



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

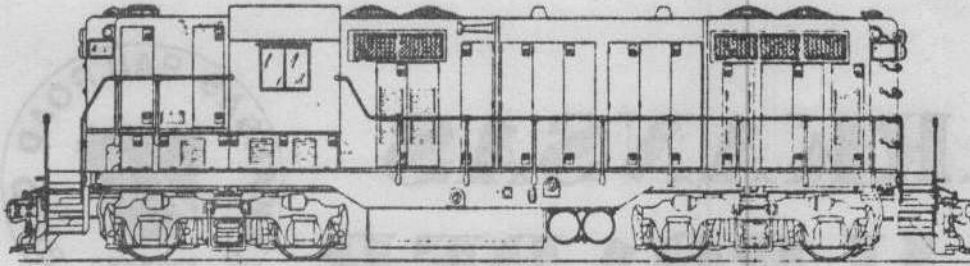
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WAITIN' FOR A TRAIN - Passengers are waiting for Amtrak #81, the "Silver Star", at DeLand, Florida early on July 25, 1987. Arkansas Railroad Club members will also be waiting for a train on October 10 in Fordyce. (See inside for details about this free upcoming train ride as well as news about a major change regarding Amtrak service in this part of the country.) (Ken Ziegenbein photo)



# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1987 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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## ☆☆☆ PROGRAM ☆☆☆

The September meeting of the Arkansas Railroad Club will be held Sunday, September 13 at 2:00 P.M. at the Twin City Bank Building in North Little Rock on Main Street just across the river from Little Rock.

Russell Tedder, President of the Ashley, Drew & Northern Railroad, will be the speaker. His topic will be called "Over One-third Century By The Tracks." Mr. Tedder began his service with railroads with the Live Oak, Perry and Gulf RR and has been with over seven shortlines since.

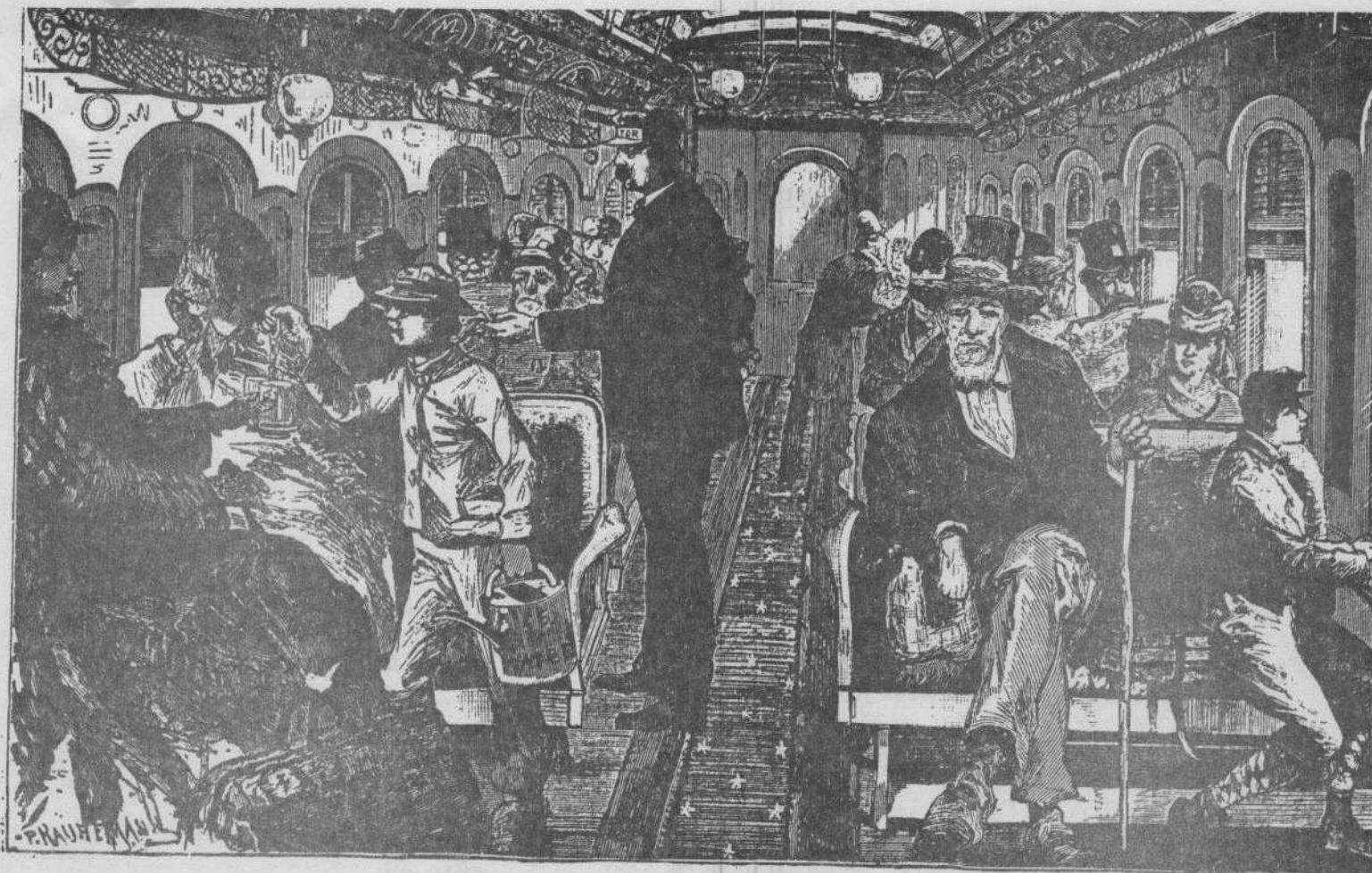
The Ashley, Drew & Northern is celebrating its 75th anniversary this year and Mr. Tedder is creating a 75th anniversary booklet, for which he would like our help. Does anyone have any photos, facts or other things of interest on the AD&N over the years? If so, come to the September meeting and tell them to Mr. Tedder (who is an Arkansas Railroad Club member, by the way). If you can't make the meeting, his address is: Russell Tedder, President - ASHLEY, DREW & NORTHERN, P.O. Box 757, Crossett, AR 71635

Russell will also be giving us the details of our forthcoming FREE passenger train trip (for club members) over the Fordyce & Princeton and Ashley, Drew & Northern Railroads on October 10. This trip will go from Fordyce to Crossett to Monticello and back (tentatively) and should be a great time. Details are on the next pages with some of the details yet to be worked out.

**ENGINE 101 MOVED** - Club member Matt Ritchie said the former F&P steam engine that has been at the Little Rock Zoo for years was moved to Gilham Railroad Supplies in southwest Little Rock July 30 and unloaded July 31. It is owned by Ray Furiagh. Matt has been helping renovate this engine and invites anyone in the club to come and see it, but be sure to contact him first. His address is: P.O. Box 725, Cabot, AR 72023-0725.

**HOW'S THIS FOR A SUMMER WEATHER REPORT?** - "The weather was exceedingly favorable, the heat having moderated and the sky being overcast with flying clouds, while a gentle southern breeze was fanning the fair face of reviving nature."

(CLUB HAPPENINGS continued on page 3)



### ARKANSAS RAILROAD CLUB RAIL EXCURSION

On October 10, 1987, the Arkansas Railroad Club will be having a passenger train excursion between Fordyce and Monticello, Arkansas via Crossett. The FORDYCE & PRINCETON and the ASHLEY, DREW & NORTHERN Railroads will provide power with the passenger cars furnished by Peter Smykla as well as the AD&N.



We are tentatively scheduled to leave Fordyce on the F&P at 9:00 A.M. that morning. A bus will be provided between North Little Rock and Fordyce via Pine Bluff, leaving North Little Rock no later than 6:30 A.M. to get to Fordyce by 8:30 A.M. or so.

Details of the bus ride and exact cost of the bus are yet to be determined, but the cost of a 47-seat bus would be about \$10 per person. However, the cost of the train ride is **FREE** to all Arkansas Railroad Club members and their families. If anyone else wants to ride, they must become a member of the Arkansas Railroad Club by paying the \$10 annual dues - then they can ride.

Our program in September will be given by Russell Tedder, President of the Ashley, Drew & Northern. He will provide details on the forthcoming trip as well as present an interesting program (see page 2.) Also, Bill Church is in charge of getting the bus and he'll need to know how many are going at the September meeting or shortly afterwards. In other words, be at the September meeting for all the specifics of the trip.

