SALUTE TO THE TROOPS - On Wednesday, February 27, 1991, Union Pacific unveiled a specially painted (in desert camouflage) SD-40 locomotive at its North Little Rock Jenk's Shop to honor U.P.'s 66 employees on duty in the Persian Gulf. During the coming months, this engine engine will tour U.P.'s 23,000-mile rail system in regular freight service.

(Ken Ziegenbein photo -- more pictures inside)
CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - Barton Jennings
PO Box 187
El Dorado AR 71731
(501)-862-2724

Vice-President - John Hodkin, Jr.
506 Gorden St
N Little Rock AR 72117
(501)-945-2128

Treasurer - Dick Byrd
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Little Rock AR 72207
(501)-225-7354

Secretary - Polly Hamilton
Board Tres - 20 Dell
Hot Springs AR 71901
(501)-321-2692

NRHS Rep - Peter Smykla
2800 West 37th
Pine Bluff AR 71603
(501)-535-4724

Editor - Ken Ziegenbein
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N Little Rock AR 72118
(501)-758-1340

Board - Stanley Woencraft
PO Box 1938
Little Rock AR 72203

Board - Bill Bailey
8318 Reymer Drive
Little Rock AR 72207

Board - Clifton E. Hull
3507 E Washington, #31
N Little Rock AR 72114

Board - William Church
5619 Bel Caro Place
N Little Rock AR 72118

Honorary Board - Robin Thomas
10980 Rivercrest DR #26
Little Rock AR 72212-1412

Honorary Board - Matt Ritchie
111 Tenkiller
Sherwood AR 72116

PROGRAM

The next program of the Arkansas Railroad Club will be held on
SUNDAY, APRIL 14 at the usual place, the Twin City Bank Building
on Main Street in North Little Rock, 3rd floor. It will begin at
2 PM. The program will be given by MATT RITCHIE and will be on
Colorado Rail Scenes. Refreshments will be served.

Our Vice-President, John Hodkin, is asking for help in
planning other programs through the year. If you can give a
program on know someone who can, please call him at 945-2128 or
write to him at the address at the top of this page.

AMTRAK TRIP - On APRIL 6, some people in the club will be
traveling on Amtrak from Little Rock to Texarkana and return.
While in Texarkana, you may railchase, shop or do anything you
please. Roundtrip ticket is $42 and you must purchase your own
ticket in advance. We have no idea how many will take this trip.
Currently, Amtrak's "Eagle" leaves Little Rock at 7:28 AM, gets
to Texarkana at 10:09 AM. Return trip leaves Texarkana at 8:52 PM
that night, arriving back in Little Rock at 11:42 PM.

Also, on SUNDAY, MAY 19 there will be another railchase, this
time from Texarkana northward to chase the Kansas City Southern.
This should be a very scenic trip.

Contact Matt Ritchie at 834-4449 if you'd like to go on this
KCS chase.

(CLUB NEWS continued on Page 10)

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From the Files of the Rock Island Lines
Collection of John M. Martin

Chicago, April 13, 1966
File 117-32

Messrs: T. F. Kelley
J. L. Evans

Effective immediately, all locomotives, including passenger locomotives, will be painted our standard maroon color. There will be no more use of the bright red on our passenger locomotives.

Mr. Evans should take immediate note inasmuch as this instruction will apply to diesel unit 604 now held at 47th Street for panels and paint.

By copy of this letter to Mr. C. H. Johnson, I am asking him to work up stenciling drawing for passenger locomotives, as well as for carbody-type freight locomotives employing the large Rock Island lettering and speed striping similar to that used on GP-35’s number 320-333. Mr. Johnson should let me have these drawings just as soon as possible so that we may make decision and begin use of the new scheme with a minimum of delay.

H. J. Bowyer

cc: Messrs:
E. F. Johnson
J. T. Baier
F. W. Stanton
R. R. Rich
J. R. Osman
H. C. Christie
C. H. Johnson
Sunday, December 30, 1923 was a banner day for the Choctaw Route of the Rock Island Lines. On that day the first long-distance "name train" of the route made its inaugural run from Memphis all the way to Tucumcari, New Mexico, where it connected directly with a through train from Kansas City to Los Angeles, The Californian. It would, in fact, be the first opportunity for Memphians to board a sleeping car that without change would take them directly to Los Angeles. On this Sunday the train was open for public inspection an hour before the scheduled departure time of 2:30 pm, and 1600 people managed to file through the cars and view what the press called "sumptuous equipment". The name of the new train, as emblazoned on its rear platform, was The Memphis-Californian.

The crowd delayed departure by some 30 minutes, but in due course the train pulled away from the umbrella sheds of Grand Central Station in Memphis, maneuvered its way through the wye trackage, and headed west across the Harahan Bridge. In the lead was a "giant mogul oil-burning engine", as the newspapers put it, which was actually a P-32 class Pacific type that may have been relatively new in the Choctaw region. (Somewhat lighter P-28 Pacifics had been used in the area earlier.) Following the engine were head end cars, two coaches, two sleepers (one to Los Angeles and the other to Oklahoma City), a cafe-lounge car and a business car carrying Rock Island officials and special guests. Rock Island vice presidents L. M. Allen and L. C. Fritsch were along, as was the Arkansas-Louisiana Division Superintendent A. E. Walker. Some 115 revenue passengers were aboard.

The train arrived at the Choctaw depot in Little Rock about 15 minutes late, having been as much as 42 minutes late on route. Delays were caused by special receptions at Forrest City and Brinkley, the only two scheduled stops out of Memphis. Formalities in Little Rock were few, and the train soon headed toward Booneville, the next stop. Thus was established the first through service from Memphis to the west coast. (Through sleeping car service between St. Louis and Los Angeles, through Little Rock, had been established in 1917 on the Sunshine Special of the Missouri Pacific/Texas & Pacific/Southern Pacific; Memphis-Dallas sleepers had been added in 1920, making it possible for Memphis to Los Angeles patrons to make direct car-to-car changes.*)

The 1923 annual report of the Rock Island, issued in the Spring of 1924, provided an early progress report under the heading of "New California Service":

The most important improvement in service which we have made in recent years was the inauguration... of through passenger service between Memphis and Los Angeles. The new train is known as the Memphis-Californian... It has been very favorably received, and the service is giving great satisfaction to the communities along our line.

