



LITTLE ROCK CHAPTER  
N.R.H.S.

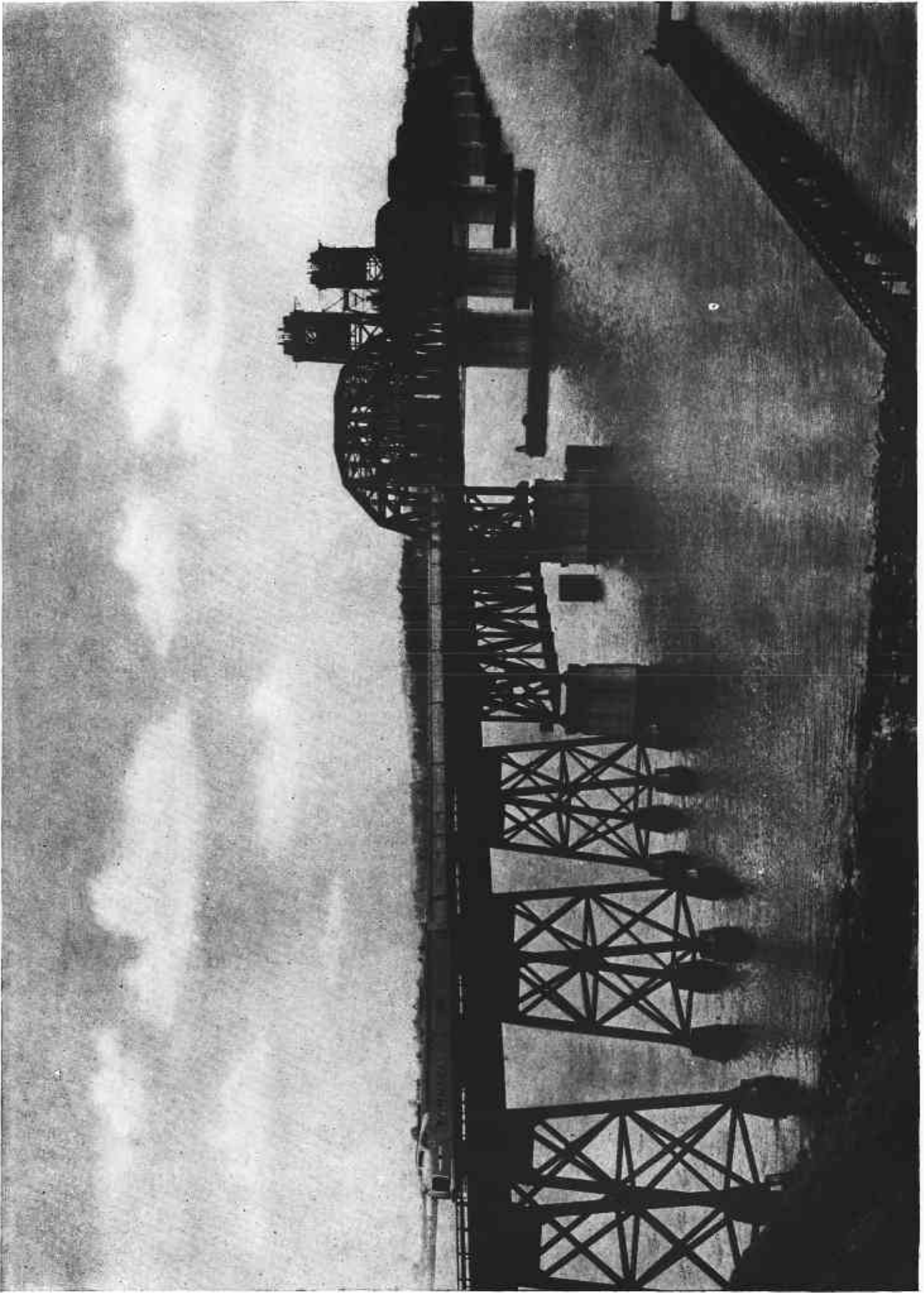
# ARKANSAS RAILROADER



VOLUME 28 NUMBER 6 JUNE 1997



**ROCK ISLAND** #4463 and 4436 on Train 35, southbound over a trestle north of Tinsman, Arkansas on February 23, 1980. Barkeman Ned Martin is seen in the cab waving. (*Peter Smykla, Jr. photo*)



Spanning Stream and Valley

### 1997 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Craig Gerard, 2011 Aztec Dr, Bldg 16 #6, N Little Rock AR 72116-4470(501-835-6758)

VICE-PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)

SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)

EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)

NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)

PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)

BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)

BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)

BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)

BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)

BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)

### NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be on SUNDAY, JUNE 8, at 2 p.m. The program will be given by JOHN TOLER and will be on either Army Railroad Battalions or/and Missouri Pacific historical data. The public is invited. Meetings are held at Mercantile Bank on Main Street in North Little Rock, just across the street from the Riverfront Hilton.