**EVENT** - Train ride Fordyce-Crossett-Monticello-Crossett-Fordyce

**DATE** - Saturday, October 10, 1987

**TIME** - Bus leaves NLR 6:30 A.M. or before  
Train leaves Fordyce about 9:00 A.M.

**COST** - Bus about \$10 per person(???)  
Train is FREE

**CONTACT** - Bill Church, 753-4582, as soon as you know your plans. He is getting the bus.  
The train holds 180 --- one bus only holds 47.

Below is a 1929 schedule of a Rock Island passenger train over the same route we're taking in October between Fordyce and Crossett (57.0 railroad miles):

	READ DOWN	December 15, 1929	READ UP	
	1050a.m.	Lv. Fordyce	Ar. 914a.m.	
	- -	Lindale	905a.m.	
	1107a.m.	Ellisville	900a.m.	
	1125a.m.	Tinsman	840a.m.	
Train #631	1155a.m.	Banks	820a.m.	Train #636
	1207p.m.	Craney	805a.m.	
	1222p.m.	Hermitage	750a.m.	
	1234p.m.	Ingalls	738a.m.	
	1246p.m.	Vick	726a.m.	
	1255p.m.	Broad	719a.m.	
	105p.m.	Stillions	710a.m.	
	135p.m.	Ar. Crossett	Lv. 645a.m.	



(Note that in 1929, at the time we are scheduled to leave Fordyce on October 10 - 9:00 a.m. - there would have been a northbound Rock Island train just 14 minutes away from Fordyce at Ellisville. If this train were still operating today, we would likely pass it south of Fordyce near the town of Lindale.)

Now here's a 1929 schedule of the Ashley, Drew & Northern from Crossett to Monticello (40.7 railroad miles):

	READ DOWN	NOVEMBER 1929	READ UP	
	900a.m.	Lv. CROSSETT	Ar. 504p.m.	
	921a.m.	WHITLOW JUNCTION	444p.m.	
	932a.m.	PUGH	432p.m.	
	938a.m.	NORRELL SPUR	426p.m.	
	948a.m.	MILO	416p.m.	
	957a.m.	BEECH CREEK	408p.m.	
	1006a.m.	LONGVIEW	359p.m.	
	1022a.m.	FOUNTAIN HILL	343p.m.	
	1032a.m.	ROARK	329p.m.	
Train #2, Mixed	1036a.m.	FOUNTAIN PRAIRIE	322p.m.	Train #1, Mixed
	1044a.m.	SCIPIO	312p.m.	
	1052a.m.	YOUNGSTOWN	302p.m.	
	1058a.m.	VALLEY JUNCTION	256p.m.	
	1108a.m.	LADELLE	250p.m.	
	1118a.m.	LONE SASSAFRAS	236p.m.	
	1138a.m.	OZMONT BLUFF	222p.m.	
	1149a.m.	STATE SCHOOL	210p.m.	
	1220p.m.	Ar. MONTICELLO	Lv. 200p.m.	

(Total railroad milage Fordyce to Monticello is 97.7 miles one way.)

### ARKANSAS RAIL NEWS

AMTRAK TO EXPAND SERVICE IN MID-SOUTH AREA - Amtrak is supposed to start up a daily passenger train between Meridian, Mississippi and Fort Worth at the end of October. It will use the tracks of the Mid-South Rail Corp (former Illinois Central) between Meridian, Jackson, Vicksburg, Monroe, Ruston and Shreveport and the Union Pacific from Shreveport to Marshall, Longview, Dallas and Fort Worth. The train will be a stub train separated from the New York-Atlanta-New Orleans "Crescent" at Meridian. A lot depends on this train getting a Atlanta to Dallas mail contract.

The westbound train would arrive in Dallas about 6 A.M., so west-bound service through Louisiana and Texas would be in the middle of the night. It would not connect with the tri-weekly "Eagle".

A daily train in this area - good news, right? Well, not entirely. Although new trains are always welcome, in order to pay for this one, it has been proposed to do away with the day station agent at both Little Rock ("Eagle") and Memphis ("City of New Orleans") in order to provide enough personnel to staff the new station at Shreveport and additional person at Jackson.

(Continued on Page 5 )

(AMTRAK continued)

Also, since there may not be a day-man at Little Rock anymore, the city of North Little Rock has backed away from building Amtrak a new station. They didn't want an unmanned station in the daytime. Thus, Little Rock may once again loose out on getting a new facility.

Seems that a letter to our Senators may be required to help keep the day shift on at Little Rock, since about 7 out of 10 tickets are sold for the "Eagle" by that person. Also, why not make the "Eagle" daily, too and get a mail contract for it (Chicago to Dallas mail)? There's room for two daily trains in this area! (Thanks in part to Randy Tardy of the ARKANSAS DEMOCRAT and Bill Pollard)

PARK STEAM ENGINES IN ARKANSAS - Matt Ritchie has made up the following list of steam engines preserved at various parks in Arkansas. Perhaps we as a club could help renovate or paint some of these???:

LITTLE ROCK - #101, former Fordyce & Princeton, recently moved to Gilham Railroad Supplies in southwest Little Rock from the Little Rock Zoo.

BATESVILLE - 0-4-0 Tank, narrow gauge

PARIS - Missouri Pacific engine, type unknown

BENTON - 2-8-2 Dierks Lumber, #226, probably will be sold

PARAGOULD - 4-6-0 in very bad shape

VICTORIA (south of Blytheville) - Frisco #73 in excellent shape

FORT SMITH - Frisco #4003, 2-8-2

MENA - Queen Wilhelmina State Park, a 4-6-0 #360

READER - Operational and running excursions for the public

EUREKA SPRINGS - Several steam engines, running for tourists

WARREN - Unknown

LEWISVILLE - Ex-Cotton Belt #336, a 2-6-0

PINE BLUFF - The Cotton Belt #819, a 4-8-4, capable of running excursions

This is all the listings we have...anybody know of any others around the state?

LIONEL COLLECTOR'S SPECIAL ON LRWN JULY 31 - (Little Rock) - There was a passenger extra operated over the Little Rock & Western on July 31 for the Lionel Collectors Convention here. It departed Pulaski (just west of Little Rock, loading from the K-Mart/Skaggs parking lot) about 10 A.M. and ran as far west as Bigelow then returned to Pulaski about 1:15 P.M. It had been originally planned to run to Perry, but time constraints of the convention prevented it.

From reports of those aboard, the cars were "quite warm" --- outside temperature was near 100 degrees, and the Memphis Transportation Museum crew had arrived to begin cooling the cars down only an hour or so before departure. Nevertheless, those aboard had a rare chance to ride over one of the more scenic segments of the Little Rock & Western (paralleling the Arkansas River on the old Rock Island "Sunbelt" route west of Little Rock). The passenger cars were returned to the Union Pacific Friday afternoon for movement back to Memphis.

Consist of the train was as follows:

LRWN #103 - GP-9

MTM #515 - Generator car, ex-Rock Island RPO #515

MTM #2361 - Pullman (4-bedroom, 4-drawing room, 2 compartments, ex-ATSF "Regal" series

MTM #3380 - Bar-lounge, ex-ATSF

MTM #5450 - Lounge, ex-SCL coach

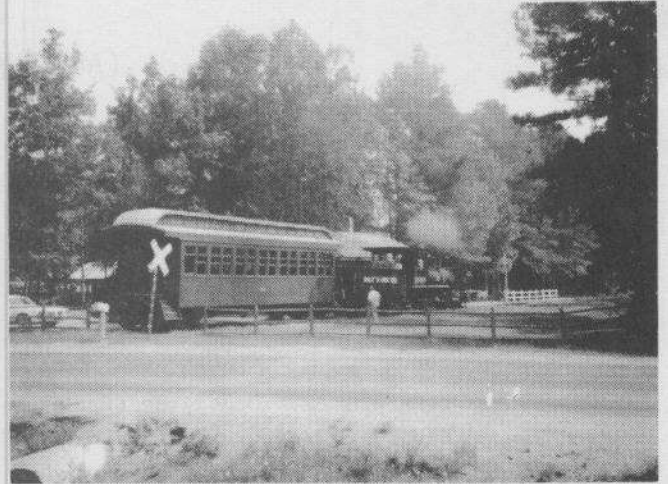
MTM #2365 - Pullman (4-4-2), ex-ATSF "Regal" series

The Memphis Transportation Museum cars were shipped over in freight service, arriving Thursday, July 30. Seven cars were to be shipped initially, but three of the original seven were bad-ordered by U.P. before they ever left Memphis. The generator car plus 3 cars arrived July 30 and a fourth car was hurriedly shipped over and picked up by the LRWN from U.P. early on the 31st. (Thanks to Bill Pollard for above)