Prior to this new train, the Rock Island had two trains to and from the west, Nos. 41-42 and Nos. 43-44, carrying the rather unimaginative titles of Western Express and Western Mail. There was no sleeper service west of Amarillo, and meals were taken at station stops. The only available on-train dining along the Choctaw Route was on Nos. 45-46, The Chicago-Hot Springs Limited.

The westbound departure times of 2:30 pm from Memphis and 6:30 pm from Little Rock were convenient for both cities. The new schedule brought Oklahoma City five hours closer to Little Rock. The cafe-lounge car, "The latest thing in luxurious train equipment" was said to be appearing for the first time in the south. In keeping with the Rock Island tradition, the meals were claimed to be "the best on wheels". And only oil-burning locomotives would be used for the entire distance.

A closer inspection of the schedule reveals that indeed the time was relatively fast between Memphis and Oklahoma City. On to the west, however, there were many conditional stops, and beyond Amarillo the train was strictly a local. (This situation prevailed for as long as passenger trains ran between Amarillo and Tucumcari; the sparsely settled country couldn't support a second passenger train or apparently even a mixed train.

The Memphis Californian continued to serve as the flagship train of the Choctaw Route for a number of years. In July 1925 it became Nos. 111-112 and was shifted to a later departure time from Memphis, shifting the pause time in Little Rock to the wee hours. The older schedule of the train, as well as its numbers, were taken over by a new train, the Choctaw Limited, running between 2:30 pm, when Memphis and Amarillo (later for a time cut back to a western terminus of Sayre, Oklahoma).
The attractive depot and grounds at El Reno, Oklahoma, in mid-1931. The view is to the north, from an upper floor of the division headquarters building. In front of the depot is the westbound "Memphis-Californian" carrying an observation car, a full dining car, a through sleeper to California, two coaches and a headend car. (Author's collection)

The train took a back seat to the streamlined, and much faster, Choctaw Rocket when that flyer was inaugurated on November 17, 1940. The Choctaw Limited, which by this time had been cut back to Little Rock-Amarillo service, was eliminated entirely. Advertisements in the Little Rock newspapers noted that Nos. 111 and 112 would have an adjusted schedule and would handle all local service west of Little Rock. However, the Memphis-Californian retained its through sleeper to Los Angeles as well as its Memphis-Tucumcari dining car (which had earlier replaced the cafe-lounge car). And as headend loadings increased during wartime, the 4000 series Mountain-type locomotives began to appear on the head end (it became possible to use these heavier locomotives on the east end of the route after bridges were strengthened in the late 1930s).

In June 1949, major changes in schedules shortened the run of the Rocket to Memphis-Oklahoma City, with a heavyweight local providing service extension to Amarillo. The name of Trains 111-112 was changed to The Cherokee. In September of that year the train boasted two through sleepers to Los Angeles, one from Little Rock and one from Memphis, plus a full length dining-lounge car out of Little Rock.

In August 1953 the streamliner, which had become known simply as The Choctaw was replaced by a rail diesel car, The Choctaw Rockette. In 1956 the numbers of The Cherokee became Trains 15-16, and in 1959 the numbers were changed to 21-22, the sleepers came off, and the title of the train was dropped. A representative consist of No. 21, westbound out of Little Rock in 1964 showed six headend cars and two heavyweight coaches.** In 1967 all passenger service on the Choctaw Route came to an end.

As a young sprout in Little Rock I was always intrigued by the Memphis Californian, primarily because its train time was such that I couldn't conveniently take a look at it. Too, I was taken with its top billing in the Rock Island public timetables ("The Route of the Memphis-Californian"). By 1937 I had reached driving age, so one night set the alarm and motored across town to the Rock Island depot to watch the westbound pull up to the platform. It was powered by an 800 class locomotive, had two headend cars, two coaches and two sleepers. A diner would be added at Booneville. This consist was about the limit of tonnage for the 800 class locomotives west of Little Rock. There was no tailend drumhead sign. Few passengers boarded the train. The engine was not changed, and there was no switching; this was in marked contrast to the late afternoon show that was put on by the Hot Springs Limited, when engines were changed and the tailend of the shiny consist was enhanced by a gorgeous observation platform. It seemed apparent that the heyday of this train was past. In fact, in a few more years it would be eclipsed by the diesel-powered Choctaw Rockette.
In reality, flagship status of the Memphis-Californian lasted only a dozen years. But during those years it had equal timetabled billing with The Golden State Limited, the Rocky Mountain Limited, and the Mid-Continent Special. These trains represented the "cream of the crop" on the Rock Island Lines. For various reasons, however, the Memphis-Californian never reached its intended goals and will never be found on any list of "classic trains". Still, it represented an intriguing venture by the railroad and, for Little Rock railfans, an interesting alternative to the lengthy and impressive name trains stopping at the Union Station across town.


PETE McCANN, a member of our club, served together with Bill Church in the 711th Railway Operating Battalion in Iran during World War II, although he and Bill were on opposite sides of their division. Mr. McCann sent in the above photos taken in 1944 of the Iraq State Railroad, which should prove interesting since so much attention has been given this part of the world lately.

UPPER LEFT - Iraq State Railway, Basra to Baghdad, meter gauge, taken in 1944. Engine was built in the U.S. in 1943. UPPER RIGHT - Pete McCann in Basra. LOWER LEFT - Iraq State Railway Basra to Baghdad 1944. LOWER RIGHT - Coming back from Baghdad with water tank behind tender. (Photos by Peter McCann)

Pete writes that while there, some soldiers were allowed to visit Palestine and he was lucky enough to make that visit in 1944. He went to Basra, Iraq where they traveled by rail to Baghdad thence to Tel Aviv by U.S. Army trucks, through Jordan, down into the Jordan Valley and up to the city of Tel Aviv where they were quartered.

The Iraq State Railway was meter gauge, using locomotives built in the U.S. just one year previous to their trip. He rode with the engineer and fireman for one section and the hogger was from India, who spoke perfect English and corrected him when he referred to the road as being "narrow gauge." The Indian hogger said it was "meter gauge," not narrow gauge. There are two gauges narrower than this in India, the Indian said, and that he had worked on both of them.

