.50	12.05	10.20
8.31	15.31	10.51	2.1	6.61	6.61	12.16	10.31
8.42	15.42	11.02	2.2	6.72	6.72	12.27	10.42
8.53	15.53	11.13	2.3	6.83	6.83	12.38	10.53
9.04	16.04	11.24	2.4	6.94	6.94	12.49	11.04
9.15	16.15	11.35	2.5	7.05	7.05	12.60	11.15
9.26	16.26	11.46	2.6	7.16	7.16	12.71	11.26
9.37	16.37	11.57	2.7	7.27	7.27	12.82	11.37
9.48	16.48	12.08	2.8	7.38	7.38	12.93	11.48
9.59	16.59	12.19	2.9	7.49	7.49	13.04	11.59
10.10	17.10	12.30	3.0	7.60	7.60	13.15	12.10
10.21	17.21	12.41	3.1	7.71	7.71	13.26	12.21
10.32	17.32	12.52	3.2	7.82	7.82	13.37	12.32
10.43	17.43	13.03	3.3	7.93	7.93	13.48	12.43
10.54	17.54	13.14	3.4	8.04	8.04	13.59	12.54
11.05	18.05	13.25	3.5	8.15	8.15	14.10	13.05
11.16	18.16	13.36	3.6	8.26	8.26	14.21	13.16
11.27	18.27	13.47	3.7	8.37	8.37	14.32	13.27
11.38	18.38	13.58	3.8	8.48	8.48	14.43	13.38
11.49	18.49	14.09	3.9	8.59	8.59	14.54	13.49
12.00	18.60	14.20	4.0	8.70	8.70	15.05	13.60
12.11	18.71	14.31	4.1	8.81	8.81	15.16	13.71
12.22	18.82	14.42	4.2	8.92	8.92	15.27	13.82
12.33	18.93	14.53	4.3	9.03	9.03	15.38	13.93
12.44	19.04	15.04	4.4	9.14	9.14	15.49	14.04
12.55	19.15	15.15	4.5	9.25	9.25	16.00	14.15
13.06	19.26	15.26	4.6	9.36	9.36	16.11	14.26
13.17	19.37	15.37	4.7	9.47	9.47	16.22	14.37
13.28	19.48	15.48	4.8	9.58	9.58	16.33	14.48
13.39	19.59	15.59	4.9	9.69	9.69	16.44	14.59
13.50	20.10	16.10	5.0	9.80	9.80	16.55	15.10
14.01	20.21	16.21	5.1	9.91	9.91	17.06	15.21
14.12	20.32	16.32	5.2	10.02	10.02	17.17	15.32
14.23	20.43	16.43	5.3	10.13	10.13	17.28	15.43
14.34	20.54	16.54	5.4	10.24	10.24	17.39	15.54
14.45	21.05	17.05	5.5	10.35	10.35	17.50	16.05
14.56	21.16	17.16	5.6	10.46	10.46	18.01	16.16
15.07	21.27	17.27	5.7	10.57	10.57	18.12	16.27
15.18	21.38	17.38	5.8	10.68	10.68	18.23	16.38
15.29	21.49	17.49	5.9	10.79	10.79	18.34	16.49
15.40	21.60	17.60	6.0	10.90	10.90	18.45	16.60
15.51	21.71	17.71	6.1	11.01	11.01	18.56	16.71
16.02	21.82	17.82	6.2	11.12	11.12	19.07	16.82
16.13	21.93	17.93	6.3	11.23	11.23	19.18	16.93
16.24	22.04	18.04	6.4	11.34	11.34	19.29	17.04
16.35	22.15	18.15	6.5	11.45	11.45	19.40	17.15
16.46	22.26	18.26	6.6	11.56	11.56	19.51	17.26
16.57	22.37	18.37	6.7	11.67	11.67	20.02	17.37
17.08	22.48	18.48	6.8	11.78	11.78	20.13	17.48
17.19	22.59	18.59	6.9	11.89	11.89	20.24	17.59
17.30	23.10	19.10	7.0	12.00	12.00	20.35	18.10
17.41	23.21	19.21	7.1	12.11	12.11	20.46	18.21
17.52	23.32	19.32	7.2	12.22	12.22	20.57	18.32
18.03	23.43	19.43	7.3	12.33	12.33	21.08	18.43
18.14	23.54	19.54	7.4	12.44	12.44	21.19	18.54
18.25	24.05	20.05	7.5	12.55	12.55	21.30	19.05
18.36	24.16	20.16	7.6	12.66	12.66	21.41	19.16
18.47	24.27	20.27	7.7	12.77	12.77	21.52	19.27
18.58	24.38	20.38	7.8	12.88	12.88	22.03	19.38
19.09	24.49	20.49	7.9	12.99	12.99	22.14	19.49
19.20	24.60	20.60	8.0	13.10	13.10	22.25	19.60
19.31	24.71	20.71	8.1	13.21	13.21	22.36	19.71
19.42	24.82	20.82	8.2	13.32	13.32	22.47	19.82
19.53	24.93	20.93	8.3	13.43	13.43	22.58	19.93
20.04	25.04	21.04	8.4	13.54	13.54	23.09	20.04
20.15	25.15	21.15	8.5	13.65	13.65	23.20	20.15
20.26	25.26	21.26	8.6	13.76	13.76	23.31	20.26
20.37	25.37	21.37	8.7	13.87	13.87	23.42	20.37
20.48	25.48	21.48	8.8	13.98	13.98	23.53	20.48
20.59	25.59	21.59	8.9	14.09	14.09	24.04	20.59
21.10	26.10	22.10	9.0	14.20	14.20	24.15	21.10
21.21	26.21	22.21	9.1	14.31	14.31	24.26	21.21
21.32	26.32	22.32	9.2	14.42	14.42	24.37	21.32
21.43	26.43	22.43	9.3	14.53	14.53	24.48	21.43
21.54	26.54	22.54	9.4	14.64	14.64	24.59	21.54
22.05	27.05	23.05	9.5	14.75	14.75	25.10	22.05
22.16	27.16	23.16	9.6	14.86	14.86	25.21	22.16
22.27	27.27	23.27	9.7	14.97	14.97	25.32	22.27
22.38	27.38	23.38	9.8	15.08	15.08	25.43	22.38
22.49	27.49	23.49	9.9	15.19	15.19	25.54	22.49
22.60	27.60	23.60	10.0	15.30	15.30	26.05	22.60

