



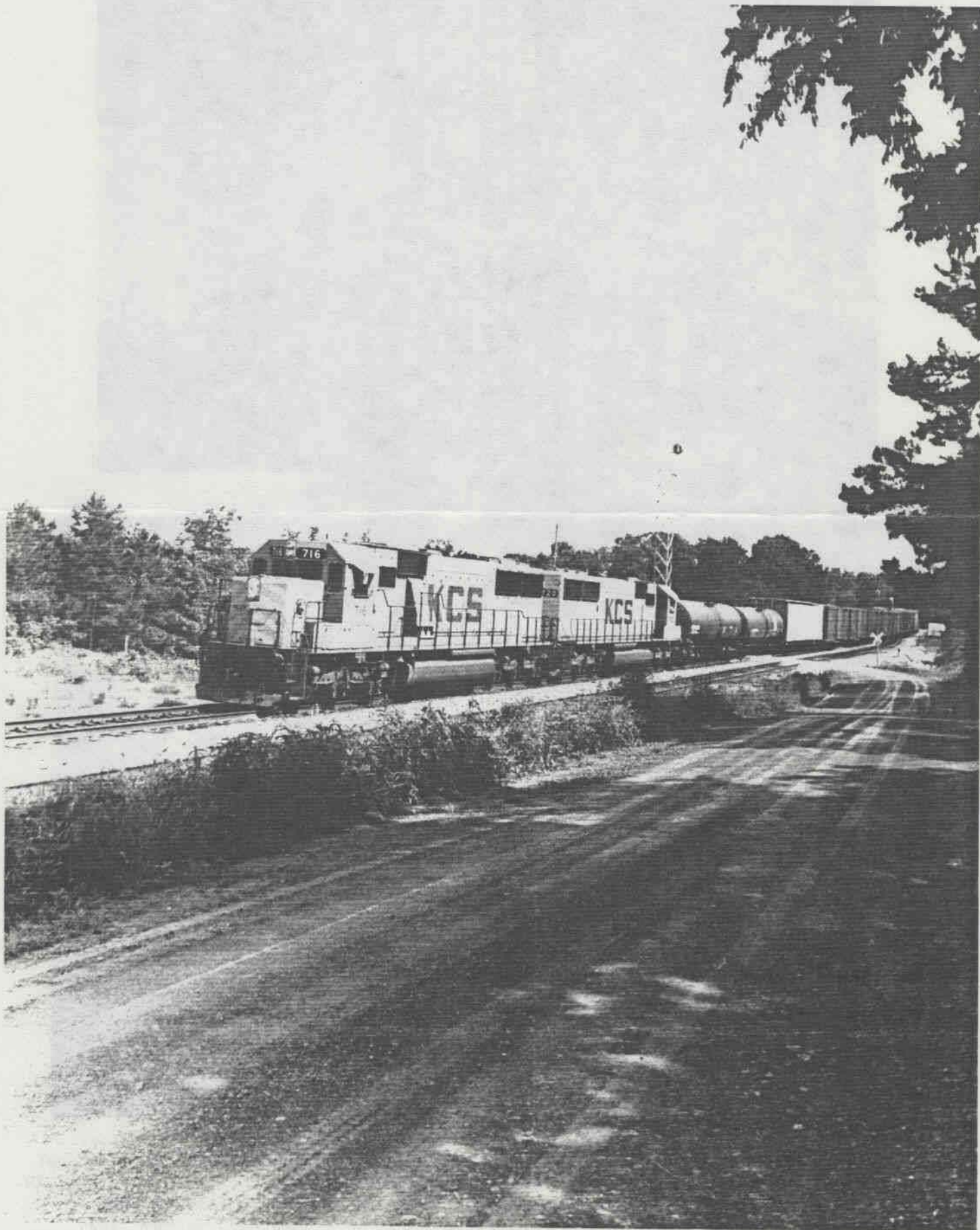
ARKANSAS RAILROADER



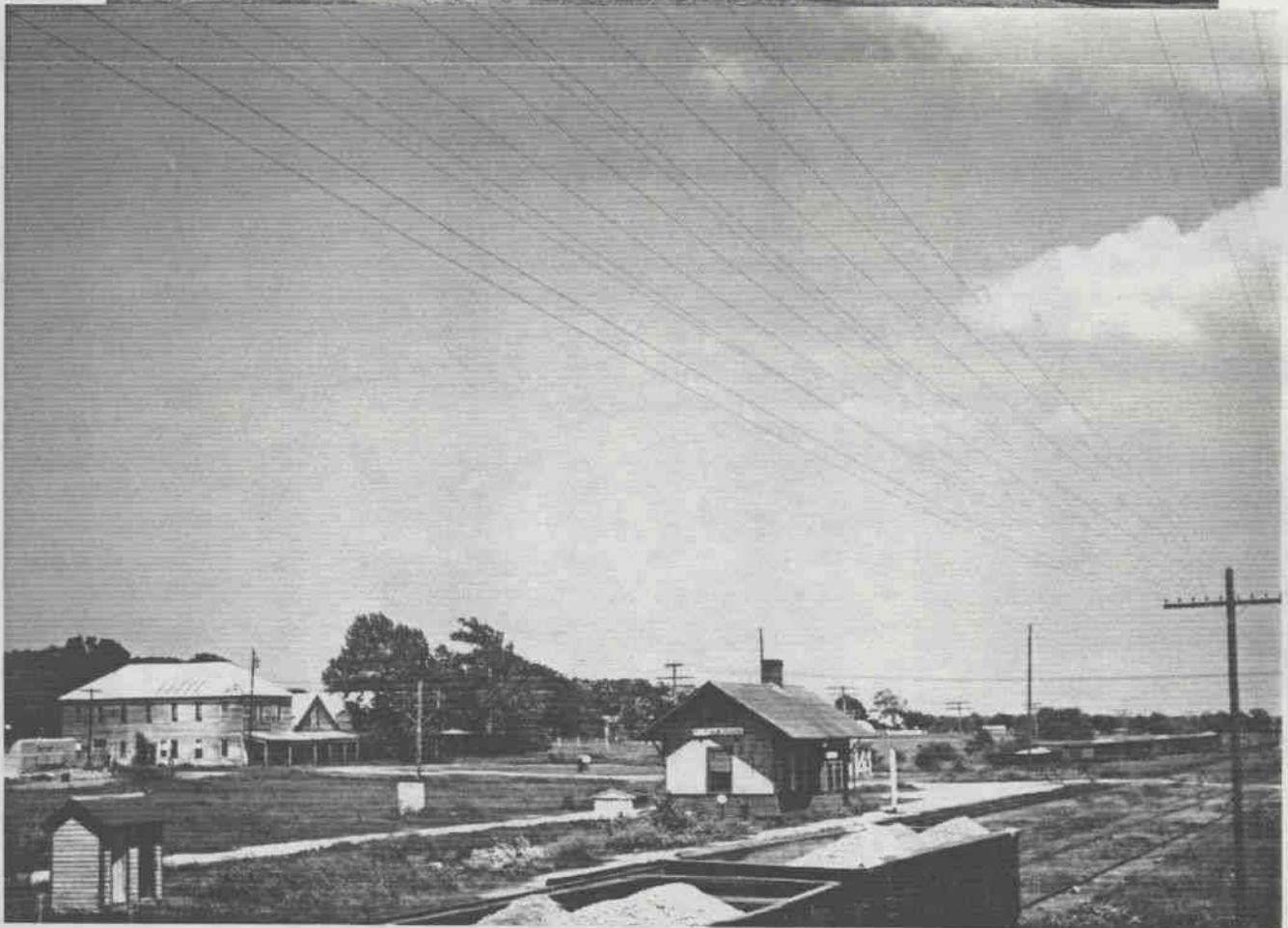
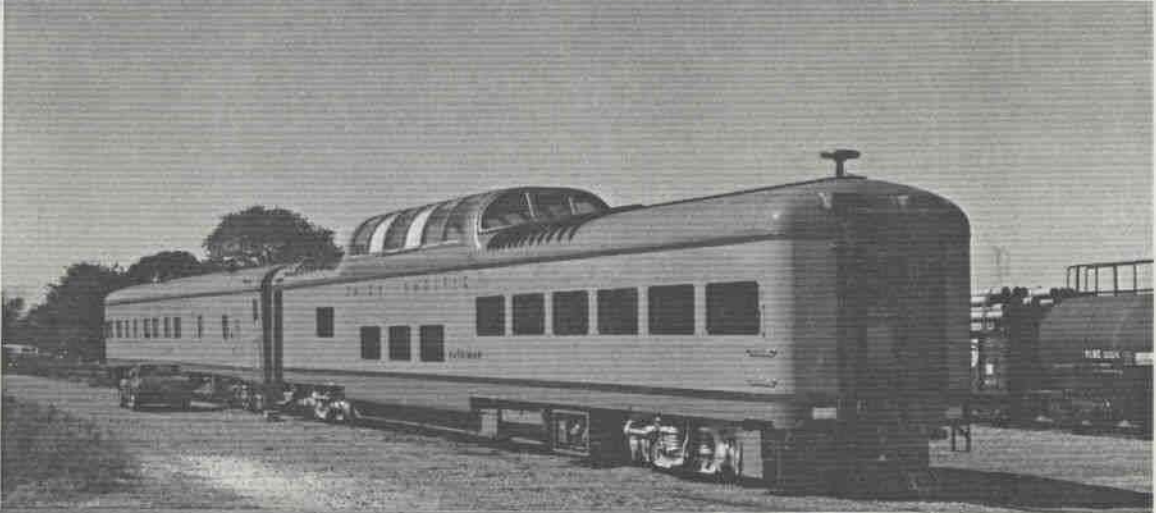
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 22 NUMBER 10

OCTOBER 1991



KCS #10 northbound through Gillham, Arkansas on May 19, 1991, taken on one of the Arkansas Railroad Club's train chasing expeditions. Photo by Ken Ziegenbein.



TOP - UP Operation Lifesaver special crosses the Little Red River bridge at Judsonia, Arkansas, August 21, 1991. **CENTER** - UP's "Idaho" and "Harriman" were in Hoxie August 16-21, 1991. Doug Duncan made three "Lifesaver" programs on board the "Idaho" on Aug. 20. UP motive power was GP39 #2350 and GP38 #1982. (Photos by Doug Duncan). **BOTTOM** - MKT ("KATY") Railroad depot at New Ulm, Texas (your editor's hometown) in May 1962. (Depot photo by Eric Kanter)... This page's printing paid for by George Hinds.



COTTON BELT "LONE STAR SERVICE"

by William Church

The Cotton Belt, unlike the mighty Missouri Pacific/Gulf Coast Lines/I.G.N./Texas & Pacific Railroads (who owed their success in the passenger business by holding a profitable mail and express contract from the St. Louis Gateway to Texas points) ran a small marginal passenger service in competition with their mighty neighbor between St. Louis/Memphis and Texas that made up in service what it lacked in speed.

When the Depression Years of the 1930s' struck both large and small railroads alike (that is, large and small in regards to passengers carried), those railroads like the Pennsylvania, Big Four and Alton who carried the bulk of the Texas-bound mail into St. Louis, and the Missouri Pacific who delivered this mail, somehow managed to maintain a fleet of passenger trains. But some smaller lines such as the Cotton Belt, who lost mail contracts on branch lines and did not have a large volume of passenger business, struggled to stay afloat in those dark days.