Pete McCann lives at 825 Bayfield Drive, Colorado Springs CO 80906.
These photos were taken at 11 AM, Wednesday, February 27, 1991 at the Union Pacific's Downing B. Jenkins Shop in North Little Rock. The occasion was to unveil a specially painted (in desert camouflage colors) SD-40 locomotive to honor U.P.'s 66 employees on duty in the Persian Gulf. The bottom photo shows the son of one of the soldiers christening the engine with desert sand (front center of engine). The engine will be in regular freight service across the country. (Ken Ziegenbein photo with some of the information from Randy Tardy in the February 28 ARKANSAS DEMOCRAT.)
BARTON JENNINGS, our illustrious president and chaser of "famous" trains worldwide (with even some chasing done in Arkansas!), sent in the following about UP's Desert Storm locomotive:

"The UP Desert Storm locomotive is great. But why was it painted. And now, the real reasons, all 12 of them, that the locomotive was painted...

1) No more graffiti problems in LA.
2) No need to worry about painting between the lines, there are no lines.
3) Operation Lifesaver needed a kick in the pants.
4) It will drive those train modelers nuts.
5) Matching colors from engine to engine no longer a headache, no one knows what colors were used.
6) The IRS can't tax what they can't see.
7) No problem with working as a helper engine behind the hog train.
8) What is in, the Cold War is really over?
9) Darn, I got my military modeling magazine mixed up with the locomotive painting diagram.
10) Have you seen UP's popularity rating in Idaho lately?
11) Tweedy Bird charged UP with copyright infringement on the old yellow color.

and the number 1 reason that UP painted the engine:
12) Now they can join CSX's Paint Scheme of the Month Club."

(CLUB NEWS continued from Page 2)

SHOW & SALE - The Arkansas Railroad Club's annual show and sale has been renamed the "ANNUAL RAILROAD ANTIQUES & COLLECTIBLES SHOW and SALE" and will be held on Saturday, June 1 at the Arkansas State Fairgrounds, on U.S. 70B in Little Rock. There will be a consignment table this year and it is asked that you bring things to be put on this table by 9 that morning and take away your things by 530 that afternoon. Also...mark you items with your NAME and PRICE. The club will keep 20 percent of all sales from this table.

If you'd like to rent a whole table or just place items on the consignment table, send a large stamped and addressed envelope to the ARKANSAS RAILROAD CLUB, PO Box 9151, North Little Rock AR 72119-9151.

SPECIAL THANKS to Matt Ritchie and John Hodkin, Jr. for informing me about the dedication of UP's Desert Storm locomotive so I could get photos of it.

ANOTHER POSTAGE INCREASE - The cost of mailing the "Railroader" has once again risen. In February the cost went up from 8.4 cents per issue to 11.1 cents. In March, it went up again, this time to 12.5 cents an issue (costing the club about $52 extra per year due to the last rise alone -- about $153 more per year due to both rises). This is still within our budget, however. Also...the paperwork/sorting/sacking instructions have changed and they are becoming more stringent regarding having addresses formatted exactly right (our's are correct).

If you know your Zip-plus-four, please let me know as this is supposed to aid in more prompt delivery. Also...if just one thing is wrong with your address (a number out of place, etc.), you probably won't receive the newsletter...it'll be trashed and an address correction will be sent to me...costing the club .35 cents. Then I'd have to mail the newsletter first class to your corrected address...costing the club another .52 or .75 cents depending on the weight. So...PLEASE let me know your correct address should you move BEFORE you move. I always get 2 or 3 corrected address each month.

ARKANSAS RAILROADER ~ 10 ~
SEND IN NEWS - I'm always interested in getting news from your neck of the woods. Send me those clippings, sightings, any railroad stories you might know around your town. I'll use them in the RAILROADER and you can become FAMOUS! Send all news items to either our P.O. Box 9151, North Little Rock AR 72119 OR directly to me, Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118-3160. Our club thanks you.

LABEL REMINDER - Remember to save those Shurfine, Valu-Check or Hyde Park labels and bring them to club meetings. They now earn 3 cents each for the club. (We've already collected $18 from these).

SPECIAL ANNOUNCEMENT - APRIL 1ST RAIL TOUR!!!!!! - On April 1st, a guided tour of a very little known railroad will be sponsored by the Arkansas Railroad Club. This railroad, originally proposed by the Iron Mountain, was to run westward from the north-south mainline and was proposed to cut off the Little Rock & Fort Smith from the Indian Territory to the west. Construction began in the mid 1870's near Possum Grape but was stopped after only a few days of work. Somehow the line was reportedly turned over to several locals who built the line generally westward to the Arkansas River near Toad Suck.

After losing a battle to force the LR&FS to allow a diamond to be put in, the line entered a time of great financial trouble and was reorganized as the Possum Grape and Toad Suck Railway. The line ran for several more years before it withered on the vine. By 1910, nothing remained of the line. What little information that has been found was discovered in the diary of R. D. Kille, a former water boy. The diary is currently located in the community library at Possum Grape.

The tour will begin at the suspected location of the engine shed at Possum Grape and commence westward through Denmark, Providence and on the Joy. From Joy, it turned to Romance, going southward toward El Paso before looping westward, evidently along a route similar to U.S. 64. The railroad continued its good luck when it curved south around the location of Conway, through what is probably Lake Conway. Somewhere in this area is where the LR&FS official was quoted as saying that there will never be a diamond installed here for a foreign line. The line continued westward to end on a sandbar near Toad Suck.

This is all that is known about the legendary Possum Grape and Toad Suck Railway.

For more information on the trip, contact trip chairman Matt Ritchie. (Also keep in mind the date of this trip - info sent in by Bart Jennings)

ARKANSAS RAIL NEWS

819 INSPECTION - (Pine Bluff) - From Bill Bailey came the Following in late February:

Even though steam engines no longer run routinely on the nation's main-line railroads, the rules and instructions for inspections and testings of these engines still apply under FRA regulations. So...on February 9, 1991, the required inspection of SL&SW 819 was started. RULE 10 states that all flues of locomotive boilers in service shall be removed at least once every four years for examination.

RULE 16 requires that the outside boiler jacket, insulation and staybolt caps be removed. RULE 11 states that the interior boiler be entered and inspected. This was done in February on the 819 and they were, as of late February, in the process of re-installing all 3,081 staybolt caps and piping. NONE of these staybolts in the boiler were found to be broken.