Jim Bennet will give the July program. The September program, September 6 - notice date change - will be at Peter Smykla's Paperton Junction Southern Railroad near Pine Bluff with an excursion. November's program will be by Robin Thomas (he will be talking on the benefits of sub-ocean strata and its affect on railroads - *JUST KIDDING*). August and October are still open. The Christmas program will be given by Tom Shook.

Our vice president Leonard L. Thalmueller is asking for anyone to volunteer for future programs not already taken. If interested, contact him at 21 Hanover Dr, Little Rock AR 72209-2159 or call him at 501-562-8231.

ANOTHER STREAM EXCURSION - PART 4 - We WILL sponsor or partly sponsor a steam excursion behind UP steamer #844 on November 9, a Sunday, between Tyler and Pine Bluff with some intermediate stops. As of this writing (May 18), we know the total costs, but have not yet determined the pricing per seat. We'll let you know as soon as possible. The train and engine will be on display at Pine Bluff November 10, then go to Illmo on the 11th. Don't know yet if this trip to Illmo (or perhaps Jonesboro) will be sponsored. There will tentatively 12 cars - 5 coaches, one diner and 6 domes, for a total seating capacity of 652 seats.

UP is running this excursion through the heart of the country, mainly for the George Bush Library dedication ceremonies in College Station, Texas on November 5-6. Other tentative trips will be Oct 12 in the Omaha area, Oct 13-15 Omaha to Wichita, Oct 18 Wichita to El Reno, Oct 19 El Reno to Fort Worth, Oct 20-24 Fort Worth display, Oct 25 Fort Worth area trips, Oct 26 Fort Worth to Houston, Oct 27-31 Houston display, D.A.R.E. trip to Galveston, Nov 1-2 Houston area trips, Nov 5-6 Houston-College Station for library dedication, Nov 8 Houston-Tyler, Nov 9 Tyler-Pine Bluff.

RAILROADER ON THE 'NET - I now put the text portion of the *Arkansas Railroader* on the Internet, along with the latest railroad abandonment news and latest weather maps. I'll include any news of the 844 trip next November on this web page as well. The address is: <http://www.netcom.com/~ken.z.rw/weather/trains.html>

**PHOTOS WANTED** - I need photos that can be used in the newsletter, both on the cover and on the inside pages. They can be any size, black and white or color. Slides are O.K., but I'll have to send them off to make prints for our purposes. Please put a caption on them and date, along with who took the picture. Send them to our club address. Thanks a lot.

**1997 SHOW AND SALE** of the Arkansas Railroad Club will be held in conjunction with the NMRA Regional Meeting on **June 21, 1997**. The NMRA's convention begins on June 19 and lasts through the 21st. Location will be the Robinson Convention Center in Little Rock. Our Railroadiana Show & Sale will be on the 21st. For information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901.

**NMRA INFORMATION** - If you want information on the National Model Railroad Association convention in Little Rock June 19-21, contact Tom Shook, PO Box 7650, Little Rock AR 72217.

**RARE MILEAGE TRIP** - On July 4,5 and 6, a special train will run close to our area to benefit the restoration of Frisco steam engine No. 1352 at Taylorville, Illinois. This special will run between Springfield, Illinois and Independence, Missouri and return, over the Gateway Western Railway under the auspices of the Kansas City Southern Lines. It will NOT have the matched KCS F-units and the exact route may have to be changed.

It will depart Springfield 9 a.m. July 4, arrive Fulton, Missouri about 4 p.m. - Depart Fulton 9 a.m. Saturday, July 5, arrive Independence, Missouri about 4 p.m. - Depart Independence 7 a.m. Sunday, July 6, arrive back in Springfield about 7 p.m. All times subject to change.

