



LITTLE ROCK CHAPTER
N.R.H.S.

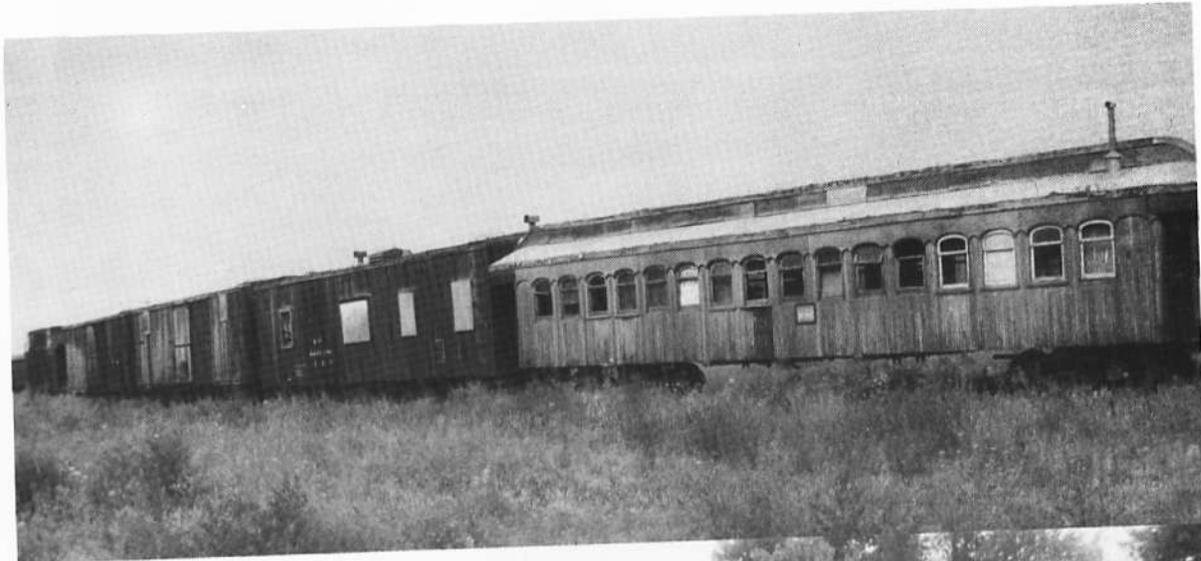
ARKANSAS RAILROADER



VOLUME 25 NUMBER 11 NOVEMBER 1994



COVER PHOTO - One of 16 Santa Fe and Cotton Belt freights to cross the Missouri River at Sibley, Missouri in an 8-hour period on July 2, 1994, SF Warbonnet No. 630 slows for an abrupt right curve just ahead, heading toward Kansas City and the west. *(Ken Ziegenbein photo. Thanks to Jerry Nunn for pointing out this location)*



TOP - A string of old wooden coaches and crew cars on a siding near Sheridan, Wyoming.
BOTTOM - Burlington Route's 4-8-4 #5631, Class 0-5-A-Mohawk, in a park in Sheridan, Wyoming. This coal engine was built at the CB&Q's shops in 1940, donated to the park June 10, 1962. *(July 24, 1994 photos by Allen B. Lee)*

THE MOST SCARY TRIP I EVER MADE AS A FLAGMAN OR BRAKEMAN

by: L. T. Walker, retired Rock Island conductor

Around 1950, the Rock Island was running lots of trains with a mixture of steam and diesel engines. This night I was on a pool turn working between Little Rock and Booneville, Arkansas which was the western point of the Arkansas Division. From there it was the Oklahoma Division. We changed crews at Booneville.

I was called for a drag (or a dog, as the trainmen called them). A dog or drag is a train that was given orders to pick up or set out at different stations along the way and was always loaded to the engine's capacity with tonnage. We left Booneville with around 75 carloads and empties. We had orders to leave ahead of No. 112, the Los Angeles to Memphis passenger train that was running as a passenger extra because of a derailment on the Southern Pacific west of San Rosie, New Mexico. It was way over 12 hours late and had lost its regular schedule, so it was running as a passenger extra.