RUSSELVILLE'S MOPAC TRAIN ORDER OFFICE CLOSED - (Russellville) - Missouri Pacific's train order office at Russellville was closed about mid-July. The agent is still there, but train orders are no longer issued on the Central Division - all use "track warrants" now. (Bill Pollard)



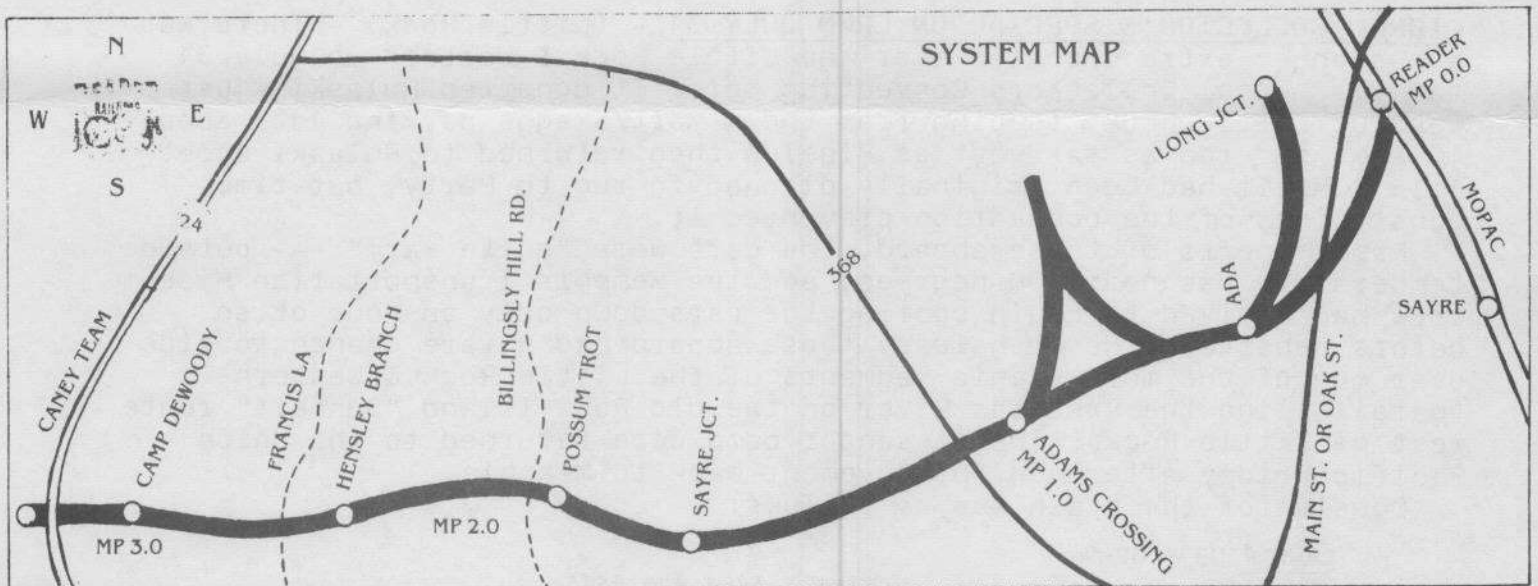
Reader RR Engine #4, a 2-6-2- built in 1913, an oil burning engine weighing 68 tons. Seen in 1985, (Ken Ziegenbein photo)



Reader excursions continue. This is a scene in August 1985 as the Reader pulls into the Adams Crossing station.

**READER RAILROAD CELEBRATES 100 YEARS OF STEAM** - (Adams Crossing) - The Reader Railroad is the oldest all-steam, standard-gauge common-carrier operating in the country and it celebrated its 100th birthday August 1. The railroad was abandoned in 1974 but in 1975 it was purchased by a group of businessmen and train enthusiasts. Although more than 10,000 visitors traveled to and enjoyed the Reader last year during its May through November season, the original character of the park remains as it has been since the late 1800's when the railroad was first laid 100 years ago.

The depot is now located on Highway 24, midway between Prescott and Camden. For more information, write to the Reader Railroad, P.O. Box 507, Hot Springs, AR 71902-0507. (GURDON TIMES, July 30, 1987)



**NEW TRACK FOR THE 819** - (Pine Bluff) - On Wednesday, July 29 at 2 P.M., SLSW 819 was moved from an outdoor location to a display site inside the new railroad museum in Pine Bluff. A new track has been laid recently by volunteers to make it possible to move the 819 and its tender from railroad trackage directly into the museum building. The railroad museum is located at the foot of East Second Avenue in Pine Bluff, just off the Martha Mitchell Expressway. On a portion of property leased from the Cotton Belt Railroad, it is in the same building where the 819 was built during World War II and rebuilt in recent years by the Cotton Belt Rail Historical Society. The CBRHS is now in the process of remodeling the building to house one of the finest railroad exhibits in this section of the nation. Volunteers are needed. Call (501) 541-1819 for more information.

**M&NA MUSEUM MOVED TO HARRISON** - (Harrison) - The Missouri and Arkansas Railroad Museum of Beaver has been officially moved to Harrison as of mid July. Since Harrison was the home office of the Missouri & North Arkansas Railroad, it seemed the most logical location. The Missouri & Arkansas Railroad Museum is an organization of about 100 people located nationwide who have an interest in the M&NA Railroad. The Harrison School Board has consented to let the Historical Society/Railroad Museum use the "old" High School. It is hoped that anyone interested in

railroads will become members of the Historical Society and/or Museum Organization. Annual dues for the Boone County Historical and Genealogical Society are \$8 and dues to the Railroad Museum \$10.

Outgoing board of directors of the Railroad Museum were: Dreat Younger, president; Paul E. Clark, V.P.; Reat Younger, secretary. The new board will be Fred Hudson, president; Jim Miller, V.P.; and Troy Massey, secretary. Along with the M&NA items, a steam locomotive, which is leased to a new tourist attraction at Branson, Missouri, was also moved to Boone county. (HARRISON TIMES, July 15 - thanks to Ernie Deane)

**UNION PACIFIC'S NORTH LITTLE ROCK TERMINAL FACTS** - (North Little Rock) - An investment of more than \$65 million has been made since 1962 in the North Little Rock terminal of the U.P. The terminal provides employment for nearly 2,000 workers. The terminal's 300 acre classification yard has room for more than 4,000 freight cars and is the second largest yard on the U.P. system, exceeded only by Bailey yard in North Platte, Nebraska.

**"SPILL" CAUSES NLR EVACUATION** - (North Little Rock) - A three-car tank derailment on July 8 caused the evacuation of 2,000 residents near the Union Pacific's North Little Rock yards. While it was a hectic day, it turned out that nothing leaked but some small amounts of alcohol used to gauge the temperature inside the tank cars. One of the overturned cars contained ethylene oxide, very dangerous, which is why the evacuation took place. Part of the psychology of accidents of this type is claims of eye irritation, headaches, other medical claims imagined caused by the derailment. However, since nothing dangerous was leaked, there was no reason for the railroad to pay for any of these claims.

**MENA KCS DEPOT GRAND OPENING HELD JULY 11** - (Mena) - About 100 people attended the official grand opening of the Mena depot July 11. The depot is now open during normal working hours. The Mena-Polk County Chamber of Commerce is located in the depot. Also located in the depot is an arts and crafts display with many of the works for sale. The historical society has a display in the lobby. The Mena depot was constructed in 1920 at a cost of \$44,077. It was built at KCS mile-marker 379.8, which is 379.8 miles south of Second and Main Streets in Kansas City. (MENA EVENING STAR, July 14)

**UNION PACIFIC SPECIAL IN NORTHWEST ARKANSAS** - (Harrison) - On July 3, a Union Pacific special ran between Carthage, Missouri and Bergman, Arkansas (about 112 miles) to help dedicate the new Tyson Feedmill near Bergman. This former Missouri Pacific line is very scenic and includes three tunnels, one about a mile long in Missouri and two in the Cricket area in Arkansas. One is under the U.S. 65 Highway near Omaha.