NOTE - The above story was taken from information in the October 1976 issue of MOTOR COACH AGE, Vol. 18, No. 10.

The map and timetables are from Missouri Pacific Transportation Company timetable dated 22 July 1930.

- END -





As I was exploring the ghost town of Forester, Arkansas in November 1985 searching for traces of an abandoned logging railroad, I stumbled onto an old grave yard in the weeds. Just as I did, a rustling noise was heard in the distance. As I turned to see what was happening, I saw this scene. The rustling noise was now getting very close and I could see the trees swaying and the clouds darkening. It was a very spooky feeling, being there alone with no other live human within 15 miles.

Soon the wind gusted from the north and a few sprinkles of rain pelted the dry earth. A strong cold front was making its way through the forest, a harbinger of the start of another Arkansas winter. Knowing full well that the rustling noise was only the wind in the trees, I still made haste to get out of there. (Ken Ziegenbein)

HAPPY HALLOWEEN!





The first quartet of 40 new locomotives, purchased in April, 1987 from General Electric of Erie, Pennsylvania by SOUTHERN PACIFIC, arrived on SP's St. Louis Southwestern (Cotton Belt) subsidiary at the railroad's East St. Louis, Illinois facility August 17 and were initially used on the company's famed "Blue Streak" fast freight from East St. Louis to Los Angeles that day. The engines passed through Kansas City the morning of August 18, providing power for the "Blue Streak."

Southern Pacific will be receiving four or five of the new locomotives weekly until the delivery is completed. In addition, SP has purchased 20 other locomotives, with an option on the purchase of 20 more, from General Motor's Electro Motive Division at LaGrange, Illinois. These engines will be delivered during the first quarter of 1988.