In fact, if it had not been for the U.S. mail and express revenues in the first half of the 1930's, the Cotton Belt might have been the Colorado Midland of her day. As freight

revenues dropped, the "bread and butter" money from the U.S. Mail and Railway Express Agency was sometimes the only source of revenues. And this was being threatened daily by the removal of mail from branch line trains.

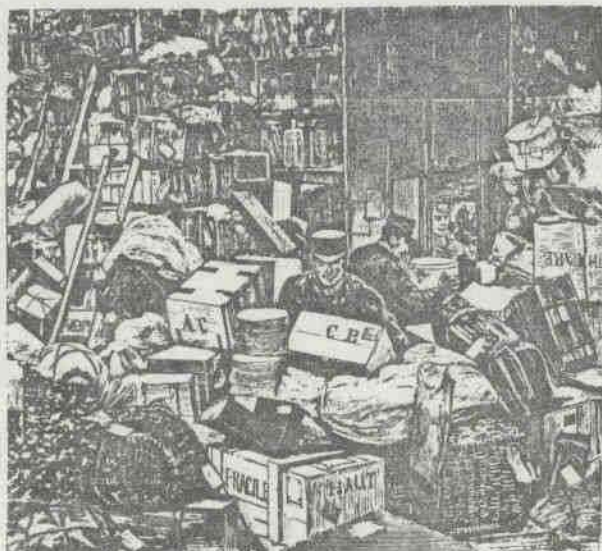
Faced with bankruptcy, the Cotton Belt put up a hard fight to stay in business. Where mail contracts on branch lines continued in force, "Daily Except Sunday" mixed trains replaced the "motor car." In some places like the Malden-Birds Point branch where a seven day mail service contract was in effect, a "Sunday Only" motor car was operated to fulfill the agreement. As the depression deepened, every avenue was studied to keep the wheels turning on the Cotton Belt.

The loss of a mail/express contract often meant the loss of branch line service in off-season. To keep express revenues flowing on branch trains that were in danger of being lost because of lack of sufficient revenues to pay a Railway Express Agency employee, a bold step was taken by the Cotton Belt to keep these extra dollars flowing into the cash till.

Faced with the loss of jobs unless something could be done, the Cotton Belt Railway Express Agency and the Order of Railway Conductors worked out an agreement where express could be handled in cabooses on mixed trains by the conductor. This agreement saved branch line railway express service and added money into the Cotton Belt's treasury.

As the depression deepened and passenger revenues declined, action was necessary to reduce operating costs if the railroad's passenger service was to continue.

By 1932, it was necessary to re-assign the St. Louis/Memphis to Texas trains in an effort





to cut operating expenses. To do this the separate St. Louis-Dallas-Memphis-Dallas "Lone Stars" were consolidated at Brinkley, Arkansas.

To make this consolidation work and to satisfy the Railway Postal Services out of all terminals effected, Train No. 5 out of St. Louis was made an afternoon departure. No. 6 remained on the same schedule.

No. 1 and 2, Memphis-Dallas trains, were consolidated southbound with No. 5 at Brinkley. No. 1 remained a night train out of Memphis, making the consolidation there just after midnight. No. 2 was made a morning train out of Dallas and ran on No. 6's old schedule.

This arrangement eliminated a pair of trains between Memphis and Brinkley and a pair of trains between Brinkley and Dallas.

This arrangement saved dollars in train/engine mile cost which it was intended to do, with out cutting mail and express revenues too deeply. These trains remained consolidated for several years and were separated when the depression started to lift in the last half of the 1930s.

To meet the limited need of local rail service south of Pine Bluff when No. 5 and No. 2 were discontinued, a "rail bus", the Cotton Belt's answer to bus competition, was started.

Unlike the "Bull Moose" that required a four-man crew under the union contract, the "rail bus" used a two-man crew, a conductor and engineer. This was quite a savings over a steam train's five-man crew and the "motor car's" four-man crew. Indeed the Cotton Belt was seeking a way not only to save dollars, but were counting pennies, too.

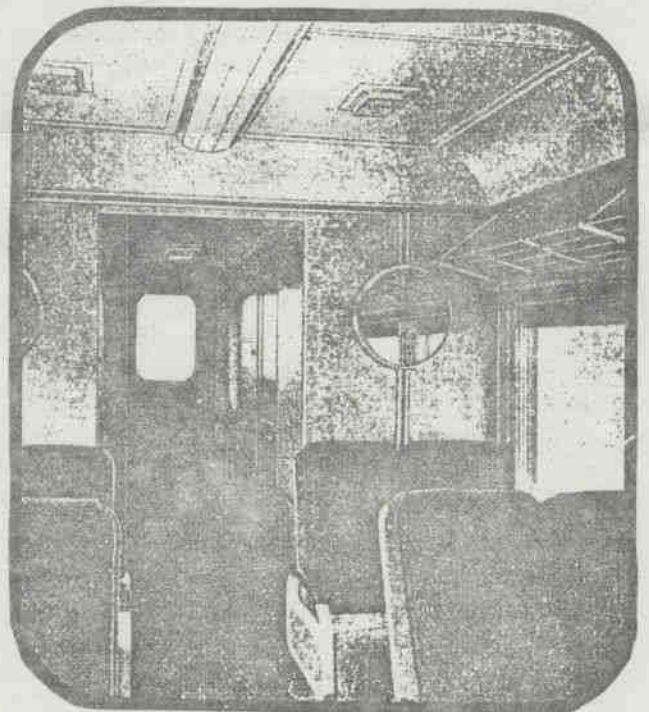
The "rail bus" did save dollars and cents on the front end, but cost much more in the end. The Cotton Belt brakemen held a contract that required a brakeman on all passenger trains. As the Cotton Belt did not make an agreement with the B.R.T. to operate this "rail bus" without

a brakeman, time slips were filed every day the "rail bus" operated by men at Pine Bluff and Illmo who were first out at departure time of this train from Texarkana and Pine Bluff. The Illmo brakemen made the claim because they held passenger seniority on the Pine Bluff-Texarkana district, too.

Long after the "rail bus" faded away into history, the unions and the Cotton Belt settled this dispute to the tune of several thousands of dollars.

Somehow the Cotton Belt managed to survive the depression years and by 1936 they were back in the running trying to capture, or lure away from the Missouri Pacific, some of the passenger business to Texas by buying new passenger coaches and restoring to service No. 1 and No. 2, the Memphis-Dallas "LONE STAR" on its old schedule. No. 5 was set back to its pre-depression 11:15 PM departure out of St. Louis, adding a Memphis to Brinkley turnaround to meet No. 5 and 6...and placing deluxe air conditioned chair cars on all trains. Yes...the Cotton Belt was off and running again.

NEW AIR-CONDITIONED EQUIPMENT



**76 Rubber-Cushioned Chairs in Each Car
Wide, Shatter-Proof Windows • Roller
Bearings and Shock Absorbing Springs**

The new chair cars were patterned after the New Haven's Boston-New York equipment. Each car had 76 rubber cushioned chairs, wide shatter-proof windows, roller bearings, shock absorbing springs and air conditioning.

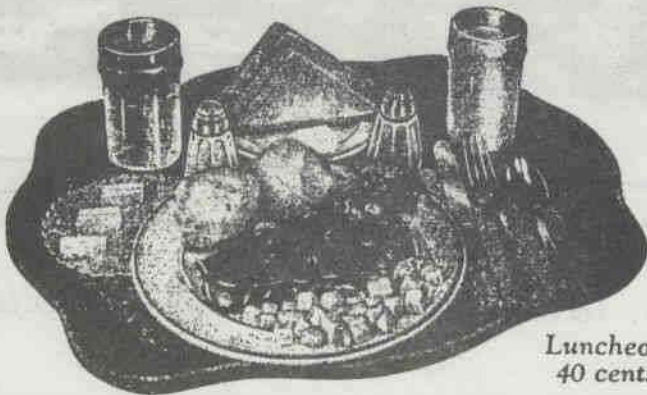
Enough of these cars were ordered and placed

GENUINE SOUTHERN HOSPITALITY ON ALL COTTON BELT LONE STAR TRAINS



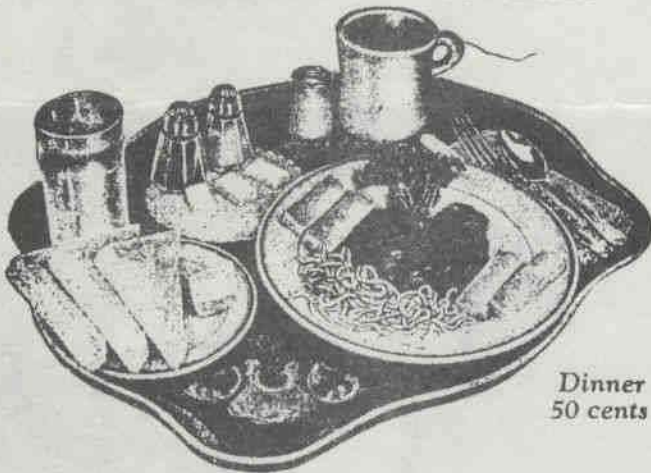
Breakfast
35 cents

CHOICE, WHOLESOME MEALS ON TRAYS



Luncheon
40 cents

SERVED AT YOUR SEAT IN COACHES



Dinner
50 cents

**REDUCED PRICES IN ALL DINING CARS
St. Louis Southwestern Railway Lines**

ISSUED FEBRUARY 20, 1938

in service that every main line passenger train had at least one of these cars. To fill out a chair car consist, most trains had at least one of the old style chair cars and they were used as a smoking car.



Nos. 1 and 2, the Memphis "LONE STAR," while no big threat to the Missouri Pacific for the direct Memphis/Dallas business, did give a fast service from and to eastern cities on the L&N, NcSTL, Southern, Frisco and Illinois Central in Memphis for scores of towns on the Cotton Belt's main line to Dallas and Waco via Mt Pleasant, Texas and Shreveport, Louisiana via Lewisville, Arkansas.

The Memphis/Dallas "LONE STAR" was essentially a night train schedule both ways, departing Memphis at 10:35 PM after receiving through passengers off of the L&N from Cincinnati at 9:15 PM, NcSTL from Chattanooga 9:00 PM, Southern from New York 6:15 PM, Frisco from Jacksonville, Florida 7:00 PM, Illinois Central from Greenville, Mississippi 5:55 PM, Chicago 10:15 PM. It was ready to serve local towns with mail-express and passengers to Texas-Louisiana-Arkansas by thru cars from Memphis.