The trip carried about 40 persons, including Congressman and Mrs. John Paul Hammerschmidt. The train started the journey about 8:15 A.M. and arrived in Bergman at 11:30 A.M. as scheduled. (HARRISON DAILY TIMES)

**\$161,915 SETTLES SUIT ALLEGING BIAS AT MOPAC** - (Little Rock) - U.S. Magistrate John F. Forester, Jr. approved a settlement July 16 of a 1973 discrimination lawsuit filed by a group of black employees against the Missouri Pacific Railroad and its North Little Rock terminal. The lawsuit alleged discrimination in job assignments, promotions, and terms of employment. (ARKANSAS DEMOCRAT, July 17)

**DISPATCHING GONE** - (North Little Rock) - Union Pacific announced July 20 that it would close eight dispatching centers, including one at North Little Rock involving 36 jobs and consolidate the centers' function at Omaha, Nebraska. The announcement wasn't new - it was first made last year as part of a major systemwide reorganization.

The other train dispatching offices that will be closed are in Spring, Texas; Kansas City; Salt Lake City; North Platte; Cheyenne; Sacramento; and Albina, Oregon. The railroad is reducing its employment force to 30,000 by the end of the year from 32,000. The new dispatching center will be in operation by the end of 1988. The addition of the center will solidify Omaha as the headquarters of the railroad. (Randy Tardy, ARKANSAS DEMOCRAT, July 22, 1987)

**U.P.'S CENTRAL DIVISION TO BE PHASED OUT** - The North Little Rock-based Arkansas Division of the Union Pacific apparently will be phased out under a newly announced plan to create 30 "decentralized" superintendents of transportation services, a UP spokesman said July 21. The decentralized concept will replace existing field organizations of regional and divisional headquarters, such as the Arkansas Division. Two of these decentralized divisions will be in Arkansas, one in North Little Rock and one in Van Buren. There will be one in Memphis, too. (ARKANSAS DEMOCRAT)

**STEAM ENGINE NOT SCHEDULED TO LEAVE PARK** - (Mena) - No decision has been made to remove the old steam locomotive from Queen Wilhelmina State Park. However, the Arkansas Department of Pollution Control and Ecology has notified the park that there has been asbestos leakage from the old engine's boiler. Although the Department of Parks and Tourism does not wish to remove the engine from the park, the anticipated cost to retain it there would be \$28,000.

An offer to buy the old engine has been made by the Eureka Springs and North Arkansas Railway. That company wants to restore the engine and use it on its tourism railroad.

The engine, Number 360, type 4-6-0, was presented to the park by Dierks Forests, Inc. in September 1962. Originally purchased in August, 1920 by Texas, Oklahoma and Eastern Railroad, the locomotive was sold to Dierks Lumber and Coal Company on June 30, 1954. Dierks used it in logging operations for several years. (MENA EVENING NEWS, July 10)

**GREAT NORTHERN PURCHASES 164 MILES OF UNION PACIFIC** - (McGehee) - A Colorado-based company has purchased the rail line running from McGehee, Arkansas to Vidalia, Louisiana. Great Northern Transportation estimated that the deal to purchase the line should have closed by July 31. (McGEHEE-DERMOTT TIMES-NEWS, August 5)

**WORKERS FILE FEDERAL SUIT AGAINST MISSOURI PACIFIC** - (Conway) - Two men filed separate federal lawsuits July 8 claiming they suffered permanent injuries while working for Missouri Pacific because the company did not provide a safe work place or tools. Billy J. Campbell, a machine operator, said he suffered injury to his left knee while working near Conway in August and October 1986. Joseph Henry Dorn, Jr., a trackman, said he suffered injury to his back while lifting a push car off and on a track near Wynne last September. (LOG CABIN DEMOCRAT, July 9)

**FORT SMITH TROLLEY MUSEUM OPEN** - (Fort Smith) - The Fort Smith Trolley Museum opened with an open house July 12. Besides a trolley, two Alco Diesel locomotives are on display, one of which is the oldest working rain switch engine in the U.S. (SOUTHWEST TIMES RECORD, July 12)

#### GENERAL RAIL NEWS

**HELPING HAND NEEDED** - C. B. Gilpin, a NRHS member in Virginia, just had a major stroke and is confined to a nursing home. His daughter reports he is in a room with bare walls and feels a bit of railroad color would help make his life a little better. If someone could send him some railroad posters, etc., it would be appreciated. If you have any, send them to Mrs. Ann G. McCaffrey, 178 Heather Glen Road, Sterling, VA 22170.

**NET INCOME OF RAILROADS DOWN** - The Association of American Railroads says net operating income for the nation's railroads fell to \$403 million during the first quarter of 1987 - down 3% from a year ago. (SP UPDATE)

**RAIL MISSILES A REALITY** - With all the talk about the possibility of the U.S. putting MX missiles on railroad cars, it has been reported recently that the Soviet Union has already done it. The new Soviet Rail-Missile, known as the SS-X-24, can be moved to elude U.S. monitoring. (SP UPDATE)

**LAST REMNANTS OF LOUISIANA MIDLAND** - (from the July Louisiana State RR Museum Newsletter) - The last remnants of the Louisiana Midland are about to bite the dust. The white RS-3 has been sold for scrap to a PINE BLUFF dealer and is being cut up at Jena, Louisiana. The Midland was once the main line of the Louisiana & Arkansas Rwy, back when the L&A ran from Hope, Arkansas to Vidalia, Louisiana via Minden and Winnfield. Sold off as an independent line after World War II, purchased as part of the ICG Railroad takeover of the Mississippi Central, and sold again as an independent to short line owner Craig Burroughs, the Midland was fatally wounded when a bridge was burned down by vandals a few years ago, isolating the line into an eastern and western section. The Jena depot burned down as well, and the little 70-mile carrier is virtually gone.

**LOUISIANA & NORTH WEST RAILROAD F-UNIT SOLD** - Rumors have it that the Louisiana & North West RR has sold an F-unit to someone out west. The locomotive in question was an ex-WP unit from the "California Zephyr" days. Does anybody know about this sale?

**NORTH LOUISIANA & GULF SOLD?** - (Northern Louisiana) - Midsouth Rail Corp. is rumored to have purchased the NL&G effective September 1, 1987, taking over operations between Gibsland, Louisiana and Winnfield, Louisiana. (LOUISIANA STATE RAILROAD MUSEUM NEWSLETTER)

("GENERAL RAIL NEWS continued on Page 14)





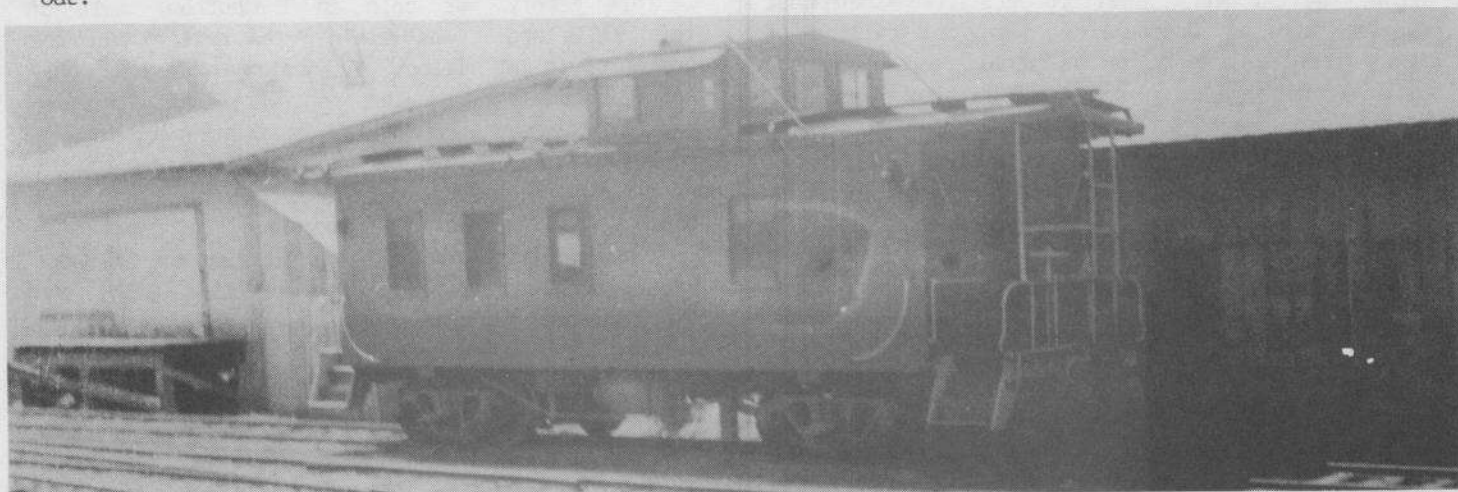
The Church boys, Illmo, Missouri, 1936. From left, Bill (author of story, age 17 and a crew caller for the Cotton Belt when the picture was taken), Mickey, Buddy (referred to in the story), and Hal.