We had time at Booneville, which would hold our train so to let No. 112 by. But we had a message to pick up a car out of the gin spur but when we got to Waveland after dragging up Magazine Hill, we had run out of time on the passenger extra. Waits at Booneville and Blue Mountain coming into Waveland, I threw off a ten minute fusee to have a little protection. No. 112 was still using forty-hundred steam engines 4-8-2. They were large engines and could travel fast. The conductor and I thought the headend crew would head in and clear the passenger extra, but instead they pulled in a wye and cut off and picked up the car and took water, too. We had a 2700-class freight engine.

When this all happened, it left me in a very bad place to stop a train. I started back as fast as I could run and it came a bad rainstorm

about that time. Also, a tornado came close by and I had my raincoat on and I could hardly stand up. I was going over the overpass of Highway 10. I was trying to light a fusee because I could I could hear the train coming close. I did not have time to put a torpedo down. I just wanted him to get stopped, which I managed to get him stopped, but he run by me about a train length. He had about 20 cars on the train, all passenger equipment. I made it to the headend and rode down to our caboose. The conductor had lined the switch. Man, was he in an uproar because they did not head in and make the pickup later!

We headed out and on to Ola, where we took water and made a pickup. The work we were doing was supposed to have been done by the Booneville Local, which run out of Little Rock to Booneville and back the next day, six days a week. Coming in to Ola, just as the train slowed down, I got off with all my flagging equipment because No. 994, a diesel three-unit freight, was going to be behind us soon. He always had 125 cars and a caboose and lots of tonnage. No. 994 could make better time than steam engines, not having to take on water, and could make the curves faster than steam engines. I had the torpedoes down a mile from where I was standing to flag them. I could hear them coming and heard them hit my torpedoes. I struck the fusees when he come around a long sweeping curve. He had not shut off. He did not pay any attention to the torpedoes he hit. When he saw me, he began to set the brakes. He did not answer my flag, so when he went by I threw the fusee at the cab of the engine. He had fire flying from all wheels by then. I walked to the headend of the train and climbed up in the cab and asked him why he did not recognize the torpedoes and answer my flag.

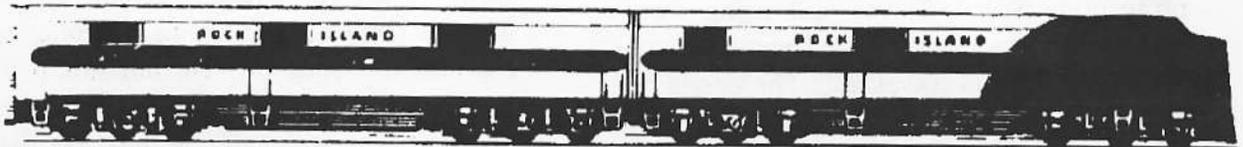
He said I thought you were almost to Biddle Yards by now. He got stopped about 10 cars from our caboose. The engineer's name was Louie Robinson. He told me to not say anything to anyone for you know they are about to put me on a yard switch engine. I told him if he ever done me or anyone else I hear about, I would go straight to the Superintendent with it. We headed him through the siding at Ola. The flagman

on No. 994 told me he had torpedoes down so I would not have to go back and put more down. We left Ola, and on to Perry.

We did not have nothing on No. 112, the regular passenger train out of Los Angeles, except the time card timetable, so we were to head in at Perry. By the time we got to Perry it had got so foggy you could not see two car lengths. When we approached Perry, I threw off a ten-minute fusee and as soon as we slowed down, I got off the caboose and put down torpedoes and started walking toward Perry. I could not see for the fog was so thick. The train was in the clear on the siding. I heard him blowing for the crossing then I knew they had taken water again, so I started back toward the west to flag No. 112. I could hear him coming. He hit the torpedoes and I could hear him beginning to slow down, I knew if was engineer Nick Hunger, he would live up

to the rules, which he did. I knew he was getting close, but could not see them. I had a fusee lit, but he could not see me. He was running about 5 mph, so I just climbed up in the cab of the forty-hundred and he said, Walker, you did a very good job tonight flagging. I said, Nick, so did you.