ARKANSAS RAILROADER - 11 - April 1991
RULE 17 states that the 819's boiler needs to be under full hydrostatic pressure before it can be put into service again. Service should be resumed in March.

After full inspection is completed, FORM 3 will be completed and kept in the Pine Bluff shop office.

To sum up, it appears that the 819 is READY TO ROLL!! Bill thanks all workers for their commitment over the years.

UNION PACIFIC DEDICATES DESERT STORM ENGINE - (North Little Rock)

On Wednesday, February 27 at 11 AM, Union Pacific dedicated a special engine to troops in the Persian Gulf. The engine was painted in military camouflaged colors and was dedicated to family members of Union Pacific employees who are in the Gulf region. A small boy of one of the servicemen dedicated the locomotive by throwing "desert" sand on the front of the engine (instead of the routine campaign bottle). Names of UP employees called to duty in the Mideast were inscribed on the engine's side. (See photos on front cover and elsewhere in this issue).

The locomotive, named "Desert Victory," was to tour the system on regular freight service, being in Texas in March.

Meanwhile, according to RAILS, Burlington Northern has also painted one of its new SD60M locomotives red, white and blue in honor of the troops. It was to be called "the Freedom Locomotive."

On April 11, 1935, there was a major dust storm in Arkansas...

the worst ever. The sun was entirely obscured most of the day. The sun was not visible at all past 4 PM. (from weather records of 1935)

WOODCHIP CARS DERAILED - (Little Rock) - On Friday, February 22, three Union Pacific cars containing wood chips derailed at Riverfront Park in Little Rock. Only minor damage was caused by the derailment to the park. Steve Hefley, UP superintendent at the Little Rock office, said the 40-car train was headed to the International Paper Mill plant in Pine Bluff. Reports said that some of the wood chips would be left for their use. The cause was unknown, but it was very wet at the time.

TRAIN-CAR COLLISION - (Moorefield) - A 28-year old man was struck by a Union Pacific train at the Highway 69 crossing at Moorefield on February 15. Witnesses said the man, Charles Handford, looked to the right but failed to look to the left when crossing the tracks. He was in intensive care at a Little Rock hospital as of late February. He had to have his spleen removed, had broken eight ribs, had a punctured lung, a broken arm, a bruised kidney and lots of cuts. The train was blowing its whistles. (BATESVILLE DAILY GUARD, February 15, 1991 sent in by John Harvey)

SPRING EXCURSIONS ON A&M - There will be two rail excursions operated on the Arkansas & Missouri railroad this spring. One, between Van Buren and Rudy or Winslow, will operate on Saturdays and Sundays. It will be run by the A&M itself. The A&M will also operate mid-week trips between Springdale and Van Buren, called "Shoppers Specials."

The other operation, run by the Boston Mountain Rail Excursion Co. that ran its own excursions last year, will only operate out of Rogers this year. The Boston Mountain will make a round trip between Rogers and Exeter, Missouri and between Rogers and Trestle No. 1, south of Winslow, on alternating Saturdays.

Both operations begin on Saturday, April 6. The Boston Mountain Chapter of the NRHS will staff the Boston Mountain trains.
The first A&M trip to leave Van Buren will leave April 6 at 1:00 PM, going 18 miles to Rudy and back. The second trip will leave Van Buren at 2:00 PM, going round trip to Winslow, returning about 5 PM. The trip will cost $12 and the Winslow trip $24.50. For more information on the A&M-run excursions, call the Van Buren Chamber of Commerce at 501-474-2625.

The SHOPPERS SPECIAL will run from Springdale to Van Buren and back on Wednesdays, beginning April 17th. The A&M RA is selling tickets for this from its Springdale office. The train will leave Springdale at 8:30 AM, serving a continental breakfast when underway. Arrival in Van Buren should be at 11:30 AM. Return trip leaves Van Buren at 2:30 PM, getting back to Springdale about 5:30 PM. Cost per person is $29.50. Contact the Arkansas & Missouri Railroad, 107 N Commerce St, Springdale AR 72764 or call them at 501-751-9763 for more information.

The Boston Mountains Rail Excursion Co. will begin its operations on April 6, leaving Rogers at 1:01 PM for a roundtrip to Exeter, Missouri. It will go on this route the first, third and fifth Saturdays, while going south through the Winslow Tunnel the second and fourth Saturdays. The southbound trip will stop at Fayetteville. Fares range from the standard $24 for coach to $35 for the dome car. Contact the Rogers Chamber of Commerce at 113 North 4th St, Rogers AR 72797 or call 501-636-1240. The BMRE's president is Sean W. Reed, formerly an Arkansas Railroad Club member.

Power for all the trains will be A&M's famous Alco's. (Midland Valley Railway Historical Society's TURNTABLE, March 1991)

FORT SMITH TROLLEY MUSEUM NEWS - According to THE TURNTABLE of the Midland Valley Ry Historical Society in Fort Smith, Sunday, May 19th will be the official first day of operation of streetcar #224 at the Fort Smith Trolley Museum. Also, on July 14th, the trolley museum will be having an open house. And on June 28th, they will be having their 2nd annual Trolley Museum dinner train. For more information, contact the Trolley Museum at 501-783-0205 or call Art Martin at 501-783-1237.

ESANA TOURIST LINE in Eureka Springs is still operating short excursions along the old roadbed of the Missouri & North Arkansas out of Eureka Springs. The steam engine is now turned at each end of the line, the north end on a wye that goes over two trestles and the south end on a former Frisco turntable. And, of course, Eureka Springs is a fine city to visit regardless of trains. (THE TURNTABLE)

CROSSING ACCIDENTS DECREASE - (Arkansas) - Crossing accidents in four of the state's most accident-prone counties went down in 1990, according to the Arkansas Highway and Transportation Department. Craighead County, in the northeast part of the state, had the most accidents with 7 (down from 12 in 1988). Faulkner County (Conway) had 2 (down from 8 in 1998 - Conway has 17 Union Pacific crossings in its city limits). Mississippi County had 2 (down from 7 in 1988) and Pulaski County (Little Rock/North Little Rock) had 6 (down from 18). (ARKANSAS GAZETTE, March 9)

FISHERMAN RESCUED - (Newport) - UP Signal Maintainer Bobby Tucker and Signal Foreman George Young were working on the White River Bridge in Newport in January when they saw a man in the river clinging to his capsized fishing boat. They immediately went down to the river and rescued him, one man wading into the water with an extension cord around his waist. They grabbed the man and his boat and pulled him ashore, finally getting him to step onto dry land. You would think the man might want to sit onshore awhile, right? Well, two hours later, he was right back on the river, casting his fishing nets into the frigid waters. (UP INFO)
UP STEAM TRIP - On May 18 and 19, the Union Pacific Historical Society will sponsor a two-day double-headed steam excursion between Salt Lake City and Cheyenne. Engines used will be the 844 and 3985, running over the famous Sherman Hill to Cheyenne. Tickets for the entire 500-mile trip cost $276, for the segment between Salt Lake City and Rock Springs and return $163, and for the segment between Rock Springs and Cheyenne $188. Lodging would be at your own expense.