**"THERE ARE MEMORIES,  
AND THEN,  
THERE ARE MEMORIES."**

by: William Church

As far back as I can recall, I have carried on a "love affair" with trains. I cannot remember seeing or hearing a train that it did not make me want to get aboard and go. Trains do to me what the Concorde jet does to the lover of aircraft...they get into the blood and will not out.

Memories of trains are often recalled by various and numerous things. Some, like the odor coming from old cabooses that are reeking with the smell of dope pails and kerosene lamps, never fail to make me recall trips of days now long gone by. The memory of a "Duplex Stoker" making its quarter



"Smell of dope pails and kerosene lamps" - Former Cotton Belt Caboose photographed on the Warren & Saline River Railroad, Warren, Arkansas, 1969. (W. Church collection)

turns as it grinds coal and then spraying it in the fire box gives a tingle of a thrill as you vision a "Mike" thundering up a grade. The whine and growl of a trio of GE's with a mile of Wyoming coal never fails to make me want to be up there in the cab with the crew. Sounds imitating the chatter of a telegraph instrument will bring back the memory of a lonely third trick, of an operator with a stylus in hand, translating dots and dashes into train orders.

Then there are the memories associated with trains, like those from the days of World War II when you rode troop trains from one Army post to another and finally for an overseas assignment. Like the memory of that evening at dusk, sitting by a window in a troop train, waiting for orders to move out and board a ferry that would take you across the New York Harbor where there was a troop transport waiting to take you overseas and you watched a little girl playing "jacks" on her door stoop unaware of a world at war around her.

Often there are humorous memories that are told without malice of those days of the "Blue and Gold". Like the one when a lady from Scotland asked the train porter about the schedule and he could not understand her Scottish accent. "What language was that lady speaking," he asked a passenger. "The Kings own," was the reply. "What King?", he asked.

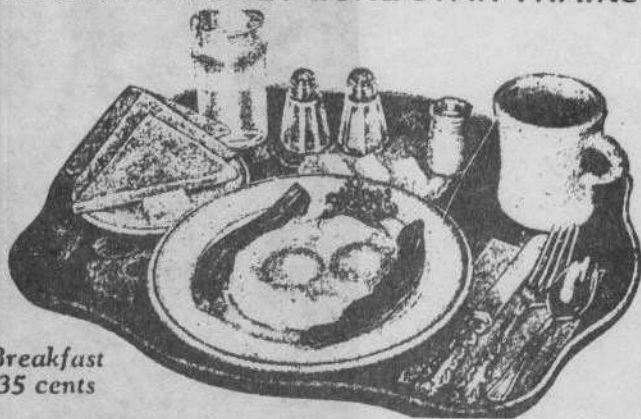
There are the memories of those who, like you, love to ride trains. Little Mary Cornet, who has spent several months in a hospital in Texas, spent her last dime on a ticket to Carrier Mills, Illinois. "I wanted to go train riding and Carrier Mills has such a nice-sounding name," said Mary. Then the memories of those who rode the trains seeking the fortune, such as the young Mexican girl with no knowledge of English, all of her and her broods possession tied up in a blanket, a scrap of paper with an address in Chicago and no ticket beyond St. Louis.

Then there are the golden days of boyhood, when all of the world was young and yours just for the asking. Train riding to your heart's content because by being the dependant son of a Cotton Belt Conductor you had the use of a pass good between all stations on the St. Louis Southwestern Ry. Co. and its sister, the St. Louis Southwestern Ry. of Texas.

While I cannot recall every station that I have been to on the Cotton Belt, there are some that I will never forget, like that East Texas town of Greenville. Just the calling of that town's name makes me recall a teenage boy with a big smile on his face who had just fulfilled a dream of his own on a trip to Texas.



## 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

This memory was born in the bottom half of the 1930's and I was now a "crew caller" for the Cotton Belt at Illmo, Missouri. Although I only worked when the regular men were off for some reason, the pay was not all that great by today's standards: \$2.02 for the day shift; \$2.93 on the night job. However, the fringe benefits that went along with the job, the pass and "Pie Book" sign up rights, made the job equal to that one of Judge Berry Henwood, Trustee of the Cotton Belt, and this teenage boy would not have swapped his job calling crews with him.

The Cotton Belt, like so many other railroads in that day and time, operated cafes and hotels for the benefit of their men. These establishments

were operated by their "Dining Car Department" and accepted in lieu of cash for payment of meals and rooms, scrip from that old railroad man's friend, the "Pie Book".

Any employee who had a payday coming could sign up at any of the cafes or hotels for a "Pie Book" that were issued in \$5 or \$10 denominations. They proved to be God's blessing for an employee who found himself short of cash between paydays. The "Pie Book" kept him out of the "loan shark" clutches.

Besides being good at the hotels and the cafes, this book of scrip was also honored aboard trains of the Cotton Belt by the "News Butchers" and the dining car employees. I seriously doubt that you can find one Cotton Belt boy or girl from the 1930s that at least once in his or her life that did not have a treat that had been paid out of Dad's "Pie Book."

My special memory of Greenville, Texas came about when I took my kid brother Buddy on a train riding outing to Arkansas and Texas. I had been fortunate to have made a few day's pay that were due to me on the next payday. When informed by the regular men there was to be no work from them for awhile, I applied for a trip pass from Illmo, Missouri to Greenville, Texas. Buddy and I boarded the "Morning Star", SLSW Train #5, early in the morning for Greenville.

You might ask, "Why Greenville, Texas?" Simple, it was as far as you could go into Texas on one trip without staying overnight in a hotel. By stopping off in Pine Bluff, Arkansas and waiting for the "Lone Star" (Train #1) that night, you would arrive in Greenville at 7:22 am and could depart for Illmo on the "Morning Star", Train #6 at 10:01 am, thus allowing a night's sleep in the day coach aboard the "Lone Star", saving the price of a hotel room.

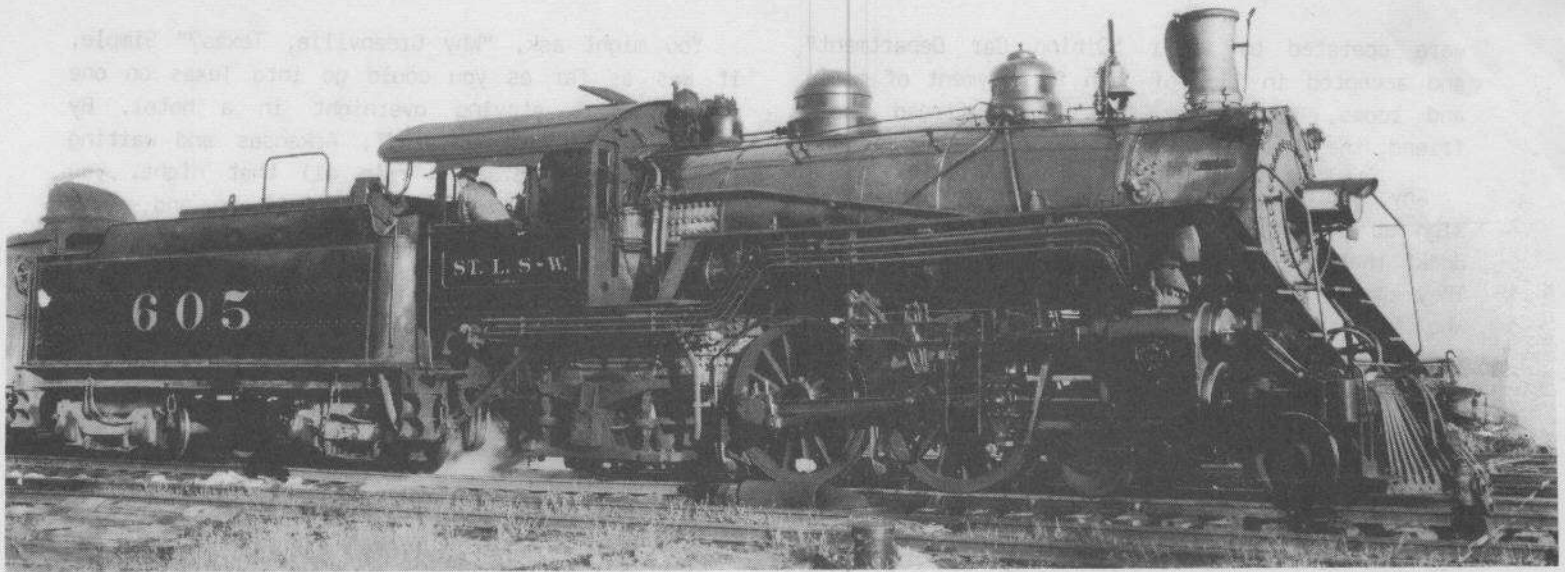
When Buddy and I arrived Pine Bluff shops about noon, we made a bee-line for the Cotton Belt Cafe. We were as hungry as two bear cubs. The breakfast we had that morning of donuts and coffee in the "Coffee Cup Cafe" in Jonesboro had long ago become a memory and we were ready for a hot meal.