We got to the west switch at Perry. I thought the conductor had line it, but he was so mad when we saw the engineer had stopped instead of getting in the clear, he went to the headend, and from what the crews told me, he really raked them over the coals. Anyway, we finally made it to Biddle Yard and I went home and went to bed and had nightmares for several days. The railroad was dark from Pulaski Station to Booneville, which was 117 miles, with 167 curves, so you could see why a brakeman had his hands full. On the Local, the dispatcher would try to give the crew protection orders so you would not have to flag, only after a certain time. I never like to work as a flagman. I would be up where the work was, then standing way back behind the caboose, but if you were on the headend, you also had to flag to protect the headend of train. If you did not do a good job of flagging, the railroad company would get you in violation of Rule 99. All railroad men in train service were well acquainted with Rule 99. ~~XXXX~~





1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB



<u>PRESIDENT</u> -	Matt Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627	<u>VICE-PRESIDENT</u> -	Tom Shook 1716 Alberta Dr Little Rock AR 72207-3902 501-225-8955
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<u>BOARD</u> -	Robin Thomas '95 10980 Rivercrest Dr #26 Little Rock AR 72212-1412 501-225-1952	<u>BOARD</u> -	Peter Smykla '96 2800 West 37th Pine Bluff AR 71603 501-535-4724
<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128




NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, NOVEMBER 13 at Twin City Bank on Main Street in North Little Rock, just across the Arkansas River from Little Rock. The program will be given by DAVID M. JOHNSTON. It will be on the GM&O Railroad. The public is invited, and refreshments will be served.

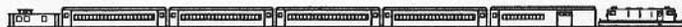
NEW MEMBERS THIS MONTH:

GLENN W. SMICK, 509 Walnut Hill Dr, Hot Springs AR 71913



EUGENE L. BOWKER, 1401 Broadmoor Apt D, Jonesboro AR 72401

JAMES L. McCAULEY, 4904 North Vine St, North Little Rock AR 72116



1995 DUES NOTICE - I hate dues notices and pledge drives as much as the next person, but it's that time of year again when you should be thinking about paying your 1995 dues (they're due January 1). There are dues notices in the envelope with your newsletters. They remain at \$15 local and \$14 national.

YOUR 1995 MEMBERSHIP CARD WILL BE MAILED IN THE ENVELOPE WITH YOUR *RAILROADERS!* CHECK YOUR ENVELOPE CAREFULLY.

CHRISTMAS PARTY INFO - Here's the latest on our annual Christmas party, set for December 10. TOM SHOOK, our VP, has made all the needed reservations. There is a coupon enclosed for you to mail back if you will be attending. It looks like a great party!



ARKANSAS RAILROAD CLUB CHRISTMAS PARTY
SATURDAY, DECEMBER 10, 1994 - 6 P.M. (\$15 per person)
CAMELOT HOTEL (Kingscourt - 2nd floor)
MARKHAM & BROADWAY
LITTLE ROCK

- **SPEAKER: JAMES FAIR, AUSTIN, TEXAS**

Jim has authored many papers on railroad subjects and contributes to the *Arkansas Railroader* on a regular basis. He authored the *M&NA NORTH ARKANSAS LINE*; recently completed the manuscript on the Louisiana & Arkansas Railroad; and currently has the Rock Island Sunbelt Line nearing completion. Jim grew up in Little Rock in the 30's and was on the scene at Union Station and the Little Rock trolley system. He is a highly qualified historian, tells a good story and knows how to find the "jewels" that have faded in to the past. This is a must program for the rail historian.

- Certificate will be presented to 25-year NRHS members by DICK DAVIS. Come and honor these folks.

- **MENU:** Breast of Chicken with lemon-basil sauce
 Rice Pilaf
 Honey-glazed carrots
 Bread, drinks
 Walnut Layer cake



- **RESERVATIONS REQUIRED:** Please send \$15 per person to TOM SHOOK, PO BOX 7650, LITTLE ROCK AR 72217 by Friday, December 2, 1994 (use the enclosed green reservation form) or call Tom at 501-225-8955. Later calls can be accepted through Sunday, December 4.