For details, or to order tickets, contact the UNION PACIFIC HISTORICAL SOCIETY, PO Box 5659, Arvada CO 80005-0659.

KENTUCKY STEAM TRIPS - The Kentucky Central Chapter, NRHS, is sponsoring several rail trips this year. These will run on the Kentucky Central Railway, formerly the L&N. Kentucky Central's steam locomotive (1925 Baldwin 2-6-2), is ex-Reader Railroad #11.

Among the trips are: SPRING TRIP (May 18-19), Paris to Maysville, Kentucky with overnight at Maysville; SUMMER TRIP (June 8, 9 and July 13, 14), Paris to Carlisle and return; AUTUMN TRIP (October 12-13), Paris to Maysville with overnight in Maysville; WINTER TRIP (December 14), Paris to Maysville.

For details write to Shirley Ross, Kentucky Central Railway, 1749 Bahama Rd, Lexington KY 40509 or call 606-293-0807.

WATONGA CHIEF TO START - (Watonga, Oklahoma) - The Watonga Chief, Oklahoma's only passenger train, will start its excursions on April 12 through May 25 on the A T & L Railroad south from Watonga. Cost will be $10 for the non-dinner trains and $27.50 for dinner trains. Departures will be from Main Street on the east side of Watonga, near the Watonga Cheese Factory. For more information, write to Watonga Chief, 2936 Bella Vista Dr, Midwest City OK 73110 or call 405-732-0566.

NORFOLK SOUTHERN STEAM SCHEDULE has been announced for 1991. It is included in its entirety elsewhere in the RAILROADER.

In 1989, rail carriers said they paid $311.14 a month for each employee for health care coverage. In 1990, the figure increased to $357.85 a month.

-- SP UPDATE

HOW'RE THEY DOING? - In the February 1 issue of RAILS, the net income of various Class I railroads was given for 1990. Earning the most profit was Union Pacific with $618 million, followed by CSX Corp. with $416 million, Burlington Northern with $236 million, Santa Fe with $189 million and Kansas City Southern with $72 million. All except UP had declines in income.

SP/SF JOINT TRAINING FACILITY OPENS - On March 7, the joint Santa Fe/Southern Pacific training facility opened just outside of Kansas City. The 23,658 square foot building houses locomotive simulators plus many classrooms. Some of the room's names include "Golden State," "Super Chief," "Coast Daylight," and "Texas Chief." It's a state-of-the-art training school. (Jim Johnson)

GE BETTER THAN EMD? - (That should get Peter Smykla's attention!). Apparently, in a January headon crash between two trains on the CSX near Roebuck, South Carolina, an EMD SD40-2 was pretty well destroyed while a GE Dash 8-40C showed only light damage above the deck line. The GE's fuel tank did rupture, however. The EMD was leading a stationary coal train while the GE was moving at 35 MPH. (RAILS, February 15)

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KIAMICHI RAILROAD NEWS - The Kiamichi Railroad is gaining business. It has recently gotten contracts to move thousands of tons of stone between Goode and Frisco, Texas and is hauling 50-car grain trains between Ashdown and Hope, Arkansas. They are also moving 10-car unit trains of grain from the BN to points in Arkansas. (KIAMICHI KORNER)

EVIL SPIRITS HALT TRAIN - An interesting little story in the February 15 RAILS told of a railroad in Kenya, Africa, that stopped before crossing a certain bridge for 50 years, praying to appease evil spirits suspected of lurking there. People there said derailments had occurred before trains began to stop before crossing. (RAILS)

CSX SLOWS DOWN - Beginning the first of February, all CSX freights had their speed limits reduced to 40 MPH to conserve fuel. According to computer tests, reduced speeds could result in significant fuel savings of from 8 to 21 percent, depending on the route. A fuel savings of 5 percent would translate into a $19 million savings to the company per year. The reduced speed program has been dubbed "Operation Train Pacing." (THE BULL SHEET, Allen Brougham, 8708 Richmond Ave, Baltimore MD 21234-2831)

UNION PACIFIC BRIEFLY HALTS2 - Apparently, the Union Pacific's new dispatching center in Omaha was evacuated late last year due to the smoke detector going off (someone had burnt popcorn in the building). Since dispatching for the whole UP system comes from Omaha, evacuating the building meant that the entire UP system shut down for a short while. (PACIFIC RAIL NEWS via THE BULL SHEET)

1943 BALDWIN DONATED - (Dallas) - A 1943 Baldwin switcher was donated to the Age of Steam Railroad Museum in Dallas on January 29. The engine had been used inside a rock quarry in New Braunfels, Texas until recently. No number on the engine could be seen. (DALLAS MORNING NEWS, January 30 via Jim Johnson)

STOLEN TRAINS - (St. Louis) - On February 2, at about 6 PM, two boys stole two Union Pacific engines from its yard at Seventh Street and Chouteau Avenue in St. Louis. The engines went across the MacArthur Bridge into Illinois before colliding with some coal cars. UP's dispatcher caught the errant engines and managed to route them onto a siding. Police cars were notified of the stolen engines and paced them at one point, up to 45 MPH. Then the engines sideswiped the coal cars and derailed, exploding a fuel tank. The two boys, aged 11 and 13, jumped from the engines before they wrecked, but were caught later when then walked into an emergency room at a local hospital. Total damage was estimated at $200,000. (St. Louis POST-DISPATCH, February 3 via Jim Johnson)