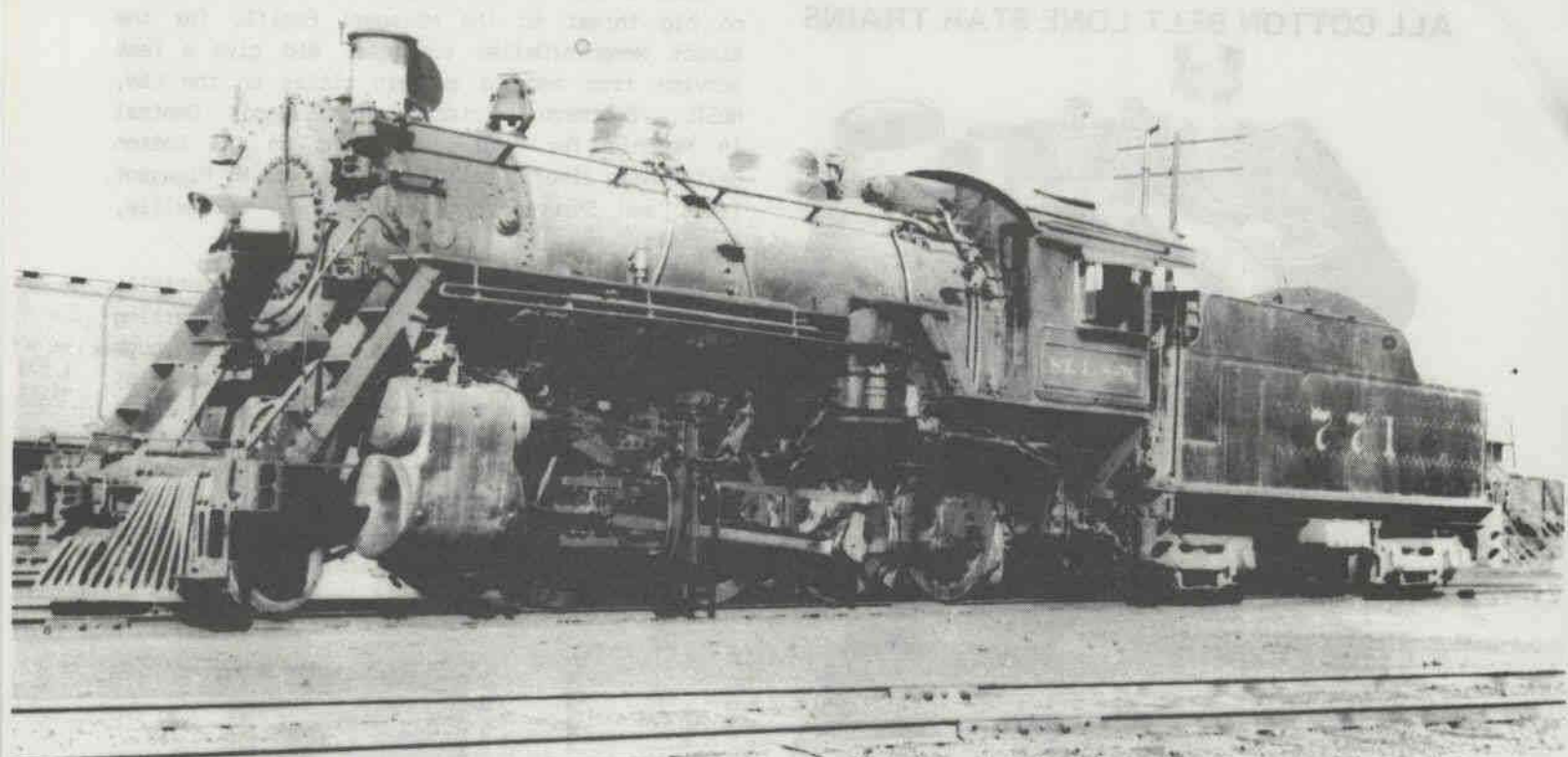
*Found it!
How the fellow snores.*

No. 1 and 2's consist of the usual headend business of a mail storage, RPO and an express car had an air conditioned Pullman coach that had a cafe section for the Dallas passengers, a Pullman observation car from Memphis to Shreveport via Lewisville, air conditioned deluxe chair car to Dallas. A close connection at Lewisville at 5:37 AM put the passengers into Shreveport at 7:45 AM.

While no great deal by today's standards, those passengers desiring to go to Houston could catch the Espee's "Motor Car" at 9:30 AM, arriving in Houston at 5:15 PM. Returning from Houston at 9:05 AM, No. 2 would arrive in Shreveport at 9:45 PM. By the same token, a passenger from Beaumont, Texas could ride the KCS at 7:25 AM for a 1:45 PM arrival in Shreveport.

No. 1 having more thru-mail and express business than No. 5, drew one of the Cotton Belt's large ten-wheelers of the 650 class. No. 5 normally drew an Atlantic-type locomotive.

ALL COTTON BELT LOCOMOTIVES ON
GENUINE SOUTHERN HOSPITALITY ON



A Cotton Belt 2-8-0, #771 in East St. Louis, Illinois, May 21, 1938 (Church collection)



The Cotton Belt Gillett, Arkansas depot as photographed in July 1970 by Gene Hull. Gillett is located south of the Cotton Belt main line through Arkansas, south of Stuttgart about 35 miles. The SSW track to Gillett has been abandoned.

At Mt. Pleasant by 8:15 AM, No. 1 exchanged passengers, mail and express with Train 101, the Mt. Pleasant-Waco "STAR," then made a fast run to Dallas arriving there at 11:59 AM.

No. 101 and No. 102 was a 198-mile run through East Texas connecting the Cotton Belt at Waco with the KATY for San Antonio and Austin. At

Corsicana those passengers going to Dallas could change to the Tex-Electric arriving there at 1:40 PM. At Waco on a 2:30 PM arrival, KATY passengers would have an hour and five minute wait for a Austin and San Antonio train. The KATY's 3:35 PM departure made a 9:00 PM arrival in San Antonio.

No. 101, after departing Waco at 3:00 PM with KATY passengers from San Antonio, would make Mt. Pleasant by 9:05 PM where a close connection with the "MEMPHIS STAR" would give the travelers an early morning arrival in Memphis.

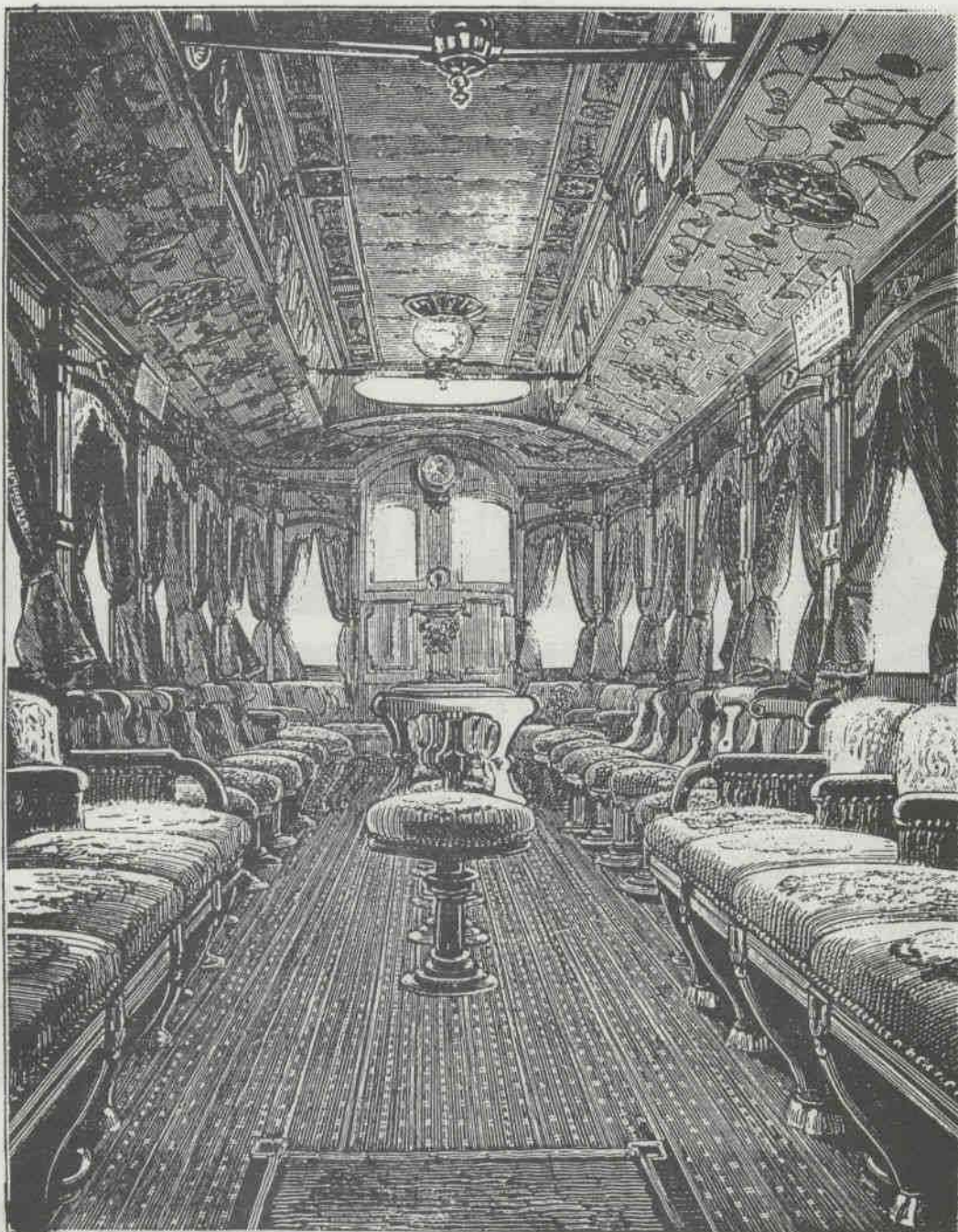
Like the Memphis-Brinkley connection with No. 5 & 6, the Shreveport-Louisville connection with No. 1 & 2, the Waco train, also had one of the new "American Flyer" coaches, plus a club-lounge car for dining car services.

While No. 1 & 2 and their connections carried headend work of mail and express that helped defray losses occurred by a small volume of passengers, No. 5 and 6, the St. Louis-Dallas "LONE STAR" put passenger service in the black from a huge headend business and modest local passenger traffic.

Due out of St. Louis Union Station at 11:15 PM, No. 5 made connections with the heavier passenger, mail and express carriers from all

directions. True, those passengers going to Paragould or Nettleton/Jonesboro passed by the "LONE STAR" for the MOPAC's "HOT SPRINGS SPECIAL", and the Memphis traffic were choosing the Illinois Central, MOPAC or Frisco, but still there were enough local towns to be served that a comfortable count could be made each night. Then too the 12 section - 1 drawing room Pullman sleeper gave those Paragould and Jonesboro passengers a couple extra hours of sleep, while the Pine Bluff passengers could enjoy a late morning snooze.

No. 5 & 6's consist followed No. 1 and 2's closely. The headend was usually a RPO, a baggage and mail car, express car, a non-air conditioned chair car, a deluxe chair car and a 12 section - 1 drawing room Pullman sleeper. This consist was filled out at Jonesboro when an observation-cafe car was added for Dallas. At Brinkley a deluxe chair car was added, it being set out there by the Memphis-Brinkley train. On



weekends, a non-air conditioned car was usually added to take shoppers to Pine Bluff from Clarendon, Rae, Ulm, Stuttgart, Humprey, Wabbaseka, Altheimer and Pine Bluff. No. 6 set out at Brinkley a Memphis car.

As mentioned before, No. 5 and 6 had a heavy local headend business of baggage, mail and express. No sooner had the express and mail clerks worked out all of the local than the car started filling out again at Jonesboro with traffic off the Frisco. By arrival time in Pine Bluff when the clerks could see some progress, it was repeated at Pine Bluff, the same at Texarkana and Mt. Pleasant.