Coach seat prices include lunch on Friday and Saturday and breakfast, lunch and dinner on Sunday, plus soft drink tickets. This trip is operated by High Iron Travel.

Your tickets will go toward the restoration of this steam engine under a limited liability company organized in Illinois for this purpose.

PRICES: Coach seat, including 5 meals on board: \$495; with overnight accommodations: \$570.

Mail check, money order or credit card number to: Independence Limited, PO Box 8222, Bartlett IL 60103-8222 or fax to 630-830-6918 (credit cards only for fax). (This will probably sell out fast and may be too late by the time you read this, but you can try anyway). I have not heard what the consist will be.

**RARE CHASE** - This may be something a few of you might be interested in chasing. From June 2 through June 29, BNSF will be running a special "BNSF Employee Appreciation Special" over former Burlington lines in Missouri, Nebraska, Colorado, Wyoming, Montana, Iowa and Illinois using the Frisco #1522 steam engine. Posters have been put up all over BNSF's line regarding this employee trip. The trip will start in Kansas City June 4 to Lincoln, Nebraska; June 5 Lincoln to McCook, NE; June 6 McCook to Denver, CO; June 7 Denver to Longmont, CO (RT); June 8 Denver to Guernsey, Wyoming; June 9 display at Guernsey.

June 10 Guernsey to Casper, WY; June 11 Casper to Laurel, Montana; June 12 Laurel/Billings area; June 13 Billings to Gillette, WY; June 14 display at Gillette; June 15 Gillette to Alliance, NE; June 16-17 Alliance area; June 18 Alliance to Ravenna, NE; June 19 Ravenna to Lincoln, NE; June 20-22 Lincoln (Haymarket days); June 23 Lincoln to Sioux City, Iowa; June 24 Sioux City to Omaha, NE; June 25 Omaha to West Burlington, IA; June 26 display at West Burlington; June 27 West Burlington to Galesburg, IL; June 28-29 Galesburg (Railroad Days).

*(Thanks to Joe McMillan of Arvada, Colorado for the above, sent via the Internet)*

**OUR SYMPATHIES** are extended to John and Nelda Jones on the death of Nelda's mother on April 17. Clara October Hendrickson was 97 (just think of all she experienced in her lifetime - two World Wars, beginning of air travel, space travel, superhighways, the end of passenger trains in every small town in the country). She had 16 grandchildren, 31 great-grandchildren, and 11 great-great grandchildren! She was from North Little Rock.

**JUNE BIRTHDAYS** - GENE HULL (8<sup>th</sup>); JAMES E. HOLLEY (10<sup>th</sup>); GEORGE H. WALKER (12<sup>th</sup>); RUSS HARRISON (19<sup>th</sup>); DAVID A NARRACONG, SR (23<sup>rd</sup>); NAOMI HULL (25<sup>th</sup>); DANIEL D. CARTER (26<sup>th</sup>); THOMAS E. TOWNSEND, M.D. (28<sup>th</sup>); CURTIS TERRY (28<sup>th</sup>); THOMAS L. WILBORN (30<sup>th</sup>). *May the sun never set on your head.*

**ARKANSAS RAILROADER**

**REQUEST FOR NEWS** - Thanks to all of you who have been sending news in to me. I need consistent sources of news from various parts of the state to keep the newsletter "newsy." Mainly, I need news from your LOCAL PAPER. Please keep sending the articles in.

**CALENDARS FOR 1998** -The 1998 calendar has gone to the printers. It'll include 14 black & white photos of various railroads in Arkansas. It will include the following railroads:

BNSF, Union Pacific, Reader, Arkansas & Missouri, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River (1960), Helena Southwestern, Olympic Torch Train, Dardanelle & Russellville, plus a couple of surprises. Prices will once again be \$7.00, which includes postage.

## HARRY COLEMAN

**Died December 1996** (Sorry, no other information available - he was a long-time member)

## WANTED:FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

**WANTED** - Photos or diagrams of any trestle bridge. Degray State Park has part of its trails on an old logging abandoned right of way and wants to make a path there, including

some trestles. Contact Brad DePriest, Degray State Park, RR 3 Box 490, Bismarck AR 71929.