The new GE engines, each costing more than one million dollars, are B39-8 units, able to generate 3,900 horsepower apiece, with a fuel capacity of 3,600 gallons. (Jim Johnson photo, Manager of Public Relations of the Cotton Belt Railway in Kansas City, Kansas)

#### TRAIN CROSSINGS DESERVE RESPECT

(The following was written to the editor of SOUTHERN PACIFIC BULLETIN by Nadine Cook, a daughter of an SP employee):

Editor:

...I was raised in Tracy, a railroad town and came from a railroad family...When I was a kid, my father would come home and couldn't sleep because his train hit a car...My father, as a conductor for the railroad, cried many nights for these families and their children. My brothers and I were taught to respect these gentle giants of the tracks at an early age, and that trains and crossings are to be respected no matter if on a well-driven street or some back road crossing. Protect your family and loved ones, teach them, educate them on trains and crossings, and they will grow up to be responsible adults and to enjoy trains and seeing them as part of our past and future history.



## ARKANSAS RAIL NEWS

**ROCK ISLAND'S ARGENTA DEPOT MAY BE RESTORED** - (North Little Rock) - The North Little Rock History Commission may restore the vandal-ravaged weather-worn Rock Island depot in North Little Rock. Chairman Frank White said the Commission would like community groups to help restore the structure as a museum. The old depot has abandoned shopping carts, rags, bottles and remnants of a civic club's conversion of the depot to a Halloween spook house lying around. Vandals have shattered large sections of the tiled roof (see picture below).



*The old Rock Island Argenta depot in North Little Rock as seen looking east on September 1, 1987. Notice the shopping carts/junk in front of the station, left by transients. The former Rock Island main line (Sunbelt Route) is the first track to the left and is now owned by Union Pacific. Back in 1930, westbound Rock Island #603 stopped here at 11:20 in the morning. (Ken Ziegenbein photo)*

**AMTRAK TO KEEP DAY MAN AT LITTLE ROCK - DAILY OPERATIONS POSSIBLE** - (Little Rock) - The "Eagle" may become daily at the end of October if rumors hold true and the day shift at the Little Rock station will be kept on. This was all made possible by the fact that the proposed new Amtrak service between Meridian, Mississippi and Fort Worth via Monroe, Louisiana and Shreveport has fallen through. It seems that Amtrak lost the bid to haul mail on the new proposed train, thus it was killed. Hopefully, if the "Eagle" becomes daily, it could also haul mail.

**AMTRAK TO HOLD OPEN HOUSE** - (Little Rock) - Amtrak will have an equipment display at Union Station in Little Rock Friday, September 25 beginning at 11:00 A.M. and lasting until 7 P.M. The display will feature an F40 Amtrak engine, baggage/coach, Superliner coach, Superliner sleeper, Superliner diner and a former Santa Fe High-Level Lounge (all the regular equipment on the "Eagle" which now comes through Little Rock three times per week. Hats and balloons will be given away. Come see some really nice equipment...and MODERN, too.

**"END OF THE LINE" - THE MOVIE** - As most of you know, the movie filmed in Arkansas called "End Of The Line" opened in Little Rock on August 26 at the Cinema 150. Mary Steenburgen, a star of the movie, plus many other attended the premier showing. The movie has a brief scene in it showing the SSW 819 in Pine Bluff and some of our club members were "extras". Reviews were mixed, but mostly negative, including a scathing letter to the editor of the ARKANSAS GAZETTE by club member Gene Hull decrying the poor treatment of Arkansas and railroads and the use of dirty language. However, others, including T. D. Davis (819 engineer) and myself didn't think it was that bad. Of course, no one would steal an engine and make it all the way to Chicago, but neither are the flying scenes in "Top Gun" realistic to air travel. It wasn't supposed to be a documentary movie about railroads, or for that matter, it wasn't supposed to be a documentary on how great Arkansas is, either. It was a **MOVIE** and movies are **NEVER** realistic. I'm sure some small towns in Arkansas are pretty close to how "End Of The Line" depicted them, and could be said of almost any small town across the South. The language? Of course some of it was rough, but have you been to a rail yard lately? Also, anyone having been to a PG, PG-13 or R rated movie in the last 15 years would realize that language in this movie was tame by comparison. So there's a second opinion - that's what makes the world go round. Anyway, the movie won't be released anywhere but Arkansas unless it does well here.