The club has to guarantee to the hotel after that date. A parking deck fee is EXTRA. There is usually plenty of free on-street parking.

AETN PLEDGE DRIVE - On December 4, our club has agreed to help host the Arkansas Educational Television Network's quarterly pledge drive. We will be taking calls at the AETN studios in Conway that Sunday, from 12:30 to 6:00 p.m. If you'd like to volunteer, contact Dick Davis at PO Box 45316, Little Rock AR 72214 or call him at 501-565-3572.



LABELS DONATED - If you noticed the return labels of the fall colors on last month's newsletter, they didn't cost the club anything. They were donated by your editor (I like seasonal, colorful labels). You'll see more in future months. Also, look for a special colorful mailing for our December issue, which coincides with our 25th anniversary as a club.

MOHAWK & HUDSON CHAPTER NEEDS HELP - The Mohawk & Hudson Chapter of the NRHS says that the last remaining section of the original Mohawk & Hudson Railroad right-of-way was recently threatened with destruction due to a strip mall. The Mohawk & Hudson was chartered in 1826, the first railroad in New York State and one of the first in the country when it began operating on August 9, 1831. This land has to be zoned for this development and the head of the zoning committee, Ms. Carol Wallace, wants to know how members of the railroad history community feel about preserving this important historical site. The NRHS chapter wants us to write to her supporting this preservation. Write to Ms. Carol Wallace, Chairperson, Albany Common Council Zoning Committee, 66 Elm St., Albany NY 12207.

1995 CALENDARS SELLING FAST - The 1995 Arkansas Railroad Club calendars have sold 128 as of October 10. We only had a run of 200, so if you want one (great Christmas gift), send in the coupon enclosed. Cost is only \$7.00, postpaid.

NEWS UPDATED through October 10, printing October 11-25, mailed October 26-28. Deadline for December issue - November 13.

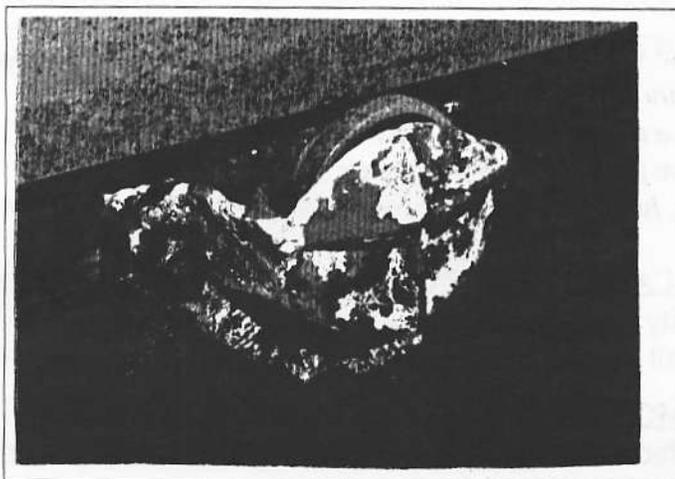


WANTED/FOR SALE-TRADE

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. Only personal inquiries, NO COMMERCIAL BUSINESS, please. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

WANTED - Pictures, plans and track layouts for Little Rock's Union Station circa 1940s. I am going to try to reproduce this station on my O-Gauge layout. CHARLES V. STEVENS, 2207 STOUT, SPRINGDALE AR 72762.

WANTED - Six door rollers for pre-1920 wooden box car restoration (photo at right). Also need other hardware for one door. PETER SMYKLA, PO BOX 1892, PINE BLUFF AR 71613 or call 501-535-4724.



FOR SALE - *The Dardanelle & Russellville Railroad*, a book authored by club members GENE HULL and BILL POLLARD. This 544-page book contains 247 B&W photos of the D&R and entails that 111-year-old railroad's



colorful history. Pre-publication price until December 1, 1994, is \$55.95 (plus tax of \$3.08 per book and \$2.50 p&h). After December 1, the cost will go up to \$65.95. Mail orders to UCA Press, PO Box 4933, Conway AR 72035 or call 501-450-5150.