**WANTED** - Photographs of 1940's-1960's streamlined passenger trains anywhere in the country to be used in the *Arkansas Railroader*. Also, photographs of depots in use during the same time period. Your photographs will be returned. Send to Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118 or e-mail at

ken.z.rw@ix.netcom.com

**WANTED** - Photographs of abandoned or used (rail or otherwise) depots in Arkansas taken 1990 to present. I want to get pictures of as many depots as possible that are still standing for a permanent record in the *Railroader*. Send to Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118 or e-mail at ken.z.rw@ix.netcom.com.

## RAILROAD ABANDONMENT PROPOSALS

These are railroad abandonment notices that have been published in the FEDERAL REGISTER during the past couple of months. Effective abandonment dates are valid UNLESS stayed OR an offer of financial assistance is received OR trail use/rail banking requests are filed OR environmental issues are raised. They are presented generally in chronological order of being published. The states will be listed first, then the railroad. The "FR" stands for Federal Register.

**PENNSYLVANIA - CONRAIL** - To abandon a 1.25 mile portion of its Meadville Branch, known as the Dad's Dog Food Company Lead, between m.p. 0.00 and m.p. 1.25 in Crawford County, Pennsylvania. Effective May 18, 1997. (FR April 18, 1997)

**INDIANA - CSX** - To abandon trackage rights over 13.50 miles of Conrail's line between m.p. 0.0 at North Indianapolis and m.p. 13.5 at Conrail's connection with the former N&W Railway Company. Effective May 22, 1997. (FR April 22, 1997)

**FLORIDA - CSX** - To abandon 2.87 miles of its Jacksonville Service Lane, Deerhaven Subdivision, extending between m.p. 738.65 at 23rd Avenue in Gainesville and m.p. 741.52 at the end of the line in Alachua County, Florida. Effective May 22,

1997. (FR April 22, 1997)

**MISSISSIPPI - ILLINOIS CENTRAL** - To abandon 1.94 miles of line, known as the Hattiesburg-Varnado Switch, between m.p. MH-3.06 near Hattiesburg and m.p. MH-5.00 near Varnado Switch, Mississippi. Effective May 30, 1997. (FR April 29, 1997)

**ILLINOIS - UNION PACIFIC** - To abandon 2.8 miles of line, the East Elgin Industrial Lead, between m.p. 41.0 near Elgin Junction and m.p. 43.8 near East Elgin, subject to interim trail use/rail banking. Effective May 29, 1997. (FR April 29, 1997)

**KANSAS - CENTRAL KANSAS RAILWAY** - To abandon 53.2 miles of line, the Little River Subdivision, from m.p. 577.1 near Lyons to m.p. 594.1 near Lorraine, then from m.p. 20.7 near Lorraine to m.p. 56.9 near Galatia, Kansas. Effective May 29, 1997. (FR April 29, 1997)

**MAINE - AROOSTOOK VALLEY RAILROAD** - To abandon its entire line between m.p. 3.04 on Skyway Branch and m.p. 4.62, the end of the main line, at Skyway Industrial Park, including all line and sidings on Skyway Industrial Park; and the connection with Bangor and Aroostook Railroad at AVR m.p. 0.0 at Skyway Junction and m.p. 3.41 on Skyway Branch, for a total of 3.19 miles. Effective June 5, 1997. (FR May 6, 1997)

## ARKANSAS RAIL NEWS

### WHITE RIVER RAILWAY

The phone number of the newly running White River Railway is 800-305-6527. Tickets cost \$23.50 for adults coach and \$35 dome.

### UP DERAILMENT

(North Little Rock) - On Saturday, May 11, eleven full gravel cars derailed in UP's North Little Rock yard about 2:30 a.m. Only two lines through the yard remained open. (Via

*Tom Shircliff*)

## GENERAL RAIL NEWS

### BRANSON SCENIC WRECK

(Branson, Missouri) - On Thursday, May 15, a Missouri & Northern Arkansas freight with engine MNA #504 in the lead (probably a work train) ran headon into the parked and unoccupied Branson Scenic tourist passenger train. MNA #504 slammed on top of the silver F-unit and its three cars, parked on the siding next to the Branson depot. Apparently, the F-unit's cab had been sheared off and appeared to be unsalvageable. No one was hurt. (Via Michael G. Ellis's e-mail)

### BUNCHES OF MONEY

Record first quarter earnings were posted by several class I railroads the first three months of 1997. Included were: CSX (\$151 million, on income of \$2.6 billion - operating ratio of 77.4%); Union Pacific (\$128 million, on income of \$2.8 billion); Norfolk Southern (\$127.8 million); Kansas City Southern (\$28.5 million); Canadian National (\$128 million).