Coach passengers were in for a treat between Jonesboro and Dallas. For breakfast, served on a tray at your seat on a portable table, at a cost of .35 cents, two eggs any style, bacon or ham, toast, butter and jelly with hot coffee. Luncheon at .40 cents was a meat dish, potatoes, and another vegetable plus bread, butter and a drink. The dinner was .50 cents and consisted of meat and vegetables, bread and butter and drink. Well, maybe not the "Sunshine", but "Genuine Southern Hospitality" on all Cotton Belt "LONE STAR" trains.

Although the Dallas-St. Louis "STARS" were never scheduled over forty miles per hour between any two stations, the numerous local stops and the time-consuming work at each one, a "Lone Star" engineer had to make up to sixty miles per hour in many places to keep on time.

Change in travel habits, mail and express being shifted to highways soon took their toll

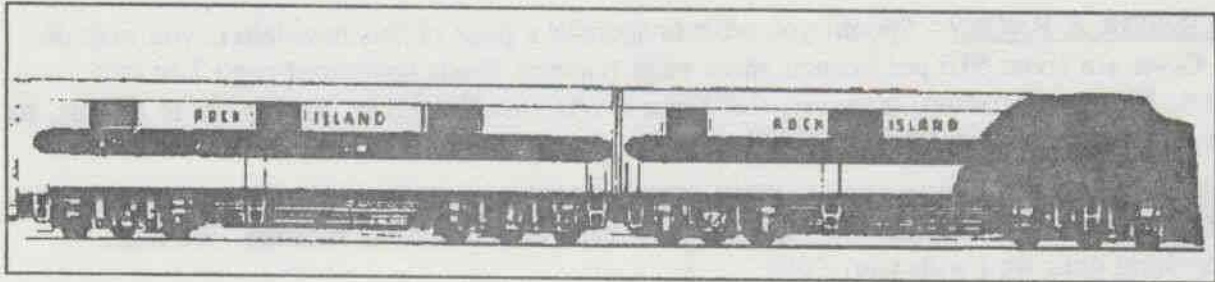


on passenger, mail and express and soon the Cotton Belt dropped all passenger service and became the nation's number one freight hauler.

Despite the thirty mile per hour schedule and the numerous stops and starts on a "LONE STAR" train, I know hardly a one who would turn down a ride today on a "LONE STAR SPECIAL" if he had a chance to go. Do you?

END





CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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

P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday, October 13 at the usual place, the Twin City Bank in North Little Rock. It will begin at 2 PM. This month's program will be given by BART JENNINGS and will be called "1991 So Far." Refreshments will be served and the public is invited.

DUES INCREASE - Dues will go up to \$15 a year for individuals or \$20 a year for family membership beginning January 1, 1992 for BOTH regular and associate (out-of-state) members. The family membership would get only one newsletter mailed to them. This increase was voted on and passed unanimously at the September 8 meeting. The increase, the first one since January 1, 1981, was necessitated mainly by a 100% increase in printing costs for the newsletter. Dues are always due January 1 of each year, but you may pay your 1992 dues already should you desire. Send ALL dues to PO Box 9151, North Little Rock AR 72119.

COLLECTION TAKEN - At the September 8 meeting, a collection was taken up by L. T. Walker for newsletter expenses - \$14 was raised. I appreciate this effort and the money will pay for the printing of a page of the newsletter plus a little more. Hopefully, with the dues increase, more collections of this type will become unnecessary.

SPONSOR A PAGE? - Should you wish to sponsor a page of this newsletter, you may do so. Costs are about \$10 per printed photo page (George Hinds sponsored page 2 in this issue). Please understand, however, that there is NO OBLIGATION whatsoever to do this, its just a matter of personal desire. Thanks.

EYE SURGERY - Our secretary, POLLY HAMILTON, had eye surgery September 3 and had to miss the last meeting. She said she'll be back at our October meeting. We hope everything goes well with you, Polly.

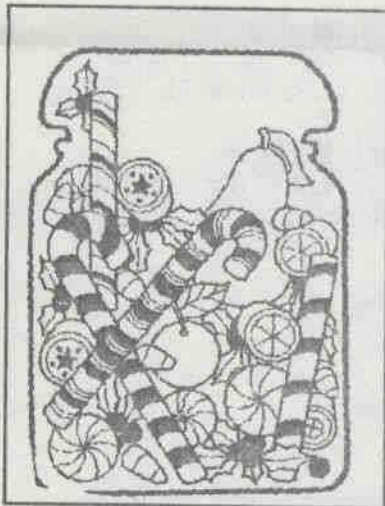
RAIL CHASES - The next rail chase will be Sunday, October 6. We'll be going to Eureka Springs to see the ES&NA Railway plus do some rail chasing enroute, if possible. Please contact BILL CHURCH (753-4582) or MATT RITCHIE (834-4449) if interested. There is a possibility we may get a van if enough want to go. Another upcoming trip will be to explore the old right-of-way of the Missouri & North Arkansas from Georgetown northward on November 2. Members JIM WAKEFIELD and DOUG DUNCAN of Kensett (who is a pastor in Kensett) have agreed to help up in this exploration.

All trips will leave the Twin City parking lot at 6:00 AM on each of those days.

Also, if anyone is interested...a 2-day train-chasing trip to New Orleans was mentioned recently as a possibility. Anyone like to try this? If so, let your president know at our next meeting.

Remember...train chasing of today turns into the railroad history of tomorrow, when 50 years from now someone will give a show on railroads past using some of the slides and photos we take today. Thank goodness Lucius Beebe, Gene Hull, Mike Adams, Earl Saunders, P.B. Wooldrige, Eakles Hille, and others took pictures and made notes about steam and early diesel activity.

RAIL CHASE SLIDES - MATT RITCHIE has asked that we all bring our Arkansas rail chase slides to the October and November meetings so he can sort them and possibly use at a future meeting, at our Christmas party, for the 1993 NRHS Board meeting, etc.



CHRISTMAS PARTY - Our annual Christmas party will be held SATURDAY DECEMBER 14 at the Spaghetti Warehouse on Second Street in Little Rock, beginning at 4:30 PM. Details will be forthcoming in the November newsletter, but you will have a chance to order various items from the menu.

BOOKS AVAILABLE - Speaking of possible Christmas gifts, how about books from two of our members? One, "The White River Railway" is by Mike Adams and can be bought from his home at 3609 Lakeshore Drive, North Little Rock AR 72116. Cost is \$15.50 plus \$1.50 postage and 4.5% Arkansas tax. The other, "Shortline Railroads of Arkansas" is by Gene Hull and can be ordered from his home at 3507 East Washington, Box 31, North Little Rock AR 72114. Cost is \$25.

VOLUNTEERS - Keep thinking about our club's hosting of the 1993 spring NRHS Board of Director's meeting. WE NEED VOLUNTEERS, even now. Call chairman DICK DAVIS at 843-9658 and he will get you in touch with the proper committee. Others on the committee are: MATT RITCHIE, JOHN HODKIN, PETER SMYLKA AND BART JENNINGS.

SPEAKING OF VOLUNTEERS - Thanks to all who helped out during a recent AETN fund-raising telethon for public television. Our club had about 10 show up and found out that the show we helped sponsor, "Tracks Ahead," had a larger audience than AETN thought it would.

AUDITING COMMITTEE FORMED - A committee will be formed to audit our books and this will be done once a year. Also...the nominating committee will have a slate of names of potential 1992 officers of the club at the November meeting.

ARKANSAS RAIL NEWS

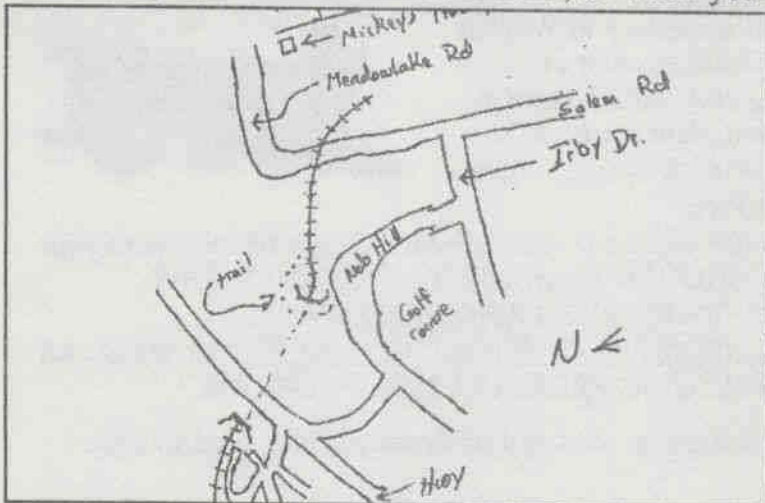
FORT SMITH RAILROAD - The new shortline called the Fort Smith Railroad began operating from Fort Smith to Paris, Arkansas on July 7, 1991 over former Union Pacific (Missouri Pacific) tracks. They run a chicken train every day over the line, sometimes switching at Fort Chaffee in Fort Smith. The new line has 3 engines, two GP9's and a RS3 with an EMD motor. They are mostly yellow with a green stripe running the length of the hood midway. The FSRR's logo is a picture of the state of Arkansas with a star on it where Fort Smith is located.

According to RAILS, the FSRR says it has the potential of moving 11,000 cars per year over this branch. The company also owns shortlines in Missouri and New Jersey and may purchase a new line in Alabama soon.

The new line was part of the multi-line sale Union Pacific had recently, selling many branch lines to shortline operators. The FSRR runs at a maximum speed of 10 MPH. (Thanks to A.D. McCoy of Van Buren and Bill Pollard of Conway for the above information)

SUPER ICEBERGS - Two new super icebergs are drifting in the Antarctic, south of the Faulkland Islands. One, named A-31, measures 23 x 10 miles. The largest iceberg currently being tracked by NOAA is 56 x 46 miles, twice the size of Rhode Island. A-31 (NOAA Report, April 15, 1991) contains enough fresh water to run Hoover Dam for 150,000 years.

GOOD NEWS (for lazy railfans) - One of central Arkansas's more noteworthy railroad sites now has better access. The former MP, now UP Conway tunnel now has a new road right to its south or east portal. The road is part of an expansion of the Nob Hill housing subdivision, which is on top of the ridge that the rail line tunnels through. Following the map, park at the curve and the tunnel is just to the north. This will put you above the portal, a trail will take you either down to track level or on around to the other side of the track. One warning, the area is steep and most of the rock is loose, so watch your step!



Another good thing about the road is that it gives a much faster way to get from one end of the tunnel to the other. Traffic is busy, a recent Saturday had 8 trains in 6 hours, more than enough to keep one entertained. (Barton Jennings)

MAPS TO HELP CHASE - Barton Jennings, after having been told by Robin Thomas years ago, has recommended that rail-chasers get copies of county maps to aid in their hobby. A

firm that sells these is called County Maps, and books of county maps are available for several states, including Arkansas and Tennessee, plus other mid-west and southeastern states. Bart highly recommends these books of maps, as, I assume, they have railroads on them. Their address is County Maps, Puetz Place, Lyndon Station, WI 53944.