**LOUISIANA & NORTH WEST F-UNIT IDENTIFIED** - (Magnolia) - The F-Unit sold recently by the L&NW Railroad was originally Western Pacific 805A. An FP7A, b/n 9004, b/d January 1950, it was traded to GE in August 1972 on a U23B order. It was the last WP unit to carry a passenger number and was used on the "California Zephyr". It was resold to Wellsville, Addison and Galetton #49 and then to L&NW #49. It was purchased from L&NW by Mountain Diesel Transportation on behalf of the Feather River Society and has been shipped to the Society's Portola Railroad Museum (50 miles north of Truckee, California) for restoration.

The unit has been seen in Portola by member C. Martin Lofton, Jr. of Salinas, California. He says it still carried the faded L&NW paint. He also says the museum has other nice rolling stock, including a 2-6-2 Baldwin they are rebuilding for a logging road, and an FA-1 belonging to the Alaska Railroad. (Thanks to Joe & Joanne Magruder of Sacramento, California and C. Martin Lofton, Jr. of Salinas, California)

**EX-ROCK ISLAND CAR FOR SALE** - (El Dorado) - Bruce Nelson has an ex-Rock Island Club Dining car build in 1939 by Budd for sale. It is sitting on the track at El Dorado. If anyone is interested in buying it, write to Bruce Nelson, 1141 N Magnolia Dr., El Dorado, AR 71730. Mr. Nelson has owned this car for 14 years.

**CORRECTION** - It was said in the September RAILROADER that a Pine Bluff dealer bought a white RS-3 from the defunct Louisiana Midland and was having it scrapped. That is not so. Club president Peter Smykla was the one buying the engine and it is **NOT** being scrapped.

**THANKS** to Leon W. Enderlin of Manchester, CT for the brochures on various railroads in the northeast. We haven't determined where the roundtable with the apparently B&O diesels was.

**ADVANCE NOTICE** of the Arkansas Railroad Club's RAILROADIANA Show & Sale to be held on Saturday, March 26, 1988 in North Little Rock. Keep this date in mind.

**FORREST CITY CLOSES RAILROAD OVERPASS** - (Forrest City) - Forrest Street overpass which crosses the Southern Pacific in Forrest City has fallen into disrepair and become dangerous. The bridge is owned by SP. Forrest City mayor Ferguson said they have contacted SP numerous times over the past couple of years about repairing the bridge, but no response. The bridge is narrow and has a 90-degree turn in it. The SP (ex-Rock Island "Sunbelt Line") runs east-west through Forrest City. (HUGHES STAR HERALD, August 20, 1987)

**TWENTY NEW SP LOCOMOTIVES TO CALL PINE BLUFF HOME** - (Pine Bluff) - Twenty of 40 computerized GE locomotives ordered recently by SP will be maintained and serviced by the Pine Bluff Division of the Cotton Belt. The microprocessor-equipped B39 locomotives are designed to be 7 percent more fuel efficient than any currently in the SP fleet. Twenty of the units will have "Pine Bluff" painted on them, but they'll be used all over the system (see photo on page 8). (ARKANSAS DEMOCRAT, Randy Tardy, August 20, 1987)

**JURY RETURNED MILLION DOLLAR VERDICT** - (Branch) - A Greenwood, Arkansas Jury returned a verdict in favor of Bettie Mackey for \$550,000. The case started three years ago when Cleo Mackey, Sr. died from injuries in a railroad crossing collision near Branch, Arkansas. Defendants, Missouri Pacific and Union Pacific denied any liability in the death. However, attorney for the widow, Bettie Mackey, claimed that the accident would never have happened if the railroad had kept its 100 feet right of way cleared of trees and brush which was high enough to hide the locomotive as it approached the crossing. Arkansas law provides that all railroads must keep their right of ways clear of grass, shrubs, trees and brush that may obstruct a motorist's view of approaching trains at a crossing. The railroad indicated that it would appeal the verdict to the Arkansas Supreme Court. (CHARLESTON EXPRESS, September 3)

**TRAINS THAT RUN BOTH ON RAILS, ROADS COMING SOON TO ARKANSAS** - Little Rock) - Trains with equipment designed to operate both on rails and highways soon will be appearing regularly on Union Pacific tracks in Arkansas, UP spokesman Tim Hogan said August 31. Scheduled to debut this Fall, the "Mark V RoadRailer" freights will give UP a faster 26-hour service in the Chicago-Dallas market. The freights will be operated by a two-man crew, an engineer and a conductor. Upon arrival at a terminal, the trailers will be driven away and leave their railroad wheel assemblies at the yard. No cranes or ramps are needed. By eliminating flatcars usually needed to haul trailers, the concept will reduce the loaded weight of the vehicles by 50 percent. The weight reduction and improved aerodynamics are expected to save money on locomotives, fuel and maintenance. UP has ordered 175 RoadRailer truck trailers and 100 specialized wheel assemblies.