Buddy's pleading of bankruptcy forced me to accept the fact that if we were to eat on our trip I had better sign for a "Pie Book", which I did, shooting two days and a half pay all to hell. "Was it worth it?" Was FDR President?" That sign-up was worth its weight in gold before the trip was over.

In the 1930s, the Pine Bluff Shops were a train watcher's dream come true. The large shops held an endless parade of both small and large motive power and on the in-bound and ready tracks were a constant flow of steam engines coming and going. Seeing all of this kept us on the run for a couple



*ABOVE - Cotton Belt Train #5, the "Morning Star", at 4th and Main Streets in Pine Bluff in 1950 or 1951. Bill and Buddy saw a similar scene when they rode the "Morning Star" in the 1930s. (Photographer unknown, given by Lawrence Gibbs, editor of the Central Oklahoma Railfan Club's "Dispatcher"). LEFT - Same scene, 4th and Main Streets in Pine Bluff, on March 17, 1986. (Photo by Ken Ziegenbein)*



*This was the motive power of the "Morning Stars" in the 1930s, the period of the story. The engine was Cotton Belt #605, a 4-4-2. (Bill Church collection)*

of hours until we got our fill and decided we would go up town.

Up town Pine Bluff we enjoyed a big bowl of chili and a hamburger, washing it down with a Coke and were ready to tour Main Street, ending up at the Movie House where we sat through a double feature twice before going to the Union Station to wait for No. 1.

Greenville, Texas at 7:22 in the morning, a Dallas it was not, but it did have what two hungry boys wanted, a cafe serving breakfast.

After a "Texas Size" breakfast of ham, eggs, hash browns, biscuits and coffee, Buddy was anxious to be going before I had finished my second cup of coffee. "Meet me in front of the Barber Shop, the one we passed on our way up town from the depot," Buddy told as he hurried from the cafe.

As I was paying the huge sum of .50¢ for our "Texas Size" breakfast (remember this was the 1930s), I noticed Buddy entering the only other business that was open at that time of the morning, the Barber Shop.

Buddy's actions puzzled me. He had been freshly shorn before leaving Illmo the day before and like me, he had nothing to shave. "What is that boy up to?", I said to myself as I hurried down the street.

Any questions that I had were soon answered. Buddy came out of the Barber Shop the proud owner of a bottle of "Lucky Tiger" hair oil, a fulfillment of a life-long wish, to own a bottle of that brand of hair oil. Buddy might have pondered

the prospects of starving to death before reaching Illmo the next morning, or he may not before deciding to blow his fortune of \$1.25 on his dream. But somehow I like to think that he knew I would watch out for him.

Who could stay angry very long at a boy with such a happy look on his face as he clutched that bottle of "Lucky Tiger" the rest of the way to Missouri. That smile made up for me having to feed both of us out of my "Pie Book" all of the way home. Somehow it was worth it to me.

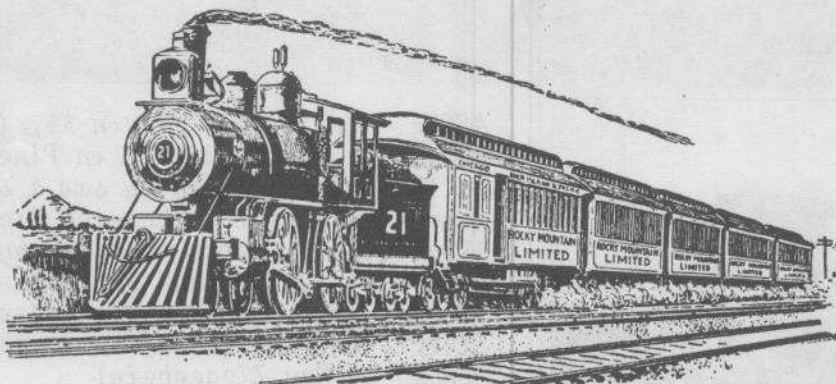
Time, like a schedule in the timetable, once used for that day cannot be re-used, then it becomes a memory. Time passed for Buddy and me...a war separated us and then half a continent. We each went our separate ways.

Years later, after that Greenville trip, sitting in a Chapel listening to the last fading notes of "Abide With Me" and a Minister reading, "In my Father's House are many mansions," my mind was not on that Heavenly Mansion, that building not built by human hands eternal in the Heavens, but it was on that day long ago when a teenage boy with a big smile on his face rode a Cotton Belt train from Greenville, Texas to Illmo, Missouri holding tight in his hands his dream, a bottle of "Lucky Tiger" hair oil.

"Yes, There are Memories, And Then, There are Memories."

- END -

(From "My Love Affair With The Blue and Gold")



# Rescued

© 1987

by: Eakles A. Hille

Work Extra 2344 eased its train of twenty-four empty 40-foot side door ballast cars out onto the Arkansas River draw bridge and through one of the tracks being built in front of the new UNION DEPOT at Little Rock. This station was to be opened in the fall and Iron Mountain was rushing the track work to be ready for the celebration of the big event.

After Extra 47 (No. 60's connection) went by, the work train headed out on the South Main, over the Rock Island Crossing, and over Little Rock Hill. It was now 1:01 AM, if nothing got in the way they could go to "Alec" (Alexander) to meet No. 2. "CLEAR BOARD" "CLEAR SWITCH" they both shouted as they drifted around the right-handed curve approaching Cypress Junction, which was at the south end of nine miles of double track out of Argenta.

Number 2, Engine 5507 with no signals passed them four minutes late, at 2:03 AM, running like a workhorse heading for the barn. The little seven-year-old Cooke ten-wheeler was doing fine this morning as was this fireman, who only had thirty months seniority, some of that cut-off the board. They dragged over Bryant and Bauxite hills and dropped down to H. S. W. Crossing, one-half north of Benton, and lined the switch to head in behind the depot on the Hot Springs Main Line.

Now, here at Benton their work would begin. First thing the "hog" on the wye and couple on to the north end of the put the "monkey cage" right behind the engine. After re-the air they would shove the whole train about two miles on the H. S. Main Line to the gravel pit. Here at the the work was the same every night, shove the empties into one track, leaving the caboose in that track, couple up the loads, pull out and get the cab, and try the air. Only this morning they had to throw out a "Bad Order", one car had a broken train and the "car peck" had not had a chance to re-it yesterday.

Let me explain here, at the pit, was a shovel with an engineer in charge, three one carman, and one oiler. This steam-engineer was not a locomotive. The helpers shovel's boilers, helped roll the empty into reach of the shovel's bucket, off the rails, etc. The carman did to the cars, such as replacing or B/O train line or working on a dump not close good, replaced brake oiler was just that, he was res-ricating the journal boxes. The trip from Argenta to the pit, to wash out the boiler of the spotted the engine beside the did not come back until the that he was finished. Then the engine and caboose to

Let's get back to our got back to Benton Yard, track. No. 893, the ting his house cars train on the main. this morning and decided to go to "Boiler Compound"

Now, while us take a look the two know who as he was fireman Houston 1901 hostler. 43 years of Edward A. Mequet Southern Railroad in 24 years old at the time

was to turn train, which leasing south pit

line pair

steam-helpers, shovel fired the cars down cleaned dirt light repairs patching this door if it did shoes, etc. The possible for lub-road crew made a every other Sunday, steam shovel. They boiler and got off and shovel engineer whistled the road crew would bring Argenta.

Argenta  
FIREMAN MEQUET  
NARROWLY ESCAPES  
Presence of Mind of Engineer O. C. Hilli Saves Him From Being Crushed Between Engine and Tender

story. When the work train they had to head into #1 Hot Springs Local, was spot-and picking up and had his So as No. 1 was a little late they could not get out, the crew the VANNOY ENTERSTATE for a cup of and a "wedge" of pie.

they enjoy their refreshments, let at this crew. First the conductor and brakemen I do not remember if I ever they were. I knew the engineer very well, my father. He had been an engineer and on various railroads in Texas, around and El Paso, before coming to Arkansas in and securing employment as a fireman and He was promoted to engineer in 1905 and was age at the time of this accident. Fireman hired on the St. Louis, Iron Mountain & December 1906 and was promoted in 1918. He was of this accident.