### MORE OF MIDLAND VALLEY GONE

(Tulsa, Oklahoma) - Another segment of the Midland Valley is apparently gone. The Osage Railroad has shut down permanently. The ORR operated the portion of the Midland Valley from Tulsa to Barnsdall, Oklahoma, and served only one industry, the Petrolite plant in Barnsdall. The Osage passed through a depressed part of Tulsa but the section between Skiatook and Barnsdall is rather scenic, passing through the Osage hills. (Bill Gillfillan, Tulsa, via the Internet)

### NEW HEADQUARTERS FOR UP

(Dallas) - Union Pacific announced April 22 that it will move its headquarters from Bethlehem, Pennsylvania to Dallas September 1, 1997. The other city in the running was St. Louis. The corporate headquarters will have a reduced staff of 45, down from 120. (UP news release)

### RUNAWAY RAIL CAR

(Gallatin, Tennessee) - On April 11, 1997, a freight car (type not known) rolled back and forth through the city of Gallatin several times before police were able to put wooden beams on the track to stop it. It apparently got loose from the end of a train near the Gallatin Industrial area. "It was basically just the laws of gravity and physics," the police chief said. "It rolled until it reached another incline and then rolled back in the other direction until it hit another incline and reversed again." The car set off automatic crossing arms and light throughout the city. (Nashville Tennessean, April 12, via J. Cary Nettles)

*The United States spent the last 50 years building a world-class highway system - and destroying all alternatives.* (Dave Burwell, President Rails-To-Trails Conservancy)

### KANSAS CITY COMMUTER RAIL

The line between Olathe and Kansas City, Kansas may have a commuter train should it



get a \$20 million grant from the Kansas House Transportation Committee. The money

would not be available until October at the earliest. (Via Jim Johnson)

## AMTRAK NEWS

### DEDICATED FUND

A bill in the House of Representatives was introduced April 24 called the Intercity Rail Trust Fund Act, HR 1437. It would give Amtrak ½¢ of the 4.3¢ gas tax, which had been used for deficit reduction, not roads. The other part of this tax would revert to being used for highways. This would give Amtrak much needed funds for capital improvements and would be off budget. It is believed that unless this passes, Amtrak will cease to exist nationwide past 1998, even though trains consistently run 80% full across the country.

The American Passenger Rail Coalition, a national association of rail equipment suppliers, had strong support of this bill. They said, "The country cannot afford to ignore the role of a vital Amtrak in an integrated, modern and efficient transportation network." They also said that the U.S. ranks 35<sup>th</sup> in the world in per capita spending on rail, behind countries such as Botswana and Bulgaria. We spend only about \$1.64 per person on rail each year.

### TEXAS EAGLE SAVED!

The Texas Legislature approved and Gov. Bush signed a bill giving Amtrak a \$5.6 million loan to keep the *Texas Eagle* running through September. In the Texas Senate, the vote on the bill was 30-0 in favor. On May 12, the first day after Amtrak was to have dropped the *Eagle*, a shortened train did run from Chicago to Texas. It consisted of F40PH #330, US Mail/Baggage 1728, non-revenue Transition Sleeper 39014 and Coach/Cafe 35011. There were 11 passengers on board, which is amazing, since no reservations could have been made.

Amtrak is supposed to return the train to its 9-car sleeper, diner, lounge consist by June 1 and rumors have it that they might go daily in June with newly acquired mail and beer-hauling contracts. Meanwhile, Amtrak again has taken the *Eagle* out of its reservations system after September 30.

### SENATE AMTRAK BILL

On May 14, Texas Republican Senator Kay

Bailey Huchison introduced S.378, the "Amtrak Reform and Accountability Act of 1997" Among other things, this bill would 1) repeal the 6-year termination provisions for Amtrak employees who's line is shut down; 2) stop the prohibition on contracting out; 3) cap liability for damages to \$250,000; 4) have an independent audit of Amtrak should this bill pass; 5) create an Amtrak reform council.