(Editor's Note: Working for the National Weather Service and seeing lots of wind damage to house trailers and trucks blown over on highways, and also seeing a picture of the RoadRailers, they appear to be very susceptible to being blown off the tracks by wind gusts of 50 MPH or more, especially when combined with moving at 60 MPH. Perhaps this should be taken into account before moving one of these trains through a severe thunderstorm). (ARKANSAS DEMOCRAT, Randy Tardy, September 1)

#### GENERAL RAIL NEWS

**\$110 MILLION ORDER BY UP** - Union Pacific has placed a \$110 million order for 100 new diesel engines. Seventy-five of the locomotives will be built by GE and will be 4,000 HP DASH 8-40C models. The other 25 will be built by EMD of GM and will be SD60 3,800 HP engines. (THE SENTINEL RECORD, HOT SPRINGS, August 24)

**SOUTHERN PACIFIC TO BE DEFINATELY SOLD** - Santa Fe Southern Pacific Corp. said Septemer 4 it intends to divest itself of Southern Pacific and outlined three possible ways of doing it. The final divestiture plan could be submitted to the ICC by November and if possible, implemented by the end of the year. SFSP outlined these three divestiture plans:

1) The sale of SP's rail operations in their entirety to a railroad, a non-carrier or an employee group.

2) The spin-off of SP shares to SFSP stockholders. SP would then become an independent, publicly-held corporation with stock traded on the open market.

3) The sale of SP on a segmented basis. It would be the sale of several major segments to different railroad companies. SFSP said it held preliminary discussions with potential buyers of such segments -- including the Denver & Rio Grande Western and the Kansas City Southern.

Here is the chronology of the SPSF merger case so far:

DECEMBER 23, 1983 - SFSP created when Southern Pacific Company and Santa Fe Industries merge.

MARCH 23, 1984 - Application filed with ICC to merge rail lines.

JULY 24, 1986 - ICC votes 4-1 to reject the merger because of anti-competitive reasons.

MARCH 5, 1987 - SFSP asks the ICC to reconsider its earlier decision rejecting the merger after reaching agreements with rail competitors.

JUNE 30, 1987 - ICC votes 4-1 against reopening the hearings and directs SFSP to submit a divestiture plan within 90 days.

(SP UPDATE and July/August SOUTHERN PACIFIC BULLETIN)

**SP EMPLOYMENT DOWN** - As of July 1987, total Southern Pacific employees were down to 26,308 compared with 28,490 in July 1986, a 7.7% drop.

**NOTE** - The following letter is from William Harris of 22 Houser Court in Lincoln, Illinois 62656, an Arkansas Railroad Club member. It does not represent the views of the Arkansas Railroad Club necessarily, nor does it represent the views of your editor. With that in mind, here is:

#### OF STEAM FANS AND OTHER THINGS

I would say the steam railfan was stuck with the "disease" shortly after he or she viewed for the first time a smoking steam-spouting noisy Tom Thumb or some of the other locos of these early days. Needless to say, like many other diseases, some good, some bad, have infected some of us to present day.

I will say (with great satisfaction) due to this disease, the steam locomotive, since the invention of the camera, has been caught in photos, movies and now on video tapes. This of course has also been supplemented by a few miles of audio tapes of steam loco sounds. For this the afflicted can give thanks. We suffer also from the likes of Fred Jukes, R. J. Foster, Wesley Kramkeck, C. W. Clegg, Winston O. Link, and a few thousand more suffers.

There has been many library filling volumes of facts, prose and even poetry written about this machine. The late Lucius Beebe could become very eloquent in the description of a 3-car local passenger train pulled by a 50-year old 4-6-0 to a place with an unlikely name of Camp Stool Wyo. I would say Mr. Beebe was a William Shakespeare, not of English literature, but of the steam loco.