RESTORE LOCOMOTIVE? - (Paris) - Paris vocational education students want to restore the former Missouri Pacific steam engine sitting in a park here. There was supposed to be a meeting of city aldermen on August 5 to discuss the matter. (THE PARIS EXPRESS, July 31, 1991 sent in by Doug Harley of Bonita, California)

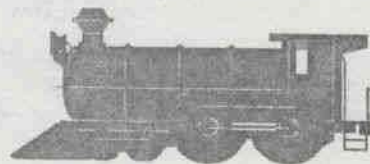
ARKANSAS DEPOTS - T.W.M. Long of Shreveport, Louisiana, former president of the Reader Railroad (1956-1975), sent in some corrections and updates on various Arkansas

depots (see article in the "Railroader" from December 1990 by Barton Jennings). Among Mr. Long's findings on depots:

READER - Depot is not railroad used. This depot was acquired from the Missouri Pacific when they abandoned their agency station at Reader. It was then moved off the property of MOPAC and placed on property of the Reader Railroad. When then Reader Railroad was sold in 1975, this depot and the land it was on was sold to Mr. Edward N. Turner. Mr. Turner later moved it to the center of the town of Reader. Mr. Turner later sold or gave this depot to a historic group in Hope, Arkansas, where it still is being used by said group today. According to Mr. Turner this depot was built in 1937 when he was 10 years old. Mr. Turner used to be employed by the Reader RR and his father was also employed by this famous road, and was Bridge and Building foreman. Mr. Turner was also a qualified locomotive engineer and fireman. Mr. Edward Turner says he vividly remembers the building of the Missouri Pacific depot at Reader in 1937. This depot was built from material saved from the dismantling of the "old" depot at Reader. This old depot was a two story affair with living quarters upstairs for the agent. This depot is now 54 years old.

WATERLOO - The railroad moved this depot from Waterloo to Adams Crossing, now Reader Railroad Park at Reader with the abandonment of the Reader to Waterloo, commencing in June 1973. THIS IS MY OPINION THE OLDEST REMAINING WOODEN RAILROAD DEPOT IN ARKANSAS. IT WAS ORIGINALLY AT WHELEN SPRINGS AND I WAS TOLD IT WAS THE ORIGINAL DEPOT AT WHELEN SPRINGS, ARKANSAS CONSTRUCTED WHEN THE RAILROAD WAS BUILT FROM GURDON TO CAMDEN IN THE EARLY 1880'S. (It was confirmed that the actual date this depot was built was in 1887 from a 1989 article by Louis Saillard of LOCOMOTIVE AND RAILWAY PRESERVATION magazine. Mr. Saillard further states: "...and moved to Adams Crossing (now Reader Railroad Park) near the wye track at milepost 1.0. The former Waterloo depot had become the most travelled depot in the state. It had been built by the St. Louis, Iron Mountain & Southern in 1887 and had been previously located at Whelen Springs, Gum Springs and Waterloo, perhaps giving new meaning to the modern railroad term 'mobile agency.' "

When the Missouri Pacific abandoned its agency at Whelen Springs they moved this depot to Gum Springs south of Arkadelphia when they established an agency station there at Gum Springs to serve the large aluminum plant there. This depot has thus been at four locations - Whelen Springs, Gum Springs, Waterloo and Reader Railroad Park.



Since it was built in 1887, it is now 104 years old, and it is Mr. Long's feelings (and your editor's as well) that EVERY EFFORT SHOULD BE MADE TO PRESERVE THIS BUILDING. IT SHOULD CERTAINLY BE MARKED AND IMMEDIATELY NOMINATED FOR THE NATIONAL REGISTER OF HISTORIC PLACES, AS WELL AS BEING PART OF THE ARKANSAS HISTORIC PRESERVATION PROGRAM.

BRADLEY - (SSW) - Now located on a street in the town of Bradley, being used to store farm products.

CHIDESTER - (Missouri Pacific) - Now located in the town of Chidester north of highway 24. Excellent condition, being used as a municipal complex.

(Above furnished by T.M.W. Long of Shreveport, a long-time club member)

CAMDEN DEPOT NOMINATED - The Camden Missouri Pacific depot was nominated for the National Register of Historic Places in early September. It is in good condition and rumors have it that the Reader Railroad may someday operate from this depot. The Reader still is not operating due to FRA regulations. (*CAMDEN NEWS, sent in by Carl Barnes*)

ENGLAND BRANCH COMING UP? - Although nothing has come out officially, it was recently observed that good ties were being removed along the Cotton Belt's England branch from near Pine Bluff to North Little Rock. Does this mean eventual abandonment? This line

has been rarely used in recent years along its entire length, with most of SSW's trains to Little Rock using leased Union Pacific tracks.

GENERAL RAIL NEWS

100 DIE ON TRAINS IN INDIA - Gunmen started shooting at two passenger trains on June 15 in Punjab, India, killing 100. They were mad at the previous elections. (Thanks to Stephen Eudy and the *DES MOINES REGISTER*)

LIONEL FILES FOR BANKRUPTCY - (New York) - Lionel filed for Chapter 11 bankruptcy protection on June 14. They said the chain "Toys R Us" did them in. Although known for model trains, Lionel has recently done several other marketing things which failed. Today, an unrelated company called Lionel Trains Inc. makes the trains, and is not a part of this chapter 11 filing. (*DES MOINES REGISTER, June 15 sent in by Stephen Eudy*)

DID YOU KNOW? - It takes 4 hours and 30 minutes to digest cooked cabbage? Orange juice, on the other hand, only takes 1 hour. Roast beef takes 3 hours to digest.

WATONGA CHIEF tourist passenger train will operate on weekends through November. This line is operated by the Central Oklahoma Railfan Club and is located in Watonga, Oklahoma. They operate dinner trains as well as "plain" trains, using the AT&L railroad. They use a diner once used on Santa Fe's "Texas Chief" through Oklahoma. To make reservation, write to Watonga Chief, 2936 Bella Vista, Midwest City OK 73110.

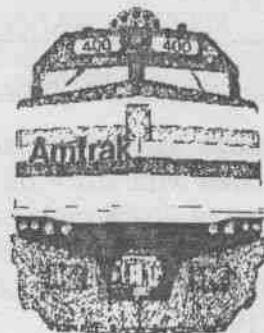
HUGO HERITAGE RAILROAD operates on weekends out of Hugo, Oklahoma using the Kiamichi Railroad. Train rides begin from the Frisco Depot Museum in Hugo. There is also a restored Harvey House Restaurant located in the depot. For reservations, write to Hugo Heritage Railroad, PO Box 577, Hugo OK 74743 or call (405)-326-6630.

FLORIDA WHISTLE BAN HALTED - The FRA recently halted nighttime whistle bans in cities across eastern Florida along the Florida East Coast Railroad. Local towns had imposed this ban to prevent noise at night, but grade-crossing accidents went up 195% at those noiseless crossings. The FRA overturned all these ordinances and the trains will blow their whistles once again. (While in Melbourne, Florida a couple of years ago, I saw one of these silent crossings between buildings. The crossing bells were working, but I still was shocked that the train never blew its whistle) (*UTU NEWS via L.T. Walker*)

MAJOR RAIL/LABOR FIGHT - Court suits are mounting as railroads and unions have differing opinions on the Presidential Emergency Board rulings of last spring which settled the strike at that time. Although no new strikes are supposed to occur, it appears that the whole mess could blow up once again.

AMTRAK NEWS

AMTRAK DETOUR - On August 27, 1991, Amtrak's "Eagle" had to make a detour from Little Rock through Pine Bluff to Texarkana due to a problem in the Little Rock area on its regular Union Pacific route. This was only the 3rd or 4th time Amtrak had to make this detour in its 17 year history in Arkansas. The train had 9 Superliner cars and two engines. It was wye'd at Pine Bluff then sent on its way to Texarkana via the Cotton Belt (it ran to Pine Bluff on the Union Pacific). It experienced no delays on the Cotton Belt, and arrived in Texarkana about 1:15 PM, about 3 hours late. (On its way to the Cotton Belt wye, it passed the Arkansas Railroad Museum, home of the 819...anyone have any pictures of this event?)



NEW NEW ENGLAND TRAINS? - According to a report sent in by club member Leon Enderlin of Manchester, CT, public officials are discussing reviving passenger train service in northern New England in the states of Maine, New Hampshire and Massachusetts. Some of these areas have been without trains for 25 years. Over 60,000 signatures were obtained wanting this service to resume.

PULLMAN CAFE - (Michigan City, Indiana) - In a building of the famous Pullman-Standard company, a restaurant has recently located. It is the only remaining evidence of the start of the industrial era in this city. On the menu, a sample of one of Pullman's Palace Car menus listed the following: *Bear Paws in Jellied Broth; Broiled Venison; Leg of Elk; Buffalo Steak; Raccoon with Hot Sauce; Roast Young Bear.* (At least they had plum pudding and peach pies!!) (Sent in by Dr. Jerry Shue of North Little Rock)

AMTRAK RIDERSHIP BY ROUTE/AREAS

	JUL 90	JUL 91	%CHANGE
NORTHEAST CORRIDOR	889,815	898,805	+ 1.0%
SHORT DISTANCE	476,689	446,786	- 6.3%
LONG DISTANCE	570,115	589,557	+ 3.4%
("Eagle")	24,287	25,569	+ 5.3%
("Sunset")	11,187	11,509	+ 2.9%
("City of New Orleans")	20,478	22,835	+11.5%
SPECIAL TRAINS	4,220	4,712	+11.7%
TOTAL	1,940,839	1,939,860	-0.1%

	OCT 89- JUL 90	OCT 90- JUL 91	%CHANGE
NORTHEAST CORRIDOR	9,362,329	9,239,368	-1.3%
SHORT DISTANCE	4,188,122	4,207,691	+0.5%
LONG DISTANCE	4,804,137	4,990,451	+3.9%
("Eagle")	165,401	188,037	+13.7%
("Sunset")	90,534	86,441	- 4.5%
("City of New Orleans")	173,207	179,301	+3.5%
SPECIAL TRAINS	55,141	46,897	-15.0%
TOTAL	18,409,729	18,484,407	+0.4%

Amtrak had an average of 206.9 passengers on its trains at any one time in JUL 1991 compared with 207.4 on board in JUL 1990, a decrease of 0.2%. (The "Eagle" had an average of 264.8 on board at any one time in JUL 1991 compared with 257.2 in JUL 1990).

Amtrak was on time 68.3% of the time in JUL 1991 compared with 70.4 percent in JUL 1990. The "Eagle" was on time 22.6% of the time in JUL 1991 compared with 29.0% in JUL 1990.

NEWS UPDATED through September 15...mailed September 27 or before. **DEADLINE** for the November newsletter is October 15.

THE NRHS AT HUNTINGTON, WEST VIRGINIA - 1991

by: Barton Jennings

During August of this year, over 2000 officially registered NRHS members, and an uncountable number of unregistered railfans crowded into Huntington, West Virginia, for four days of rail trips, seminars, shop tours, fellowship, and just plain fun. And for the new or old railfan, there was plenty of all of the above and more to fill every waking hour.

The convention started for me when I left Little Rock with Sarah and her mom (yes, my mom went last year and Sarah's somehow thought that it was her turn) the Saturday before the convention. As most people are aware of by now, I can find a train on a deserted island, or so Sarah claims after several non-train vacations turned into day after day of chasing and riding. Anyway, on the way to Huntington, we survived some (much?) confusion over where the time zone line is to ride both the Kentucky Railway Museum at New Haven where we rode behind Monon's BL2 #32 and the Bluegrass Railroad Museum at Versailles where I was invited to ride in the cab of their Alco MRS1. We also made several side trips to photograph the R.J. Corman Dinner Train operation at Bardstown and to stop at every Bourdon candy store we could find for my candy loving mother-in-law (no easier way to keep an in-law happy and mellow).