UNION STATION LAWSUIT - (Kansas City) - The city of Kansas City has presented a bill of $97 million to four companies it's suing because they failed to develop Union Station like they promised. The largest of the companies, Trizec Corp., said it will continue to fight the city in court, like it has for the past 2 years. Another of the companies being sued is the Kansas City Terminal Railway Co., of which the Cotton Belt Rwy is still part owner. The city says it would take about $36 million just to restore the station to good condition. Litigation could drag out five years. (KANSAS CITY STAR, January 26 sent in by Jim Johnson)

RECORD SHIPMENT - (Fort Riley, Kansas) - Between late November and mid-December 1990, Union Pacific shipped 9,000 pieces of military equipment on 2,000 cars from Fort Riley, Kansas to Houston, Texas - the largest equipment movement from a single
military base in the railroad's history. Everything went so well
that at one time, there were five trains waiting to be unloaded
onto ships in Houston. (UP INFO, Jan/Feb 1991)

STEAM INTO PHOENIX - (Williams, Arizona) - On February 21, the
Grand Canyon Railway's steam engine, Number 18, made a trip to
Phoenix to take part in Phoenix Union Station Days. The station
had been redeveloped recently (and is served by Amtrak's "Sunset
Limited," which contains through coaches off the "Eagle," which
runs through Arkansas). The event was organized by the Arizona
Rail Passengers Association.

The 2-day journey occurred over the freight-only Santa Fe
"Peavine" line, running through such towns as Ash Fork, Skull
Valley, Wickenburg (where it spent the night), and Sun City. The
last time a steam engine was on this line was in 1953. Santa Fe
hooked up a diesel to help No. 18 brake down Ash Fork Hill.
Also on display at Phoenix was a new Santa Fe "warbonnet"
engine and Amtrak equipment. (WILLIAMS - GRAND CANYON - NEWS,
March 6, 1991 sent in by club member Jeff Tillman)

MAGLEV TRAIN DISCUSSION - (New Orleans) - High speed Maglev
trains were under discussion in early March in New Orleans. A
state legislator was trying to get as many people to listen to
the concept as possible. There was talk about having a Maglev
line between New Orleans and Houston. Cost of building the line
would be $18 million per mile, compared with $30 million per mile
to build highways in New Orleans. Other sites around the country
talking about Maglev trains are Las Vegas to Anaheim, Houston to
Dallas, Tampa to Orlando and Cincinnati to Columbus. (New Orleans
TIMES-PICAYUNE, March 6 sent in by member Thomas Coulson)

HOUSTON'S PLIGHT - (Houston, Texas) - There are two plans getting
serious consideration by city officials for rail-oriented mass
transit in the city. One is a monorail system and the other is an
automated light rail system. By mid April, the Metropolitan
Transit Authority is supposed to chose one of the two systems for
the planned 22-mile, $1.1 billion rail system. The automated rail
system would be 28-feet wide while the monorail would be only 14
feet wide. (HOUSTON CHRONICLE, March 3, sent by Jim Johnson)

REMEMBER THE ROCK REUNION - (El Reno, Oklahoma) - On March 30,
the second annual "Remember the Rock" reunion was held in the old
Rock Island depot in El Reno (see picture of this depot in 1931
on page 6). This reunion was for ex-Rock Island employees and
others who wished to remember the Rock and its untimely demise.
The Canadian County Historical Society is sponsoring this event
with the Central Oklahoma Railfan Club being a co-sponsor. The
Historical Society has its headquarters in the old depot. Over
300 attended this reunion last year. (THE DISPATCHER)

AMTRAK NEWS

AMTRAK FUNDING IN FY '92 BUDGET - For the first time in seven
years, the Administration has requested money for Amtrak in next
year's budget. However, only $330 million was requested while
Amtrak is asking for $563. Still, it's a step in the right
direction. Congressional hearings began on Amtrak on March 6.
(Philadelphia chapter's CINDERS, March 1991)

SUSPICIOUS CHARACTERS? - Not counting crazed railfans, if you see
anyone lurking around tracks, tunnels, etc. and think they look
suspicious, Amtrak police want to know. They are under heightened
security due to possible terrorist activities. Call Amtrak police
at 1-800-331-0008 should you have a bonified reason.

HAPPY BIRTHDAY AMTRAK!! - May 1 is Amtrak's 20th birthday.

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NEW PASSENGER CARS ORDERED - Amtrak, commuter railroads and other transit agencies in the U.S. and Canada will order more than 1,100 new passenger cars in 1991. This is in addition to 763 already ordered in the past years. For its share, Amtrak will order 402 new cars during the next 5 years, including 179 Superliners and 223 low-level Viewliners (Editor’s question...I thought the Superliner blueprints were destroyed 9 or 10 years ago as heard at a NARP convention in Longview. Does anyone know the truth of the matter?)

Reports indicated that 372 older cars will be replaced. Perhaps all heritage cars would be among those replaced. It is anticipated that an order for 130 Superliners would be placed in March. Also...the January Amtrak Board meeting disposed of 26 1330-series short baggage cars. (CINDERS, March 1991)

AMTRAK ORDERS ENGINES - Amtrak has ordered 52 new engines from G.E. They should be more reliable and efficient than the F40’s of today.

The first 20 will be 3200 HP, delivered the first quarter of 1992. The next 22 will be the all-new AMD-103, rated 4,000 HP with a 33 percent improvement in power over F40s (see right). These will be used on long-distance trains. They should be delivered the first of 1993. Finally will come 10 3200 HP units capable of either diesel or third rail power. All engines will have computers used to monitor performance. They are based on the German ICE passenger locomotives. They will cost Amtrak $100 million. (AMTRAK NEWS)

"MONTREALER" NEWS - According to newspaper articles in the HARTFORD COURANT in February, Amtrak’s "Montrealer" will now keep on its eastern Connecticut route instead of reverting back to the western route through more populous Hartford and Springfield. That has irked the Hartford paper. The tracks in western Connecticut are not good enough for passenger trains and apparently can’t be improved enough, so Amtrak decided to keep on the eastern route. (Sent in by club member Leon Enderlin of Manchester CT)

ST LOUIS TRANSPORTATION CENTER - (St. Louis) - Amtrak may get to use a new station in St. Louis yet, if plans to build a new $35.9 million transportation center goes through. The proposed center, at Jefferson and Scott Streets, would also house offices for Metro Link, Greyhound buses and a heliport. (St. Louis POST-DISPATCH, February 3 sent in by Jim Johnson)

If you throw out an aluminum can, it will litter the Earth up to 500 years later.