In the early 1950s, the shadow of Mr. D's machine began to deepen over the U.S.A.'s railroad systems. I do not need to use great detail here (as far as the steam fan of that era goes). We saw the rusty scrap lines of stored steam locos at terminals and the "funeral trains" of same. We also chased some "ghosts" now and then, maybe on hope, maybe or rumors. In the above events, the many times we chased turned out to be truly "ghosts."

Somehow the "disease" in mid-year of 1987 seems alive and well. Lest other railfans (other than steam) feel slighted, I will hasten to give this group a well deserved accolade for their recording of Mr. D's machines, trolley railways, stations, signals, railroad structures, and the like. This group has an excellent record as well as we steam fans. I've even photographed a few Diesels myself. I try to stick to a subject I know (a little at least) about.

The following are from some observations I've experienced in the years from 1962 to present time on steam fans. Dear reader: please remember I'm not an expert in these observations, they are flawed, I'm sure. If I were an expert, few groups could afford the luxury of paying my salary (I wish).

I would like to say here and now the steam fan and Diesel railfans in this country are a powerful force in the past and present-day scheme of rail equipment restoration, preservation and even operation. Without railfans, much historical artifacts would have been lost forever. Much of this material was thrown out of railroad offices, burned or sent to the city dump. Much of this was done for the sake of space, efficiency, neatness and old "familiarity breeds contempt" bit. I can understand this from a private standpoint. After all, why do we have spring cleaning and garage sales?

So I cannot fault the "housecleaners". I truly believe, however, today we can thank our steam and railfans for the present operation of steam locos on quite a few railroad museums across the U.S.A. Remember in the past 25 years only two Class I railroads have seen fit to overhaul, maintain and operate steam locos on their own rails (usually) for the steam fan and railfan.

In June of 1987 the future of steam operations on these two railroads are clouded by retirement of personnel sympathetic to steam operations. In our future we can expect to see this type of operation on privately owned operations. I have in my possession a letter from a Class I railroad president addressed to me trying to explain to me, why it was not practical to continue steam fan trips on his railroad. He cited to me a few reasons as to why the continuation of was impossible.

First: crews are hard to find to operate steam. Second: the steam loco is slow of speed and we can't have them delaying our ultra fast railroad. Thirdly: your claim of creating favorable publicity for our railroad is of no value in our case.

A year or so back, I chuckled with glee as I read where this same gent was to resign from a certain farm implement company that went bankrupt. His letter incidently was written in 1965.

Mr. Adams the "Moves of Ignorance" were not (unfortunately) confined to your road 100 percent. Some steam fans I've met had a few quirks here and there that were not of the most desirable traits. Let us meet a few of these I've met.

First of all there is the "know it all." He knows why the 4501 on Norfolk Southern won't run in '87. Also the person(s) at fault. Second, we have the fan who practices oneupmanship on all they meet. The dialogue goes like this: "I got to ride the cab, fire, operate the airbrakes, blow the whistle and even run ol' No. so and so last September '85. The sneak thief, never really known at the time, steals all that can be carried off the property, hopes to sell stolen items at 100% profit or more. This person is not a railfan but a thief by any name. It has been my good fortune to have (not knowingly) met any of these low types.

Now we come to the real moving force of railfandom. This is our main group. These individuals will donate time, money, work long hours, chipping paint, buck boiler stay bolts, turn rust welded bolts, nuts and pipe fittings and all other tasks that must be done to restore a steam locomotive.

A group working at Kirkwood, Missouri at the Museum of Transport to restore ex-Frisco 4-8-2 No. 1522 impresses me greatly. In the past 2 years using the jack and block method, this group (working under a fiberglass roof only) have re-flued the boiler, removed the lead trucks, drive wheel axles, driving boxes, rods, pistons, valves, lubricator and other parts for restoration (trailing truck also). I was there in October 1986. I'm sure they've done much more since then. All this has been accomplished under the directions of a retired Frisco loco shopman. I will bet my last cent they will do this job 100% within 8 months from this date (9-5-87)!

They hope to run the 1522 and a passenger consist on trips from the Museum rails via U.P. lines to St. Louis Union Station and return. Now I won't bet 5 cents that this faithful hard working group will ever see #1522 make one run to Union Station.