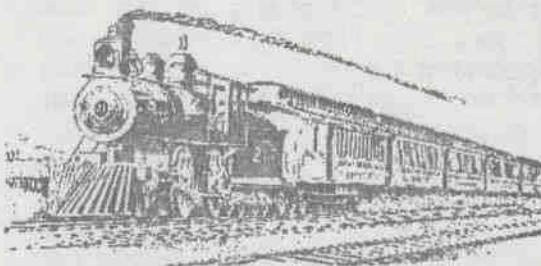
After several days of chasing and photographing trains on CSX's ex-L&N mainline east of Lexington, Kentucky, we finally arrived in Huntington on Tuesday, the day before the official start of the meetings and trips. An afternoon was well spent hunting down the already arrived steam engines (N&W 1218, Nickel Plate 765, and Pere Marquette 1225), touring several coal transfer facilities including one that is still all Alco (attention Pete), visiting the local railroad museum where a C&O 2-6-6-2 #1308 resides, and just plain chasing trains. One interesting item should be noted here. It seems that every place I turned, there were signs welcoming the NRHS to Huntington. Banners were hanging from every motel in town and from buildings at all of the rail facilities, restaurants were displaying signs and advertising bargains as well as stores and antique shops, and even the newspaper boxes carried welcome signs. For Huntington, we were a good sized convention and they were letting us know that we were welcomed.

Wednesday morning started early as I got up in time to shower and eat breakfast before the 6 am bus left the motel for a short trip to Kenova, West Virginia. Here, N&W 1218 was waiting with a train of about 25 cars for a 240 mile roundtrip to Iaeger, WV. One runby to allow the riders to photograph the train was made, and a few of us who were lucky enough, or smart enough to run, were able to get the 1218 doing its runby coming under an old concrete coaling tower that still stands over the mainline. This line was busy and we slowly lost time as we ran around or met train after

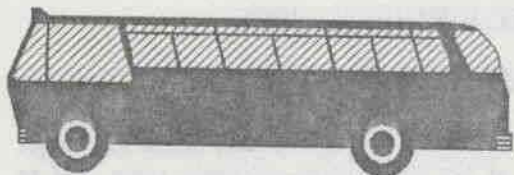
train. At Iaeger, the entire town turned out to get a look at the 800+ riders and their train, and to sell snacks, souvenirs, and whatever else they could carry. While this activity was going on, the train was turned on a wye that includes bridges on two of its legs (sounds like an operation in north Arkansas), was fueled and watered, and the business car West Virginia was added for the return trip.

Leaving Iaeger more than two hours late, we made up time as 1218 charged up the Tug River Valley and we arrived back at Kenova at 9:40 pm, just over an hour past its scheduled time. Hanging out of an open commissary baggage door on the way back, the sights and sounds experienced on the way back as day's light faded were more than worth the price of the trip's ticket.

Thursday also started early, as again the trip was out of Kenova with 1218 and again, I caught the 6 am bus, this time with Sarah and her mom coming along instead of visiting glass factories and antique malls as they had done the day before. Today's trip was a short 4 hour round trip to Portsmouth, Ohio. We left on time as we had the day before and pulled across the Ohio River on an enormous bridge from which we could look down upon rail yards full of coal cars and the numerous coal docks where barges were loaded with the black gold.



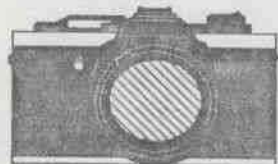
A runby was held at a fuel storage facility just outside of Portsmouth. Unfortunately, most people got to shoot the train as it came out of the sun, but for those of us who walked up around the next curve, we got the train as it passed by a large bluff with the sun not being too bad for the pictures. Confusion reigned at Portsmouth where the engine was turned. Only the first couple of cars were unloaded for the move as most car hosts did not have radios and the rear of the train could not see that people were being allowed off to photograph the train. Rule number one for future trips, every car host should have a radio! A quick trip back brought us back to Kenova at the scheduled time. However, a delay in turning 1218 caused us to sit on the Ohio River bridge for 30 minutes where we had to entertain ourselves with photographing Norfolk Southern switch jobs and CSX through trains as they passed below us.



We finally unloaded from the train at 12:35pm and a quick bus ride to the motel (we rode a multi-stop bus that passed by our motel on its way into town and had to wait a bit for it to get back to our stop) allowed me to just make the 2pm NRHS Board of Directors meeting. The meeting was very interesting and very well attended and gave Dick Davis and myself a good idea of what to plan for our own meeting to be held in March of 1993. After the meeting there were a number of seminars on railroad history, document preservation, and the topics of interest to many railfans. I also was able to talk to a number of members from other chapters who were interested in coming to our 1993 meeting and who wanted more information on the Arkansas area. Based upon the reaction Dick and I received, we should have great attendance at our meeting.

Thursday night ended with a night photo session with NKP 765 and PM 1225, a pair of nearly identical Van Sweringen Berks. The session, run by Jim Boyd of Railfan fame, started late due to a very heavy electrical storm and ended early in another such storm. Though it was greatly shortened, the few pictures I got are beautiful and made standing in the rain worth it.

Friday morning was sleep late morning as I decided to pass up the morning CSX shop tour. However, soon after first light, I was up and getting breakfast for our clan as today was chase day. 1225 was to pull the morning passenger train while 765 was to pull a freight on the adjacent track as they ran down the former C&O mainline from Huntington to St. Albans, WV. Just a few minutes late, 765 pulled out of the station area with its train and pulled down to the highway overpass east of town for the hundred or so of us up on the bridge. After a few photos, 765 pulled on out of town with 1225 right behind.



The first runby of the day was made just a few miles further east, which required us to fight our way through highway construction and back roads.

Fortunately for us, the 30+ car train with its 1000 occupants couldn't be unloaded or loaded too fast and everyone was in position for the runby and on up the road for their departure from the runby location. A few of us were thus very lucky to experience PM 1225 working had with its train as NKP 765 seemed to just fly by in a wall of light, smoke, and sound. By this time, the trains were already 1 hour late and we were chasing during the noonhour rush. Getting on the freeway, we were able

to leapfrog ahead of the trains and get several more excellent photos. After turning the trains at St. Albans, the passenger train was doubleheaded back to Huntington nearly 4 hours late and through some more of those torrential downpours that had been threatening all day.

Upon arrival in Huntington, it was decided to go ahead and run the city belt trips which were scheduled for earlier in the day using the passenger cars on the main train. Sarah, her mom, and I made a quick trip across town to get our tickets and to pick up other riders who hadn't heard that the canceled trips were back on. Easily making the trip, we got to enjoy the diesel powered trip around the 5 mile long belt track that encircles the city of Huntington. It was really a sight to see those 30 cars strung out up and down the back allies and through the railroad's shops as we slowly made our way through town. Though it caused the evening banquet to start a bit late, it was a good decision to go ahead and run the trip due to the fact that many of the tickets were sold to locals who wanted a nice train ride at a reasonable price.

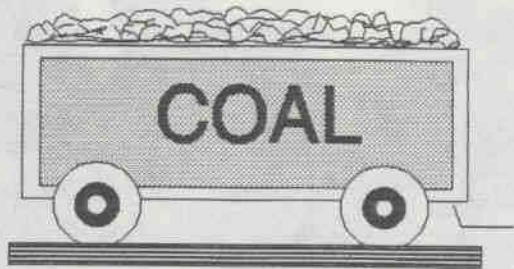


For a large number of us, dinner that night was at Shoney's. This was due to the fact that 765 and 1225 were being fueled and watered next to the eating establishment. Also, this day was Sarah's birthday and a fudge cake arrived at the table with a candle and a round of "Happy Birthday" by the restaurant's staff.

Saturday was probably the biggest day of the entire convention with over 30 cars holding nearly 1100 riders being pulled by both 765 and 1225. We left Huntington nearly at the predicted 8am starting time but we lost time steadily as we had to be watered several times, an ill passenger was removed from the train, and we fought the heavy traffic on the main CSX line to Hinton, WV. This route is the famed New River Gorge route that sees so many railfan trips and the scenery justified its fame. The two engines were cut off at Meadow Creek soon after our runby at Thurmond so that they could be fueled, watered and turned for our return trip. Meanwhile, the train was taken another 12 miles to Hinton where we were entertained by a craft fair, an excellent comedian, and a slow parade of freight trains.

A photo line started by four of us to capture the return of the steam engines soon grew to include over 400 people and the trip staff finally gave up trying to tell us that that wasn't the shot we wanted. It was and we did. A following freight train was also captured by our photo line and then

we turned 90 degrees to get the official runby at the site of the old Hinton yard.

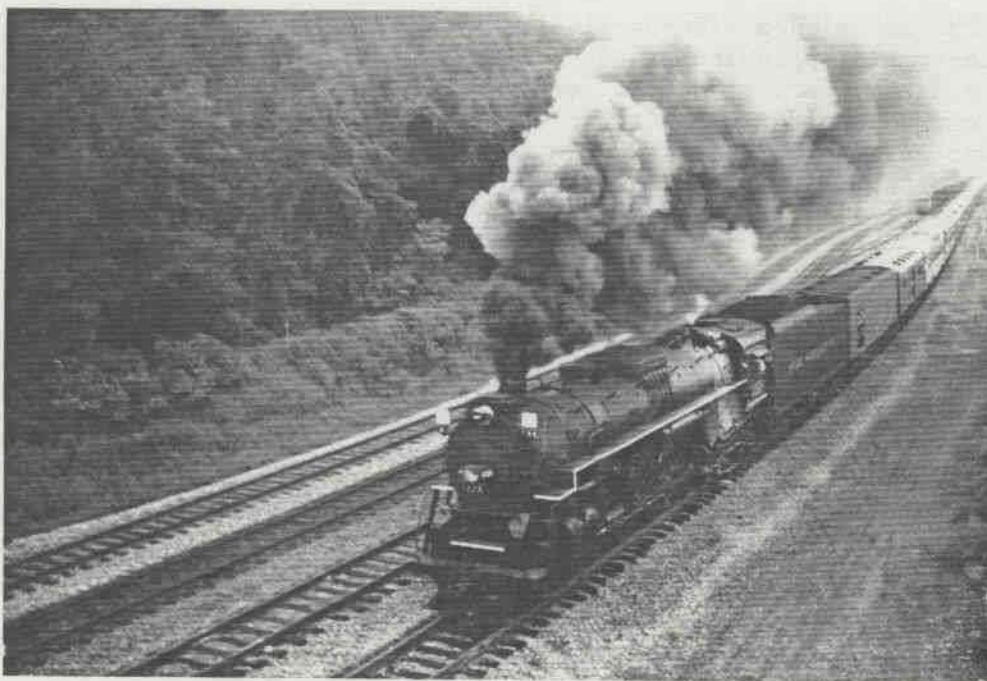


A fast return trip was made despite the fact that 1225 was broken down, with periods of 65 mph running being provided by Nickel Plate 765. Though scheduled to be back in Huntington by 8:30pm, we got some additional travel value time by arriving at Huntington just minutes before 1am Sunday. Again, I grabbed a baggage car door for the return trip and just hung out for the enjoyment. During the evening I was visited by a number of people interested in visiting Little Rock. As the evening got later, the discussions turned to other trips, crazy trip schemes, and even crazier railroad themes. The pinnacle of these had to be Jim Boyd's idea of a new railfan term: aisleage. This is similar to collecting mileage except you collect cars that you have walked one to end in, including all dome area and lounge cars. It was also suggested that bonus points, called throne time, would be awarded for using every car's restroom. This last idea would have been hard to do on these trips as most of the toilets seemed to fail upon leaving the stations each day. Anyway, late nights can cause strange ideas to surface.