### FIRST AMERICAN RAILWAYS

Amtrak has entered into a long-term agreement with First American Railways, Inc to run trains and provide crews for its new Florida "Fun Train," which will run between Orlando and Miami starting in October 1997. Amtrak says it will enter into more agreements with this rail company throughout the country. (Editor's thought - is this the future for Amtrak long-distance service?)

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**NEW ORLEANS, LOUISIANA** - June 12-15 - Kansas City Southern Historical Society convention at the Metairie Quality Hotel - Call 504-833-8211 or write KCSHS, PO Box 5332, Shreveport LA 71135-5332.

**LITTLE ROCK, ARKANSAS** - June 19-21 - Arkansas Railroad Club's Annual Show and Sale will be held on June 21 in conjunction with the Mid-Continent Region's Annual NMRA Convention, which will begin on June 19. There will also be activities with

the local Rock Island Technical Society's chapter. For information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901.



The following poem was printed in the Smackover, Arkansas newspaper several years ago. It was written by a boy who attended Draughans Business College in Little Rock back in 1923. The poem had been in possession of Mrs. Lecil Brown for years and was sent to the Smackover paper by Vera McClain. Thanks to Don Lambert, Director of the Arkansas Oil and Brine Museum in Smackover, for giving us permission to reprint this poem. It was sent to the Arkansas Railroad Club by member Carl E. Barnes of Camden, Arkansas.

The poem is about the train which used to run from El Dorado to Gurdon every day (over the Missouri Pacific - this line having recently been approved for abandonment). It came through Smackover in the morning and made a return trip north in the late evening and was commonly referred to as the "Pine Knot Cannonball."

### "THE PINE KNOT CANNONBALL"

There's a train that starts at Gurdon  
 And goes south to God knows where.  
 I've rode her to El Dorado  
 And was glad to leave 'er there.  
 The passengers shake and shiver  
 When they hear her wildcat squall.  
 Which seems to say "Hold on and Pray"  
 on the Pine Knot Cannonball!

With many a jerk and quiver  
 She stumbles out of the town.  
 And you think maybe you'll get there  
 And you sort of settle down.  
 But you find she's only foolin'  
 And getting ready to stall.  
 For with a wheeze and one last snort  
 Dies the Pine Knot Cannonball!

The Hogger then crawls from the cab  
 His tallow-pot by his side.  
 And they take a chew of Granger  
 And they cus 'er cause she died.  
 The con explains there's nothing wrong  
 She's a little tired, that's all.  
 So just sit tight till she feels right  
 On the Pine Knot Cannonball!

The tallow-pot digs up his twist  
 And gives the hogger a chew.  
 The con then hollers "all aboard!"  
 Then cusses the engine crew.  
 Then you hear that lonesome highball  
 And the cars begin to crawl.  
 And you know then you're off again  
 On the Pine Knot Cannonball

Then all goes well till Smackover  
 Where they have the big oil boom.  
 But from there to El Dorado  
 There's not even standing room.  
 They ride the tops and the pilot  
 And hang to the coach's wall.  
 And on the blind no room you'll find  
 On the Pine Knot Cannonball!



It's fourteen miles to the city  
 At least they claim it to be.  
 But I believe it's a hundred  
 It sure seemed like that to me.  
 I rode 'er down but I'll walk back  
 For I'm peeved beyond recall.  
 I nearly died on that one ride  
 On the Pine Knot Cannonball!

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### THE R.P.O STORY

from Wes Leatherock off the Internet

The change from rail to plane and truck for the mail had many reasons, and had been going on for a long time (before railroads stopped many passenger trains). The trains used to have Railway Post Office cars (R.P.O.'s), with railway mail clerks sorting the mail as the train went on its way. Their routine feats were startling; at two non-stop stations of my experience, six miles apart, they were expected to catch the mail at the first station with the catcher arm (while kicking off the mail at that station), then have that pouch sorted and the mail for the next station locked in the pouch and ready to be kicked off when they got there...five or six minutes later.

Of course, these were small stations. In my hometown of Perry, Oklahoma, the dwell time for most of the principal trains was 15 or 20 minutes, used up almost entirely in putting mail off and taking it on. The railway mail clerks had to know how to route the mail to every place in the world, and to their own state and adjoining states they needed to know all the connecting trains (or trucks) and their schedules so they could direct them all into the right pouches. There were regular examinations to make sure they could do this accurately.