We've heard a lot about liability insurance and its' high premiums thses days. I'm surely thankful to God these extremely high liability insurance rates at the start of World War II were not known then! Wouldn't we have been in dire straits?

Well, I'll move on to some more of my less than favorite rail fans. Don't get me wrong, "Rail brass" in many cases have been of great help to steam fans. In some instances on this subject, I'm reminded of my Army days of long ago when we always had the "10% who didn't get the word."

This particular official is not averse to using his high post of authority to grab a bit of glory on a steam run. He may also use same to provide a cab ride for grandson, granddaughter or both. After all, this could be the only one they'll ever get. In many cases he could thank a lot of steam fans, who couldn't even buy a ride on the consist behind.

I'm always awed by the number of people I see in the cabs of steam movements over common carrier railroads today. First of all you have the engineer and fireman plus the road foreman and engines, a pilot engineer. All the above are needed for safety's sake I suppose. Now comes the trainmaster, the roadmaster plus one or two more lesser officials from a division point and you have a crowd!

I ask myself (privately) how many of these "bodies" in that cab are really needed for safe and sane operation?? I can recall in years past how many runs were made in steam with only 2 enginmen in the cab.

My last and least favorite type of "so called" steam fan is the politicians. I will refer to these souls, from here on as politicos. These folk will (in at least a few cases) not hesitate to be seen of the public and voters. Well, one of the cheapest ways to do this is to ride on a train pulled by a steam loco. After all, the crowd is already there. The politico in question is granted a free ride by "rail brass", gets some visibility and is usually happy to have done so.

In the meantime, the true steam fan is lost somewhere in all the celebration and dedication. I can only wonder at this. How did your day go friend?? Maybe it is time the railfans re-evaluated their situation. Perhaps 75,000 or so of us rail fans should get together, organize a company in 3 to \$400 each and buy a 10 to 15 mile or so stretch of rail line up for abandonment and restore a steam locomotive on this property so it will have rails to run over. It would not work anyway!

Eastern rail fans would want the line in the east. Other fans would want it in their area! So it goes fans, so it goes.

The future for steam powered fan trips over our Class I railroads for 1988 on? I'm not a crepe hanger, but I do fancy myself as a realist. Fan trips over these roads are very "iffy" I would guess. No, the serviceable steam locos will not be sold or scrapped (donated again maybe). They will still be used for runs that will carry an elite group of greats and near-greats "by invitation only." When rail passenger cars on these existing lines need repair, they'll hit the scrap line or be sold to Mexico. A few will be retained for "elite" trips no more. I will also predict Pine Bluff Arkansas's 819 or SSW's 819, whichever is correct (maybe neither), will never pull a steam fan trip. I would love to be wrong on this! (I wish)

The Cotton Belt Railway Historical Society will see a decline in membership in 1988. I would like to be wrong on this also.

I would guess my rambling recollections have nettled a few readers. Oh yes, perhaps bored many also. For the boring I sincerely apologize. I do sincerely feel the "volunteer" rail (steam) fan worker has been "sold short" in far too many instances by "rail brass", "opportunists" (glory grabbers). This includes politicians, "great and near greats."

Many of these volunteers feel the same sense of outrage that I do. I can state this since I owe none of the above listed anything but my good will, no more. Maybe its high time someone spoke up for the infantrymen of many steam loco restorations in the past years.

I recall an old Army refrain from somewhere in the past that is an apt description of the volunteer steam fan laborers. It goes something like this: "The privates get all the mud and the blood and the Generals get the glory." Does this seem too familiar?

I recall an April in 1963 at Stearns, Kentucky. A friend and I had driven 4½ hours to get my first view of Kentucky & Tennessee's No. 12 Nee- ex-Southern Railway #4501 in real revenue service at Stearns, Kentucky. This would be my first view of a steam loco in revenue service since 1959.

On this 20 minute run a crew of five men did the honors. I would, on this date, meet all of the train crew. Later on in my visits I would learn to know the names of each and they knew mine. I would visit the K&T for 6 more times, in the all too short following months. Somehow one ghost became real. It was an occasion I'll remember from time to time, with joy.