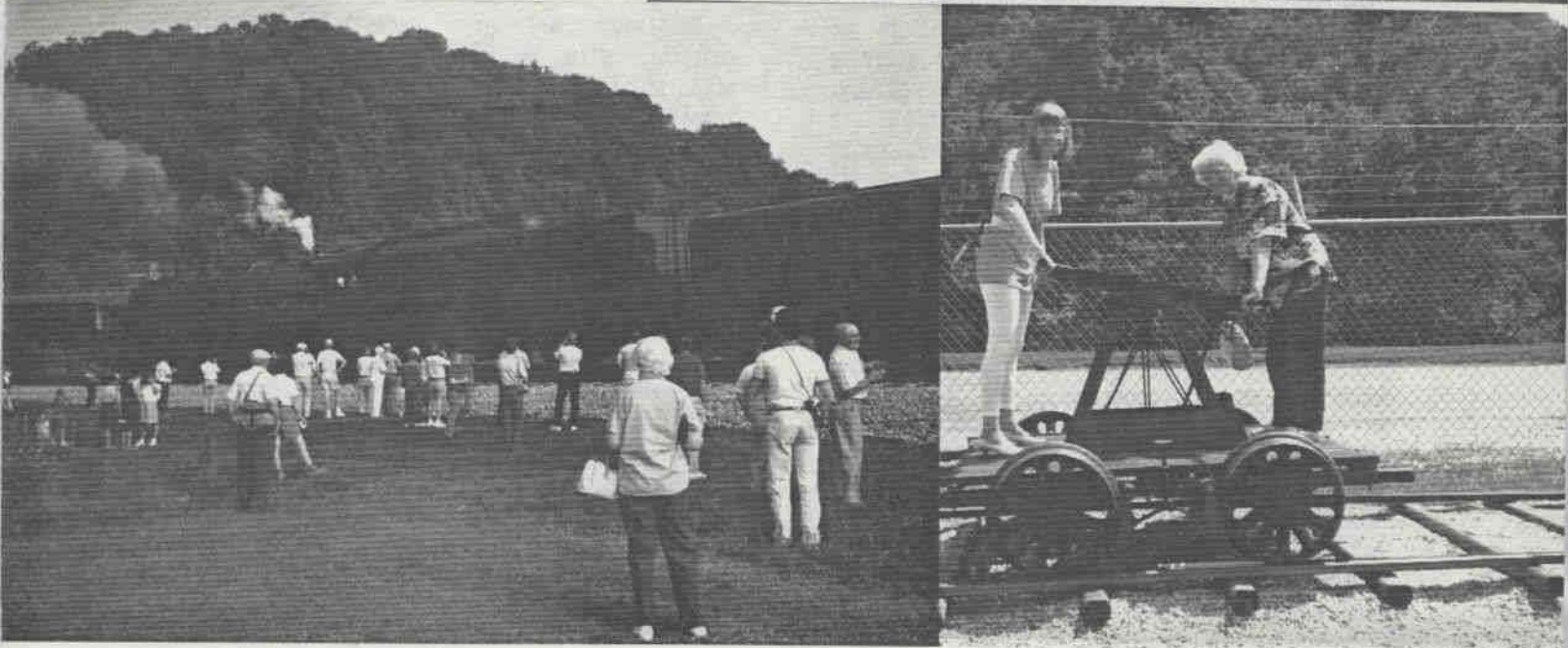
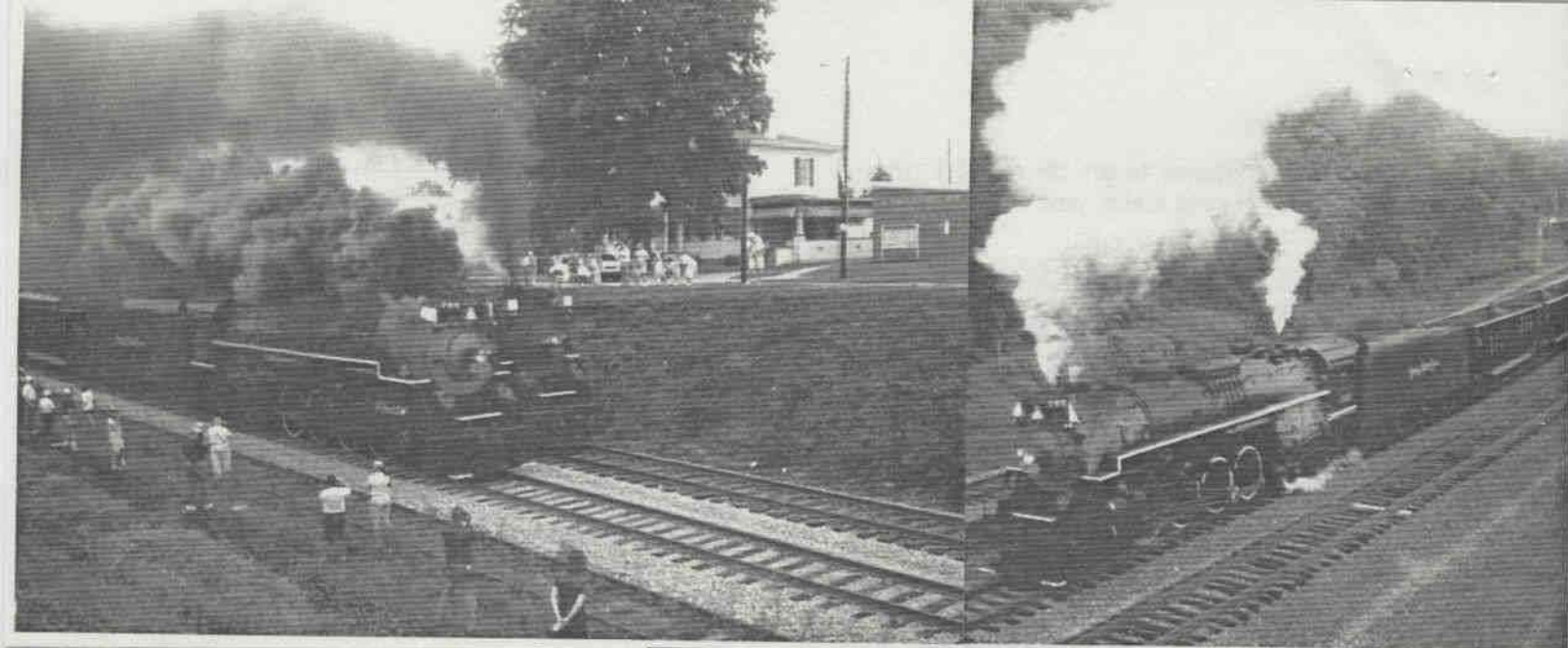
Sunday was the beginning of a slow return to Arkansas with a stop at Paris, Kentucky to photograph ex-Reader #11 which was operating as the Kentucky Central on the TTI railroad. An hour chase that was only marred by the red and white balloons attached to the engine was enjoyed and then a slow trip south following the CSX was made. A stop at Berea, Kentucky, to photograph the old station turned into an antique shopping affair by Sarah and her mom. Luckily, several CSX freights kept me entertained at the station and nearby tunnel so I didn't mind too much. Further stops at Corbin, home of the newly restored first Kentucky Fried Chicken and a large CSX yard, and the preserved steam engines at Knoxville and Nashville finished up our trip.

Huntington may have become my favorite convention site. The smaller town was refreshing after St. Louis and the country is fantastic for running excursions. There were some problems encountered such as there were always more busses to the train than there were from it (I walked back to the motel Sunday morning), the problems with a lack of onboard communications between the car hosts, and the terrible traffic light system which is guaranteed to hold you at every light for 5 minutes. But yes, it was a great convention and was really FUN. Next year's convention is in San Jose, California, with 1993's in Chicago. Atlanta will hold the 1994 convention and Lancaster, Pennsylvania, has been awarded the convention in 1995. Congratulations to the Huntington crew and thanks for a good time.

BARTON JENNINGS



PM 1225 leaving Huntington, WV with a passenger train on Friday of the convention. (Photo by Sarah Jennings)



UPPER LEFT - NKP 765 and PM 1225 with a side-by-side runby at Hurricane, WV on Friday of the convention. Despite some dispatching problems, the runby was made. As a CSX official said, "This is the NRHS, we will do the runby!" **UPPER RIGHT** - NKP 765 pauses for photos at Huntington with a short freight train on Friday. **LOWER LEFT** - N&W 1218 backing up for a runby just outside Portsmouth, Ohio on Thursday of the convention. (Photos by Sarah Jennings). **LOWER RIGHT** - Sarah and her mom at the Huntington Railroad Museum. (Photo by museum official) ... Part of the printing of this page paid for by William Harris.

OCTOBER IN RAILROAD HISTORY

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

First 'Iron Horse' in Chicago arrived from the east October 10, 1848.

George Westinghouse, inventor of the first successful automatic air brake, born at Central Bridge, New York, October 6, 1846.

First incorporated railroad to perform transportation service in the United States began operations at Quincy, Massachusetts October 7, 1826. Horses provided the motive power. The road conveyed granite for use in construction of Bunker Hill Monument.

First permanent pension system for retired railway employees established October 1, 1884. Eighty-four railroads, embracing 90 percent of all railway employees, had such systems before the railroad retirement act was passed in 1937.

First train robbery in American history committed by Reno Gang in Southern Indiana, October 6, 1866.

First railroad to be laid with 'T' rail - one of the foundations of modern railroading - opened for business in New Jersey, October 9, 1832.

N.R.H.S. REPORT

By

Dick Davis

At the July Meeting of the Arkansas Railroad Club (Little Rock Chapter, N.R.H.S.), Representative Peter Smykla mentioned that he would be unable to attend the N.R.H.S. Convention in Huntington, West Virginia (August 7-11) and suggested that I be appointed as Alternate Director in his stead since I planned on attending same. President Jennings sent a letter to the Secretary stating the same.

This report is a result of my attendance of same.

Thursday, August 8, the meeting of the Board of Directors was called to order at 2PM by President (Dr.) Raymond A. Wood. Item No 10a (Old Business) dealt with Dues Increase for the Society. After much discussion, a vote was taken. With the evidence presented ...increased cost of printing and recent postal rate increases (and another one in the not too

distant future - items which also effect our Chapter), I voted in favor of the proposed increase.

Item No. 12 dealt with Convention Reports of Conventions from 1988 thru 1991 and reports from future Convention sites thru 1995. Here are the future Convention dates and places:

- 1992 - July 22-26, San Jose, Calif.
- 1993 - July 14-18, Chicago, Illinois
- 1994 - June 22-26, Atlanta, Georgia
- 1995 - June 29-July 2, Lancaster, Penn.

Item No. 13 dealt with Reports from the various Chapters hosting Board of Directors Meetings (other than the National Convention). Item No. 13d was our turn. I updated the officers and Board of Directors on our plans and asked them to set March 26-29, 1993 aside and plan on attending our Meeting.