When the mail arrived in a large city, it was already sorted for larger firms, most of the downtown area, and to the various postal substations around the city. That's why the trains devoted particularly to mail could get there around 6 a.m. and the mail would be delivered throughout the city that same day.

Passenger train frequencies declined; there were fewer and fewer opportunities for sorting the mail on trains; highway post offices (the same type of operation, in leased out or owned bus-type vehicles) replaced the trains that no longer ran. *(Editor's inquiry: does any reader know of any of these "postal buses" in their area?)*

And it was a very labor intensive operation. As the Post Office Department, and then the Postal Service, looked more and more at automation, like other businesses, they realized the automated sorting equipment would have to be centralized like most automated operations.

That spelled the end of the railway post offices, and it wasn't just an excuse used by some railroads to eliminate passenger trains; many of them by this time carried almost no passengers and the revenue came almost exclusively from handling the mail.

Now the mail is sorted by machines which run only at night, and it's sent on during the day or night by air to another place which again sorts it only at night. Where I live in the central (geographically central) part of the country, the speed of mail delivery from any place in the United States was about the same when it was handled on trains as it is now when it's being

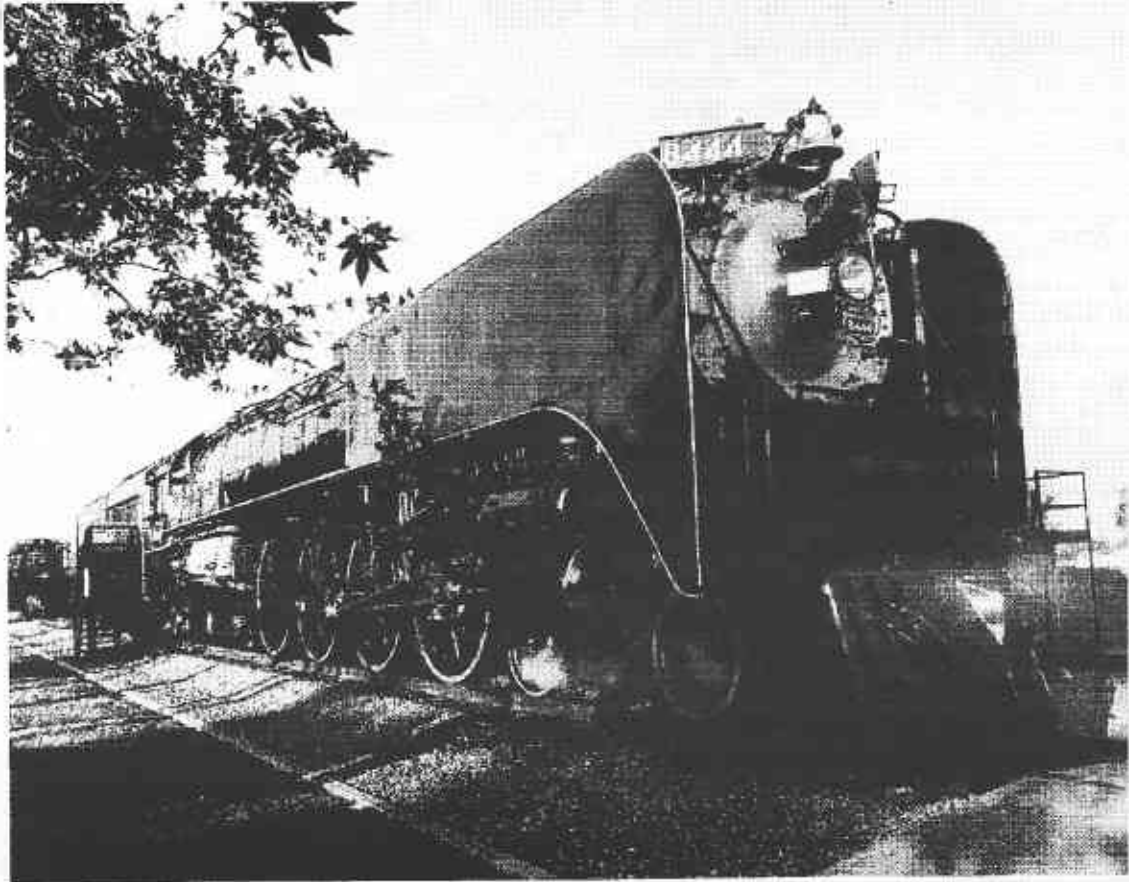
carried by air.