At present as I watch the proliferation of 18-wheelers (and more) on our Interstates and local and state highway systems, I've become alarmed. I hear of many airports that are over-crowded, near misses and delays. I also hear the Russians have put their warheads on rail cars for quick movements. In the meantime many U.S. rails grow rusty, or are abandoned and sold for scrap.

I'll leave you with this query. Can the U.S.A. afford this luxury? My answer to this is a positive No!

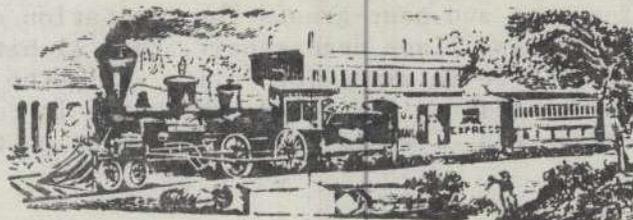
WILLIAM E. HARRIS

(Editor's note: If anyone would like to respond to this or send letters to the ARKANSAS RAILROADER, go ahead and do so. I'll endeavor to print them, space permitting. However, I do ask one favor. Please try to keep your letters relatively short. This one was 12 hand-written pages long, or 2½ type-written pages. If possible, any letters like this please try to keep to 4 hand-written pages or a half type-written page long. Paper, copying, mailing is expensive. Thanks.)

#### FALL 1987 NORFOLK SOUTHERN STEAM EXCURSION SCHEDULE

reprinted from NRHS NEWS

- October 10 ..... Hagerstown MD to Luray VA & return. [Winchester-NRHS] FP7s.  
October 10-11 ..... Birmingham Ala to Chattanooga Tenn. [Heart of Dixie-NRHS] 1218.  
[Hey, Jensen! Your schedule doesn't say RT or OW; we assume two trips].  
October 17-18 ..... Chattanooga Tenn to Crossville Tenn & return. [TVRM] 1218.  
[Editor's note: This is a lovely trip - you might want to ride both days!]  
October 17 ..... Roanoke Va to Abingdon VA & return. [Roanoke-NRHS] FP7s.  
October 18 ..... Roanoke Va to Appomattox Va & return [same bunch!] FP7s.  
October 24-25 ..... Chattanooga Tenn to Crossville Tenn & return. [TVRM] Diesel.  
October 24 ..... Asheville NC to Hickory NC & return. [Asheville-NRHS] FP7s.  
October 25 ..... Asheville NC to Bulls Gap Tenn & return. [same good group!] FP7s.  
October 31 ..... Atlanta Ga to Toccoa Ga & return. [Atlanta-NRHS] 1218.  
November 1 ..... Atlanta Ga to Chattanooga Tenn & return. [Atlanta-NRHS again!] 1218.  
November 7 ..... One more time!  
November 8 ..... Atlanta Ga to Toccoa Ga & return. [Atlanta-NRHS] 1218.  
November 14-15 ..... Jacksonville Fla to Valdosta Ga & return. [North Florida-NRHS] 1218.  
November 21-22 ..... Two more times!



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

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The publication is mailed to all members automatically.

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

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905 VALERIE DRIVE  
NORTH LITTLE ROCK, AR 72118

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### JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$9.00 additional per year (total payment for Arkansas residents \$19.00).

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

RENEWAL

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

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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:

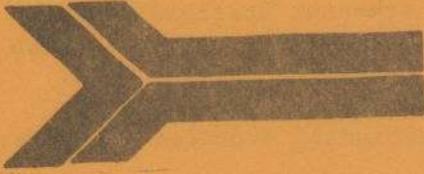
Ken Ziegenbein, Editor  
905 Valerie Drive  
North Little Rock, AR 72118

WELCOME ABOARD!!!

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AMTRAK EQUIPMENT DISPLAY



DATE: Friday, September 25 from 11:00 A.M. to 7:00 P.M.

PLACE: AMTRAK Union Station, Markham & Victory, Little Rock

CONSIST: AMTRAK F40 engine, Baggage/Coach, Superliner Coach (above), Superliner Sleeper, Superliner Diner and a former Santa Fe Hi-Level Lounge car.

FREE: Hats, balloons, and knowledge of just how modern passenger travel is today. Come see for yourself!!



ARKANSAS RAILROADER  
c/o Ken Ziegenbein, Editor  
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