It was owing only to the most striking presence of mind by O. C. Hilli, an Iron Mountain engineer, who stays at the railroad Y. M. C. A., that E. A. Mequet, the fireman on the same en-gine, was not crushed lifeless between the tank and the engine at 5:30 yes-terday morning near Mabelville, while the two men were in charge of a gravel train bound for Benton. The tank fell loose between the engine and Mequet's only saved his life. His own resource-fulness and the quick wit of the en-gineer saved the quick wit of the en-gineer. As it was, he was standing at a rate of 15 feet on the tank and the coupling broke. The fireman was standing with one foot on the tank and the other on the floor of the engine cab. The train was about on level track and the en-gine moved away from the tank as far as the stay chains would allow it. Me-quet fell through the opening between the chains and was fortunate enough to fall on his side and lodged crosswise of the chains. The first danger and thought of Hilli, the engineer, looked down at him, realized the first danger and thought of an ordinary accident would be to shut off and stop the train as soon as possible. Had Hilli have done this, Mequet would have been crushed this being recognition as the string of cars being loaded with gravel. Instead of hitting Mequet, Hilli had the presence of mind to keep the chains taut by maintaining the speed and allowed Mequet to climb back into the cab of the engine. Mequet had three chances to get kill-ed. First, it was almost performed in that he alighted on the chains miracu-lous. The feat was run over by about 25 cars. He had been fallen on the track. Mequet had the man's nerve to climb back into the cab was also re-usable, considering the man's ner-vious condition in that position, and Hilli had the engine stopped, he would have been killed at once.

Back to work again, the little ten-wheeler dragged the 23 cars of gravel and the cab out onto the main line at the bottom of Benton Hill. After the rear brakeman closed the switch and "Highballed" (gave a proceed signal) they started one of those "I think I can, I think I can" struggles up the three-mile hill. With the Johnson Bar almost against the boiler-head and 200 pounds of saturated steam going into those 19½ x 28-inch cylinders it still took them about 25 minutes to get over the top and head down toward Bryant.

The 6,000 gallon tank was refilled at "Alec" and having a clear train order signal they resumed the trip toward Little Rock. It was now about 5:15 AM and everything looked fine, but looks will sometimes deceive you.

They were just jogging along about 15 to 20 MPH and Ed got down in the deck to put in a couple scoops of coal in the firebox. He took the regular position, left foot on the engine deck, right foot on the tender shovel plate (part of the floor), with his hip backed lightly against the fireman's seatbox. As he reached for the chain of the firedoor, the bottom fell out from under him. The draw-bar between the engine and tender had given way, and he and the scoop had fallen down on the safety chains. Dad hearing Ed scream looked around to see what had happened.

What he saw was the fireman laying cross-wise on the safety chains, his shoulder on one and his legs on the other, the apron was down there also trying to cut him in two, and nothing else but thin air. (This apron is the ½-inch sheet of metal that normally covers the space between the engine and tank.)

Mystery or miracle! STOP! SHUT THE ENGINE OFF! HELP THE MAN! As the engineer placed his hands on the throttle to do this, some unknown force caused him to open it more and keep those chains taut. Then and only then did Day help the strichened fireman to a safe place in the cab. What was that Unknown Force??? Your guess is as good as mine. My father nor Mr. Mequet could never explain it.

Now, they could stop. Arrangements must be made to send the injured employee to the St. Vincent's Infirmary (Railroad Ward) in Little Rock (I think he was put on No. 4). The main line must be cleared. The work train needed another engine and a fireman.

In later years I fired for Mr. Mequet many times. He always called my father "Dad" because he had saved his life. He passed away in 1958.

We laugh at the mistakes in media reporting of railroad news. It was the same back in those days. For instance, Mr. Hille did not spell his name Hilli, he lived at 1721 West Second St. Little Rock, not at the railroad Y.M.C.A. in Argenta. Mr. Mequet stayed at the Y. The work train with loads of gravel was bound from Benton, not to Benton. Oh well! We live and learn.

- END -

("GENERAL RAIL NEWS" continued from Page 8)

**RAILROAD STAMPS** - On October 1, 1987, the U.S. Postal Service will issue a booklet of stamps depicting five steam locomotives from American railroads beginning in 1829. The locomotives on the stamps will be the "Stourbridge Lion", "Best Friend of Charleston", "John Bull", "Brother Jonathan" and "Gowen & Marx." (THE TRAINMASTER)

**ANOTHER PART OF THE BN SOLD** - (Enid, Oklahoma) - Farmrail System Inc. has an agreement with BN for purchase the 186-mile Enid to Frederick, Oklahoma branch. (CLINTON DAILY NEWS via THE DISPATCHER)

**ONE OF THE BEST** - The California Department of Transportation has recognized Southern Pacific for providing the second-best on-time performance for a commuter service in the U.S. SP operates 52 trains a day for Caltrans between San Francisco and San Jose. SP's 99.2% on-time performance is exceeded only by Chicago's Metro System. (SP UPDATE)

**BRAC IS NO MORE** - As of a July meeting of the Brotherhood of Railway, Airline and Steamship Clerks, the name of that union has changed to the Transportation-Communication Union (TCU)

**AMTRAK ALMOST COMPLETES TAKEOVER** of crews on the Southern Pacific as of August 19. It now directly employs all people on Amtrak crews on the SP except the "Sunset" between Los Angeles and Houston. (SP UPDATE)

**UNION PACIFIC'S EARNINGS UP** - UP's second quarter earnings were \$112 million (ending June 30, 1987), up 14% from a year earlier. Revenues were up to \$954 million! The railroad had a 6% increase in carloadings. GOOD WORK! (INFO MAGAZINE, July 1987)

**KANSAS CITY SOUTHERN TO BID ON SOUTHERN PACIFIC?** - The KCS is expected to make a cash bid on the SP by the end of August or early September. The price will probably be around \$1 billion, Kansas City Southern Industries appears strong enough to engineer such a takeover, said Michael D. Smith, an analyst at First Kansas City Securities. KCS officials say that if they acquire the SP, they'll retain the SP's management to help steer it. But many of SP's leaders already left because they anticipated that Santa Fe personnel would assume their roles.

The President of the KCS, Thomas S. Carter, says the carrier would be "pleased" to talk with Burlington Northern about trackage rights should KCS succeed in buying the SP. (FORT WORTH STAR-TELEGRAM, July 12)

**OTHER CARRIERS COULD BID ON SP AS WELL** - Besides Kansas City Southern, other major carriers could buy the SP:

1) **NORFOLK SOUTHERN** would like to buy all or part of SP to create the nation's first true transcontinental railroad. Such a move, however, would threaten every railroad operating west of the Mississippi.

2) **CHICAGO & NORTHWESTERN** (now subject to a possible takeover itself) is thought to want to buy the easternmost parts of SP through Texas in order to extend its present Chicago-based system south of Kansas City to the Gulf of Mexico.

3) **UNION PACIFIC** is considered a potential buyer of SP's **COTTON BELT** line running from El Paso to Kansas City and St. Louis.

4) **DENVER & RIO GRANDE WESTERN** could buy SP to expand itself beyond the status of a relatively minor carrier.

A key question is whether Santa Fe Southern Pacific Corp. will sell the entire 13,000-mile SP system in one package or in bits and pieces. One analyst thinks Kansas City Southern's bid may be the only offer for the entire Southern Pacific and thus may win by default if SFSP doesn't want to go through the more time-consuming process of selling piecemeal. Nonetheless, Analysts say SP's new owners would have to **begin sharp reductions** of both the workforce and the system trackage of SP if it is to return to profitability. (THANKS TO JERRY NUNN for sending me the FORT WORTH STAR-TELEGRAM article on which the above is based)

**KIAMICHI RAILROAD** - (Paris, Texas) - Jack Hadley recently purchased the 228-mile Burlington Northern tracks from Antlers, Oklahoma to Paris, Texas and from Lakeside, Oklahoma to Hope, Arkansas. Hadley recently served as president of the Pennsylvania-based LTV Railroad. BN said the tracks sold now serve 77 customers.