But then the mail moved day and night and was being sorted day and night, and arrived at its destination ready to be delivered.

From coast to coast it undoubtedly is somewhat faster now...but the on-time delivery rate which the Postal Service tells us is improving and is over 90 percent in some lucky places compares with probably 97 percent or higher when the mail moved day and night on the trains and was sorted while it was moving.

And then there were trains like the Santa Fe's Fast Mail and Express, No. 7 and No.8, which were listed in the timetable with the notation "limited non-air-conditioned coach accommodations only" (a rider car for the crew). They were finally taken out of the public timetable entirely because too many passengers were willing to put up with the discomfort to get the speed and reliability of the mail trains, and they couldn't be effectively accommodated in that quantity.

The Union Pacific had a similar train, as I recall, and there were undoubtedly ones on several other routes.



**UNION PACIFIC EARLY STREAMLINER POWER UNITS  
ASSIGNMENTS - CONVERSIONS - DISPOSITIONS**

**M-10000 -- First Train -- Turret Cab**  
*CITY OF SALINA*  
Retired 1942--Scrapped for War Effort

**M-10001 -- Second Train -- Turret Cab**  
*CITY OF PORTLAND*  
Remodeled, Later Dismantled, Parts used to build Booster CD-07-C  
Retired 1953

**M-10002 A & B -- Third Train -- Turret Cab & Booster**  
*CITY OF LOS ANGELES*  
Retired in 1946 -- Sold to Northrup-Hendy Aviation

**M-10003 A & B -- Spare Units -- Automotive Cab & Booster**  
*(PROTECTION POWER)*  
Cab unit became Lead unit CD-07-A  
Booster unit became Booster CD-07-B  
Retired 1953

**M-10004 A & B -- Fourth Train -- Automotive Cab & Booster**  
*CITY OF SAN FRANCISCO*  
Cab unit became LA-4A, then rebuilt to Booster CD-06-C  
Booster unit became LA-4B, then to Booster CD-05-C  
Retired 1953

**M-10005 A & B -- Fifth Train -- Automotive Cab & Booster**  
*CITY OF DENVER*  
Cab unit became CD-05-A  
Booster unit became CD-05-B  
Retired 1953

**M-10006 A & B -- Sixth Train -- Automotive Cab & Booster**  
*CITY OF DENVER*  
Cab unit became CD-06-A  
Booster unit became CD-06-B  
Retired 1953

<b>CD-05-A (M-10005A)</b>	<b>CD-06-A (M-10006A)</b>	<b>CD-07-A (M-10003A)</b>
<b>CD-05-B (M-10005B)</b>	<b>CD-06-B (M-10006B)</b>	<b>CD-07-B (M-10003B)</b>
<b>CD-05-C (M-10004B)</b>	<b>CD-06-C (M-10004A)</b>	<b>CD-07-C (M-10001 Engine)</b>

#####

**From:**  
**JIM BENNETT**  
**1002 SOUTH LESLIE ST.**  
**STUTT GART, ARK. 72160**

# ARKANSAS RAILROAD CLUB MEMBERSHIP ACTIVITY FORM

Membership renewal  New Member  Change of Address  Information update  
(See dues information at bottom of this sheet)

Send membership renewal, application, change of address, etc. to:



**Arkansas Railroad Club**  
**PO Box 9151**  
**North Little Rock AR 72119**  
501-758-1340 (phone/fax)  
E-mail: ken.z.rw@ix.netcom.com

Please fill out the following questions after checking the appropriate box above.



Date: \_\_\_\_\_ Your birthday (optional - no year needed) \_\_\_\_\_

Name: (last) \_\_\_\_\_ (first) \_\_\_\_\_ (init) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ E-mail address: \_\_\_\_\_

Please check the appropriate boxes below:

Interests: Early Steam Era:  Late Steam Era:  Train chasing:   
Early Diesel Era:  Contemporary:  Excursions:   
History:  Models:  Photography:  Artifacts:   
**Railroad of interest:** Missouri Pacific:  Rock Island:  Kansas City Southern:   
Cotton Belt:  Amtrak:  M&NA:  Frisco:  Southern Pacific:   
Union Pacific:  Burlington-Northern:  Shortline (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

Other comments: \_\_\_\_\_

Membership dues information:

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.