A small but dedicated group of members has been working on our Mack railbus under the supervision of Alan Keller and Bill O'Sullivan. No. 51 was built by Mack/Brill in 1922 for the Pittsburgh, Lisbon & Western which sold it to the Chestnut Ridge Railway in 1924. The Chapter purchased the car from the CHR in 1987. At the present time, work is being done to restore the woodwork on the window sashes, doors and roof interior. The exterior has been sprayed with red-lead to slow the progress of the elements. The car is stored outside (with tarpaulin covers) at Ed Blossom's trolley car repair shop at Topton, Pa., on a siding of the Blue Mountain & Reading Railroad.

During the year a dozen members entertained us at monthly meetings with programs which showed local area railroads including the PRR, L&HR, L&NE and the Lehigh Valley. Dick Prince provided us with scenes of the CB&Q, the Rock Island and the Rio Grande in the 1950s and 1960s; Don Young treated us to electric traction in South America as entertainment after our delightful Christmas dinner, supplied by the Chapter ladies.

The railroadiana and train show was held on September 30 at the Dieruff Senior High School in Allentown, and as in the past was our greatest

income-producing event; this success is due to the untiring effort of President Kuehner and his staff of volunteers. Another big event was our ten-day bus trip hosted by Chapter Patriarch Gerhard Solomon. Our group visited and rode on Niagara Frontier Transit, Algoma Central Railway, Detroit's antique trolley cars, and visited Greenfield Village. Then, in the Cleveland area we rode traction equipment at Trolleyville, U.S.A., Shaker Heights and RTA. Enroute home a stop was made at Railways to Yesterday, adjacent to the East Broad Top Railroad at Orbisonia, Pa.

Our annual banquet was again held in April at the popular Fogelsville Fire Company, and 75 members and guests attended. A terrific slide show was provided by Steve Kistler on the history of York Railways, and he was followed by James Holton (author of *The Reading Railroad*) who gave a great show on the early history of the Reading Company. We held our joint picnic with the Hawk Mountain and Pottstown & Reading Chapters and the Anthracite Railroads Historical Society on September 1 at Blandon, Pa. Videos were shown in the picnic pavilions and the D&H-CP and Conrail provided plenty of freight action for the photographers.

During intermission and after the meeting, I was able to meet most of the officers and some of the other Board members. Many expressed their enthusiasm to our organization for hosting the Spring Meeting and look forward to attending.

Friday at 3PM, the 57th Annual Meeting of the General Membership was called to order. My wife, son and I attended that meeting. Item No. 6 dealt with the election of the Board of Directors (as appointed by their local chapters since the last meeting. I seconded the motion before the floor to duly elect same for the next year.

During the meetings, several hand-outs were given to the participants. One of these, "Media Services Catalog" was given out with the request to pass it along to the person in each Chapter who is responsible for lining up the program portion of each meeting. This handy Catalog, listing 16mm films, videos and audio cassettes, has been passed on to our Vice President, John Hodkin Jr who is responsible for programs until the end of 1991.

LITTLE ROCK

PO BOX 9151, NORTH LITTLE ROCK, AR 72119 National Director DEC
2ND SUN 2PM (EX-DEC), TWIN CITY BANK, COMMUNITY ROOM - 3RD FLOOR,
NORTH LITTLE ROCK, AR

President: BARTON JENNINGS, PO BOX 187, ELDORADO, AR 71731

Vice President: JOHN HODKIN, JR., 506 GORDON ST, N. LITTLE ROCK, AR 72117

Secretary: POLLY HAMILTON, #20 DELL, HOT SPRINGS, AR 71901

Treasurer: C. RICHARD BYRD, 12 FLINTWOOD, LITTLE ROCK, AR 72207

National Director: PETER J. SMYKLA, JR., 2800 W 37TH AVE, PINE BLUFF, AR 71603

Historian: Vacant

Editor: KENNETH ZIEGENBEIN, 905 VALERIE DR, N. LITTLE ROCK, AR 72118

Publication: "ARKANSAS RAILROADER"...01-13-15-16-17-19

Several of our members have become active in Arkansas shortlines in recent years. First, Bill Robbins bought the Dardanelle & Russellville and took over as president. Last year, Peter Smykla, Jr. was elected to the board of directors of the Arkansas & Missouri, and newly elected Chapter President Bart Jennings became general manager of the Ouachita Railroad, a new line in the growing Robbins shortline empire.

In April, the Chapter sponsored a bus to Fordyce to ride behind SSW 819 at the Fordyce on the Cotton Belt Festival. Several members helped out, as usual, on the Fordyce & Princeton trains run in conjunction with the festival.

The Arkansas Railroad Club's tenth annual Show and Sale was held in Fisher Armory in North Little Rock on June 2, and was very successful. The following week, many of our members left Pine Bluff with SSW 819 enroute to the NRHS convention in St. Louis. As reported everywhere, the trip went as planned with the exception of a whistle problem on the return trip, which resulted in passengers having more travel

hours per ticket dollar than originally planned.

On August 25, the Chapter chartered a bus for a trip to Van Buren to ride on the Boston Mountain Scenic Railroad, which was operated on the Arkansas & Missouri. The trip was over the most scenic portion of the line and included the 1,702-foot-long tunnel at Winslow.

On October 19 SSW 819 made a trip to Tyler, Texas for the 57th annual Rose Festival. During the layover on the 20th, several of us visited the Texas State Railroad which was only running out of Palestine due to a washout. The return run was uneventful and the trip was enjoyed by all who participated.

Our annual dinner was held on December 15 at which time Bart Jennings took over as president and John Hodkin, Jr. became vice president. Treasurer Dick Byrd, Secretary Polly Hamilton, and National Director Peter Smykla, Jr., were all re-elected. Outgoing President Matt Ritchie hosted a party for Chapter members at his home following the dinner to close out another good year.

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

This is one of the most commonly asked questions, according to President Raymond Wood. And, I'll have to admit, the NRHS is doing more than I thought they were. In fact, we were given a list of 74 "initiatives" performed by the Society from January 1, 1991 thru July 31, 1991. I want to pass along part of these in this report.

But before taking note of the above initiatives, let me, first, make note of the National Railway Bulletin which is published four times per year and is sent to all Associate and Chapter members. Single copies are available to the public at \$3 per issue. (Associate members are those who are members of the NRHS without belonging to a particular local chapter. Chapter members are those who are members of a local Chapter and the N.R.H.S.)

The Bulletin, each year, publishes the activities of each Chapter for the previous year. On the reverse side of this sheet, we have printed page 66 of Volume 56, Number 3, 1991. The top report is for the Lehigh Valley Chapter which meets in Whitehall, PA (near Allentown) and the bottom report is self explanatory. The current issue, (Volume 56, Number 4, 1991) has an 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.

Each issue also contains features such as book reviews and railroad news. Most of the material in The Bulletin is information you will find nowhere else. So in my opinion, The Bulletin, in itself, is worth the yearly dues.

The Society also maintains and administers the Library of American Transportation at its headquarters in Philadelphia. While the term, "Transportation", is in the title, the library contains only those means of transport which directly relate to railroading. The Library relies heavily on the volunteer staff from surrounding Chapters who are supervised by the Society's only salaried employee, Lynn Burshtin, who, along with her husband, are members of the Society. To date, over 2000 volumes have been cataloged with many documents remaining before that phase of the operation is completed. More on the Library later.

Now for the Initiatives performed by the Society in the above mentioned period of time:

1. The Society provided financial support to the Central Coast Chapter for a booth at Rail Fair in Sacramento. Both the NRHS and Central Coast benefited from the exposure. Central Coast is the hosting Chapter for next year's Convention in San Jose.

2. The Society subscribed to the Rail Fair Souvenir Book as an advertiser.

3. The Society Audit Committee met in Chicago in January and submitted their report to the Board of Directors at the meeting in Bethlehem, Pennsylvania.

4. The Society acquired the Hull Negative Collection of the Covington, Cincinnati & Northern Railroad. [This is not our Gene Hull.] This Collection is the NRHS's first archival heritage project.

5. All senior NRHS officers met in the societies new offices (in the 75 year old Robert Morris Building at 17th and Arch Streets in Philadelphia, 12th floor) January 8 - 10 for work and planning sessions.

6. President Raymond Wood and Director of Grants, Frederick Frostick, visited the St. Louis Mercantile Library Association on March 19 & 20th. The meeting St. Louis with Jeffrey Smith, Executive Director, and Mark J. Cedeck, Curator of the Barringer Railroad Library was to gain better input for the Society's grant program.

7. The Society made revisions to the Duties and Responsibilities Manual in the sections relating to the Director of Media Services, the Director of Historic Structures, and the Audit Committee. (The Director of Media Services is responsible for the catalog of materials available to our Chapter which I mentioned on the previous page.)

8. President Wood and Senior Vice President, Leroy Dietrich, attended the Appalachian Mini Regional Convention and Seminars in Winston-Salem, NC on March 26 and 27th.

9. President Wood visited and addressed the Champlain Chapter in Burlington, VT (Apr 5).

Correction to above notes: Month in Items 6 and 8 should be April, not March.

10. Assistant to the President, John Flower, attended the Quarterly Meeting of the Board of Governors of ALCO Historic Photos in Troy New York on February 1991.

11. The Convention committee developed new guidelines for NRHS Presidential Receptions.

12. President Wood spoke at the annual banquet of the Bergen-Rockland Chapter in Sparkill, NY on March 7.

13. The Society received the donation of a complete file of NRHS Newsletters by Society Historian, Hugh Gibb, to the Library of American Transportation in April.

14. The Society received from Larry Eastwood, a donation of 1,482 annual railroad reports of the last 25 years of 137 Class I Railroads to the Library. This collection will be merged with the present collection bringing the total of the collection to 1900 items.

15. "Project Back Issues" allowed for the free distribution of 2,680 copies of The Bulletin to Chapters whose geographical area was covered in a particular issue.

16. Editor of the Bulletin, Frank G. Tatnall arranged a dinner for The Bulletin staff (all volunteers) on March 6th.

These are just some of the things the Society has done in the first part of 1991. More will be reported later.

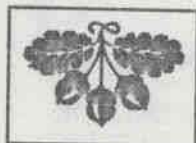
The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, OCTOBER 13 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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.

ALL 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).



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)

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:

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NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<u>OCTOBER 6</u> - Trip to Eureka Springs with possible train chasing enroute. Contact Bill Church if interested.	<u>NOVEMBER 9</u> - Northwest Ark Model RR Show & Sale at Ramy Junior High School.
<u>OCTOBER 12-13</u> - General Dynamics Recreation Assc. show & sale, Ft. Worth Texas.	<u>NOVEMBER 10</u> - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.
<u>OCTOBER 13</u> - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. Program by Barton Jennings.	<u>DECEMBER 1</u> - Possible train viewing around Little Rock, mainly at the Amtrak station.
<u>OCTOBER 18-20</u> - SSW 819 Pine Bluff-Tyler trip. Sponsored by the Cotton Belt Rail Historical Society.	<u>DECEMBER 7-8</u> - Oklahoma Train Show, Oklahoma City, sponsored by the Central Oklahoma Railfan Club.
<u>NOVEMBER 2</u> - M&NA abandoned right-of-way exploration. Leave TCB parking lot 6 AM.	<u>DECEMBER 14</u> - Annual Christmas Party, Spaghetti Warehouse, Little Rock, 430 PM.

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.



ARKANSAS RAILROAD CLUB
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NORTH LITTLE ROCK AR 72119

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OCTOBER 1991



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