- 50 SIMPLE THINGS YOU CAN DO TO SAVE THE EARTH

ARKANSAS RAILROADER - 17 - April 1991
### AMTRAK RIDERSHIP BY ROUTE/AREAS

<table>
<thead>
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<th>Route</th>
<th>DEC 89</th>
<th>DEC 90</th>
<th>% CHANGE</th>
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<tr>
<td>NE CORRIDOR</td>
<td>902,797</td>
<td>891,783</td>
<td>-1.2%</td>
</tr>
<tr>
<td>SHORT DISTANCE</td>
<td>401,685</td>
<td>437,319</td>
<td>+8.9%</td>
</tr>
<tr>
<td>LONG DISTANCE</td>
<td>467,237</td>
<td>492,249</td>
<td>+5.4%</td>
</tr>
<tr>
<td>&quot;Eagle&quot;</td>
<td>11,972</td>
<td>19,571</td>
<td>+63.5%</td>
</tr>
<tr>
<td>&quot;Sunset&quot;</td>
<td>8,703</td>
<td>7,639</td>
<td>-12.2%</td>
</tr>
<tr>
<td>&quot;City N Orleans&quot;</td>
<td>15,745</td>
<td>17,263</td>
<td>+9.6%</td>
</tr>
<tr>
<td>SPECIAL TRAINS</td>
<td>3,100</td>
<td>8,180</td>
<td>+163.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,774,819</td>
<td>1,829,531</td>
<td>+3.1%</td>
</tr>
</tbody>
</table>

Amtrak had an average of 177.6 passengers on its trains at any one time in DEC 1990. (The "Eagle"/"Sunset" had an average of 187.2 passengers on board). Amtrak was on time 77.5 percent of the time in DEC 1990 (The "Eagle" was on time 53.3 percent of the time).

### FISCAL YEAR

<table>
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<tr>
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<th>OCT 90 - DEC 90</th>
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<td>SHORT DISTANCE</td>
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<td>25,024</td>
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<td>SPECIAL TRAINS</td>
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<td><strong>TOTAL</strong></td>
<td>5,366,846</td>
<td>5,562,441</td>
<td>+3.6%</td>
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</table>

NEWS UPDATED through March 18...probably will be mailed March 28. Deadline for the May RAILROADER is April 15.

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**EARLY MORNING TRAIN**

*Passenger - "I would like to have this seat unless you have a ticket for your feet."

ARKANSAS RAILROADER - 18 - April 1991
# Norfolk Southern Steam Schedule '91

ALL ABOARD! Join us in celebrating this year's 25th season of operation of the Norfolk Southern Steam Program. Engine 611 begins the season this year with a trip to Chattanooga, Tennessee, being outfitted in late summer. We are especially excited about our 25th Anniversary Celebration in Chattanooga, November 2-3 with special guest of honor, engine 4501.

To ride an excursion in your area, contact the sponsoring organization of the trip(s) you are interested in. The capital letters (i.e., HOD, ACN) at the end of each trip entry signify the sponsor you will need to contact for tickets and specific trip details. There is an alphabetical listing of these groups at the end of the Schedule.

P.S. PLEASE DO NOT WRITE OR CALL THIS OFFICE!

"RT" means ROUND TRIP; "OW" means ONE WAY; "T" means TENTATIVE; "P" means PROPOSED

## Date and Location

<table>
<thead>
<tr>
<th>Date</th>
<th>From/to and Locomotive</th>
<th>Sponsor</th>
</tr>
</thead>
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<td>APRIL 6-7</td>
<td>BIRMINGHAM, AL TO CHATTANOOGA, TN - RT 611</td>
<td>HOD</td>
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<tr>
<td>13-14</td>
<td>JACKSONVILLE, FL TO VALDOSTA, GA - RT 611</td>
<td>NFC</td>
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<tr>
<td>20-21</td>
<td>SPARTANBURG, SC TO KANNAPOLIS, NC - RT 611</td>
<td>GVC</td>
</tr>
<tr>
<td>27</td>
<td>WINSTON-SALEM TO SPENCER, NC - RT 611</td>
<td>RNRR</td>
</tr>
<tr>
<td>MAY</td>
<td>ROANOKE, VA TO BLUEFIELD, W. VA - RT 611</td>
<td>RNRR</td>
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<td>13-14</td>
<td>ROANOKE TO GLASGOW, VA RT 611</td>
<td>RNRR</td>
</tr>
<tr>
<td>13-14</td>
<td>ROANOKE TO BLUEFIELD (SCHOOL CHILDREN) - RT 611</td>
<td>RNRR</td>
</tr>
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<td>BELLEVOE, OH TO KENOVY, OH - OW 611</td>
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<td>19</td>
<td>KENOVY, OH TO BELLEVOE, OH - OW 611</td>
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<tr>
<td>JUNE 2</td>
<td>COLUMBUS, OH TO KENOVY, OH - RT 611</td>
<td>ORYM</td>
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<td>8</td>
<td>CINCINNATI, OH TO KNOXVILLE, TN - OW 611</td>
<td>CRC</td>
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<tr>
<td>9</td>
<td>KNOXVILLE, TN TO CINCINNATI, OH - OW 611</td>
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<tr>
<td>15</td>
<td>CONNEAUT, OH TO BUFFALO, NY - RT 611</td>
<td>LSRR</td>
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<tr>
<td>22</td>
<td>BUFFALO, NY TO ALBION, PA - NR 611</td>
<td>MRC</td>
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<tr>
<td>29-30</td>
<td>ASHEVILLE, NC - BULL'S GAP, TN - RT 4501</td>
<td>ASHY</td>
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<tr>
<td>JULY 13-14</td>
<td>DETROIT, MI TO FT. WAYNE, IN - RT 611</td>
<td>BMC</td>
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<tr>
<td>20-21</td>
<td>CHICAGO, IL TO FT. WAYNE, IN - OW 611</td>
<td>CNH</td>
</tr>
<tr>
<td>27-28</td>
<td>ST. LOUIS TO MOBERLY, MO OR CENTRALIA, IL RT 1522</td>
<td>STLNR</td>
</tr>
<tr>
<td>AUGUST</td>
<td>KENOVY, WV - JAEGER, WV - RT 611</td>
<td>CPH</td>
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<tr>
<td>8</td>
<td>KENOVY, WV - PORTSMOUTH, OH - RT 611</td>
<td>CPR</td>
</tr>
<tr>
<td>(ABOVE TRIPS IN CONNECTION WITH NATIONAL CONVENTION HUNTINGTON, WVA)</td>
<td></td>
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<tr>
<td>18</td>
<td>CLEVELAND, OH TO BUFFALO, NY - OW 611</td>
<td>ORHE</td>
</tr>
<tr>
<td>18-20</td>
<td>BUFFALO, NY TO CLEVELAND, OH - OW 611</td>
<td>ORHE</td>
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<tr>
<td>(ABOVE TRIP OVERNIGHT AT NAGARA FALLS, NY. USING CR POWER BETWEEN BUFFALO AND NAGARA FALLS, NY)</td>
<td></td>
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<tr>
<td>SEPTEMBER</td>
<td>16</td>
<td>KNOXVILLE TO CHATTANOOGA, TN - RT 601 (P)</td>
</tr>
<tr>
<td>21</td>
<td>KINGSPORT, TN TO APPALACHIA, VA - RT 4501</td>
<td>WVC</td>
</tr>
<tr>
<td>22</td>
<td>KINGSPORT TO KNOXVILLE, TN - RT 4501</td>
<td>WVC</td>
</tr>
<tr>
<td>22</td>
<td>BELLEVOE TO FORT WAYNE, IN - RT 1218 (T)</td>
<td>HRC</td>
</tr>
<tr>
<td>29</td>
<td>CINCINNATI - MUNCIE, IN - RT 1218</td>
<td>CRC</td>
</tr>
<tr>
<td>22-28</td>
<td>ALEXANDRIA-SHEMANDOVA JUNCTION-ALEXANDRIA</td>
<td>WACNR</td>
</tr>
<tr>
<td>29</td>
<td>ALEXANDRIA TO FRONT ROYAL, VA - RT 611 (T)</td>
<td>WACNR</td>
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## OCTOBER