"It's going to be a self-contained company. We're starting from scratch," Hadley said. Corporate offices for the Kiamichi Railroad will be located in Hugo, Oklahoma while sales offices will be scattered along the route. The locomotive maintenance shop will be in Hugo.

Hadley said he expects to hire 40 to 50 people for the start of operations. (BN had 81 on the line, leading some employees of the BN to talk about union busting). (PARIS, TEXAS NEWS, June 2, 1987 - thanks to Jerry Nunn for mailing it in)

**NEW STEEL PLANT ON THE BN IN ARKANSAS** - (Blytheville) - Construction of the Nucor-Yamato steel plant at Blytheville on the BN is proceeding at a fast pace. Nucor expects to ship 4,000 to 5,000 tons of reinforcing bars by rail during the next year. After completion of the plant, 7,500 additional cars per year will be pulled by BN locomotives with additional revenues of \$9.5 million. (BN SPRINGFIELD REGION NEWS, Jul-Aug, 1987)

**TULSA-MUSKOGEE, OKLAHOMA U.P. LINE UP FOR GRABS** - Several groups are trying to acquire a 50-mile line on the west side of the Arkansas River now owned by the Union Pacific. The U.P. has petitioned the ICC to abandon this line. The Sunbelt Railroad Historical Trust of Tulsa wants the line because of its scenic and possible tourist values. (DISPATCHER)

**LAST PORTION OF ROCK ISLAND'S GOLDEN STATE ROUTE ALMOST WELDED** - (Kansas) The Cotton Belt has welded the last portions of jointed rail left on the SP's Kansas City to Los Angeles line. The last to be done was between Topeka and Herington, Kansas on the Rock Island with the only remaining welding to be done scheduled to be between Hutchinson and McPherson. That should be completed by October. The entire Golden State Route of the Rock Island was purchased in October, 1980 by the SP. (COTTON BELT GOLDEN EXPRESS NEWS, Summer, 1987)

**NEWS** updated through August 22...scheduled to be mailed August 28. Deadline for the October RAILROADER is September 22.

U.S. INTERCITY PASSENGER TRAFFIC AS PERCENTAGE OF TOTAL TRAFFIC

<u>YEAR</u>	<u>PASSENGER TRAINS</u>	<u>BUSES</u>	<u>AIRLINES</u>	<u>WATERWAYS</u>	<u>AUTOMOBILES</u>	<u>PRIVATE AIRPLANES</u>
1929	15.5%	3.1%	0.0%	1.5%	79.9%	0.0%
1939	7.7	2.9	0.2	0.5	88.7	0.0
1944	31.5	8.7	0.7	0.7	58.4	0.0
1950	6.4	5.2	1.7	0.2	86.2	0.3
1960	2.8	2.5	4.0	0.3	90.1	0.3
1970	0.9	2.1	9.3	0.3	86.6	0.8
1975	0.7	1.9	10.1	0.3	86.2	0.8
1980	0.7	1.8	13.1	N.A.	83.5	0.9
1984	0.7	1.6	14.4	N.A.	82.6	0.7
1985	0.7	1.4	15.3	N.A.	81.9	0.7

The percentage of people using automobiles has been steadily declining since 1960 with airlines getting the business (9 out of 10 used the car in 1960 while only about 8 out of 10 use it today for long-distance travel). Today airlines are approaching the railroad's percentage of 1929 - in other words, the airlines today are carrying about the same percentage of total passengers as the railroads did in 1929. Also, since about 1970, private airplanes are carrying passengers more miles than passenger trains.

U.S. INTERCITY FREIGHT TRAFFIC AS PERCENTAGE OF TOTAL FREIGHT TRAFFIC

<u>YEAR</u>	<u>RAILROADS</u>	<u>TRUCKS</u>	<u>GREAT LAKES</u>	<u>RIVERS and CANALS</u>	<u>OIL PIPLINES</u>	<u>AIR</u>
1929	74.9%	3.3%	16.0%	1.4%	4.4%	0.0%
1939	62.4	9.7	14.0	3.7	10.2	0.0
1944	68.6	5.4	10.9	2.9	12.2	0.0
1950	56.2	16.3	10.5	4.9	12.1	0.0
1960	44.1	21.7	7.6	9.2	17.4	0.0
1970	39.8	21.3	5.9	10.5	22.3	0.2
1975	36.7	22.0	4.8	11.8	24.5	0.2
1980	37.5	22.3	3.9	12.5	23.6	0.2
1984	37.5	24.2	3.0	12.3	22.7	0.3
1985	37.2	24.8	2.8	11.6	23.3	0.3

Railroads are steadily declining their share of freight hauled while trucks and oil pipelines are steadily increasing their share. A small part of the reason for the decline is the miles of track owned by Class I railroads has dropped 139,097 miles since 1929. Today, Class I railroads own 242,320 miles of track but only operate on 159,360 miles of it, leaving 82,960 miles not used.

(Above from "RAILROAD FACTS - 1986" by the Association of American Railroads, 50 F Street N.W., Washington D.C. 20001. Parts of the passenger data were recomputed by your editor, Ken Ziegenbein, to reflect percentage of total traffic. Thanks to both L.J. Beck, District Sales Manager of the Union Pacific Railroad in North Little Rock and to Jim Johnson, Public Relations on the Cotton Belt in Kansas City for sending me the AAR Factbook.)



## WHY OPERATION LIFESAVER ON SHORT LINE RAILROADS?

by: Carl Wommack

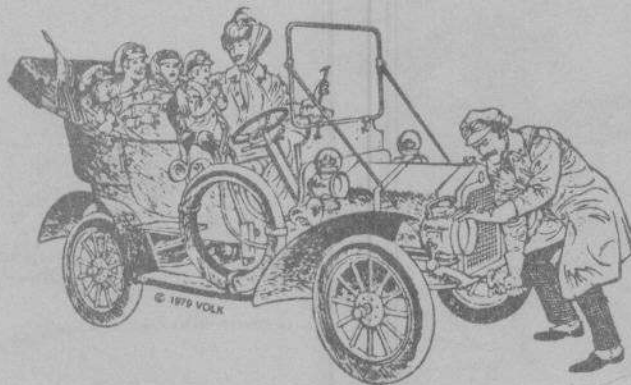
The short line railroads generally extend less than a hundred miles and serve a relatively small and select community or industry. Injury and death is a tragedy in any size community.

The crossing accident resulting in injuries or death is usually felt by the entire populace of the "small" communities. The victim/victims are most often relatives, friends or neighbors of nearly everyone in the community. Often the crossing accident will result in emotional stress and a decrease in productivity in the rural area.

"Operation Lifesaver" promotes education, awareness and co-operative efforts in the community. With understanding and co-operation, the community and "Operation Lifesaver" can save lives and prevent injuries. This goal is a goal shared by all railroads and their communities. By promoting grade crossing safety programs, the railroads are relating to the public that they (the railroads) are caring, concerned, and committed to the safety of everyone.

"Operation Lifesaver" helps to establish a line of communication between community and railroad. Common concerns are shared and a common bond is created.

(Carl Wommack is "Operation Lifesaver" coordinator for the DeQueen & Eastern Railroad)



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### JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

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

Dick Byrd, Treasurer  
12 Flintwood Drive  
Little Rock, Arkansas 72207

For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

WELCOME ABOARD!!!

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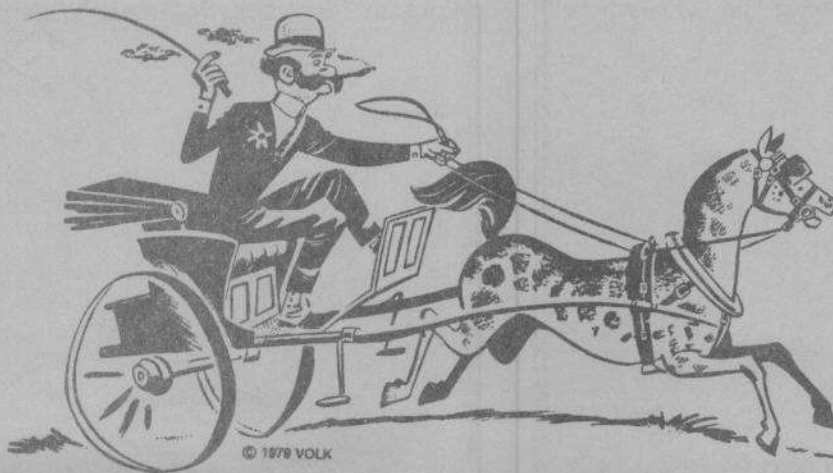
The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

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  
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SEPTEMBER 1987