<table>
<thead>
<tr>
<th>Date</th>
<th>From/To</th>
<th>Sponsor</th>
</tr>
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<tbody>
<tr>
<td>9-10</td>
<td>LEXINGTON, KT TO CHATTANOOGA, TN OW 611</td>
<td>BGM</td>
</tr>
<tr>
<td>10</td>
<td>5-6</td>
<td>RICHMOND-APPOMATTOX-LYNCHBURG RT 611/DIESEL</td>
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<tr>
<td>12-13</td>
<td>CHATTANOOGA - ONEIDA, TN - RT 1218</td>
<td>TVRM</td>
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<tr>
<td>12-13</td>
<td>ROANOKE, LOCAL 611 (DEST. TO BE DETERMINED)</td>
<td>RNRR</td>
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<tr>
<td>19-20</td>
<td>CHATTANOOGA - ONEIDA, TN - RT 1218</td>
<td>RNRR</td>
</tr>
<tr>
<td>19-20</td>
<td>GREENSBORO - ROANOKE OR OTHER TRIP (P)</td>
<td>ORRR</td>
</tr>
<tr>
<td>26-27</td>
<td>ATLANTA, GA TO TOCCA, GA RT 611</td>
<td>AURR</td>
</tr>
<tr>
<td>26-27</td>
<td>ASHEVILLE - BULL'S GAP OR STATEVILLE 4501 (P)</td>
<td>ASNV</td>
</tr>
</tbody>
</table>

### Norfolk Southern Steam Program Celebrated 25 Years of Steam

If you are interested in taking part in this historic celebration, please contact one of the following sources to receive information and details about participating in the events.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta-Chattanooga</td>
<td>Cove 611</td>
</tr>
<tr>
<td>Charleston-Cleveland River RT 4501</td>
<td>Nov. 2, 1985</td>
</tr>
<tr>
<td>Chattanooga-New Orleans</td>
<td>Oct 30-31, 1985</td>
</tr>
<tr>
<td>Chattanooga-Alabama</td>
<td>Oct 13-14, 1985</td>
</tr>
<tr>
<td>Columbus, GA</td>
<td>Oct 23-24, 1985</td>
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</table>

### City State ZIP

<table>
<thead>
<tr>
<th>City</th>
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<th>ZIP</th>
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</thead>
<tbody>
<tr>
<td>Atlanta-Cleveland</td>
<td>GA</td>
<td>30308</td>
</tr>
<tr>
<td>Chattanooga-Cleveland</td>
<td>TN</td>
<td>37203</td>
</tr>
<tr>
<td>Chattanooga-Alabama</td>
<td>AL</td>
<td>35202</td>
</tr>
<tr>
<td>Columbus</td>
<td>GA</td>
<td>31901</td>
</tr>
</tbody>
</table>

### Additional Information

For more information about the Norfolk Southern Steam Program, please visit their official website or contact them directly.
WELCOME TO ST. LOUIS
RONALD REAGAN
GUEST OF KIWANIS INTERNATIONAL

(Collection of Stephen Eudy)
Dues are $10/year for Arkansas residents and $7.50/year for out-of-state. Dues are always due January 1 of each year. You may also join the National Railway Historical Society through the club by paying $12 additional per year (total payment for Arkansas residents would be $22.00). Membership entitles you to receive the monthly Arkansas Railroad for the term of your membership. The Railroad is mailed bulk rate, so if you move and don’t let us know, your Railroad won’t be forwarded. So, please let us know immediately if you change addresses. Thanks.

☐ Renewal    ☐ New Member    ☐ Change of Address

Your Name

Your Address

City     State     Zip:

Telephone Number (  )

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

Arkansas Railroad Club
ATTN: Treasurer
PO Box 9151
North Little Rock, AR 72119

Welcome Aboard!!!
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, APRIL 14 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 $10/year for Arkansas residents and $7.50/year for out-of-state. The **RAILROADER** is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: 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 $12/year more.

Editor of the **ARKANSAS RAILROADER** is Ken Ziegenbein. Everything having to do with the **ARKANSAS RAILROADER** should be sent to the address below, 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)

Attn: Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
905 Valerie Drive
North Little Rock AR 72118-3160

ADDRESS CORRECTION REQUESTED

APRIL 1991

THRU 12/91
KENNETH W. ZIEGENBEIN
905 VALERIE DR
NORTH LITTLE ROCK AR 72118-3160

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