WANTED - Photos of the new American Orient Express running through northern Arkansas for publication in the *Arkansas Railroader*. Send photos to P.O. Box 9151, North Little Rock AR 72119.

FOR SALE - *Missouri Pacific Lines Diesel-Electric Locomotives, Volume I*, authored by Charter Arkansas Railroad Club member JOHN BASKIN HARPER along with Louis A. Marre. The book has 28 chapters on MP history, MP first generation dieselization and history of each MP diesel, among other things. Pre-publication price is \$54.95 plus \$2.50 P&H (to be published early 1995). After November 30, price will be \$59.95. Mail orders to 635 Publishing, PO Box 241535, Omaha NE 68124 or see your local rail-oriented bookstore. Member Bill Pollard says that this book will be THE definitive word on MP diesels.

ARKANSAS RAIL NEWS

TRAIN HITS TRACTOR - (Mountain Home) - A 67-year old man, John Mullen, was not seriously injured August 23 when a Missouri & Northern Arkansas northbound freight hit his Ford 5000 tractor as it was crossing the tracks. The train went into emergency. (*The Daily News, Mountain Home, August 24*)

MORE ROCK ISLAND SCRAPPING - (Carlisle) - Scrapping operations were to begin in late September on the former Rock Island Sunbelt Line between Carlisle to a point about one mile east of the Galloway crossing, just east of North Little Rock. Some thought was given to retaining the line at least to the Pulaski-Lonoke County line, but this has apparently been dropped. Preserving the line at least to the Lonoke County line would have allowed the development of some excellent industrial sites east of North Little Rock. L. B. Foster and perhaps other dismantling firms have toured the line by hy-rail in recent weeks, prior to submitting a scrapping bid to the Arkansas Midland. Under the terms of AM's purchase from UP, one-half of any material salvaged from track removal must be returned to Union Pacific. (*Bill Pollard, September 24*)

Excuse for missing a meeting or party (Refrain of The Wedding Banquet):

*I cannot come to the banquet, don't trouble me now.
I have married a wife. I have bought me a cow.
I have fields and commitments that cost a pretty sum.
Pray, hold me excused, I cannot come.*



NEW CAPACITY - (Springdale) - The Arkansas & Missouri Railroad has increased its capacity to store and switch freight cars in Springdale by constructing new sidings north of Randall Wobbe Road in that city. (*The Morning News, Springdale, September 16*)

ACF MOVES TO PARAGOULD - (Paragould) - ACF Industries will build a \$10 million manufacturing facility in Paragould to build covered railroad hopper cars. The plant will open by September 1995 with a potential of 400 employees from the area. (*Paragould Daily Press,*



August 24)

NEW PLANT - (Little Rock) - Quality Bearing Service, a major supplier of reconditioned roller bearings for Union Pacific, will double the size of its work force by early 1995 when it relocates into a new \$2 million plant near the Port of Little Rock. (*Arkansas Democrat-Gazette, September 15, 1994 by Randy Tardy via Jonathan Royce*)

CROSSING FATALITIES - (Jonesboro) - On September 23, two Mexico residents were killed when struck by a Cotton Belt freight off U.S. 49 near Jonesboro. Killed were Federico Martinez, 36, and Veronica Pena, 22. (*Arkansas Democrat-Gazette via Jonathan Royce*)



GENERAL RAIL NEWS

KCS SALE IN DOUBT? - (Kansas City) - Kansas City Southern's deal to sell the railroad to Illinois Central was still not finalized as of October 1. The preliminary agreement between the two roads, made in July 1994, was good for 90 days and would expire in mid-October. Analysts were surprised and puzzled by the delay in completing the deal. KCSI's stock has fallen in recent weeks. Meanwhile, KCS is spending money merging with MidSouth. (*Kansas City Star, October 1, via Jim Johnson*)



LONGEST TENURED CONDUCTOR - Correction. In a previous *Railroader*, it was quoted from the UTU News that Dennis Corsale was the nation's longest tenured conductor, being hired by the D&H on July 19, 1941. Well, it turns out that he is NOT the longest running conductor. That title rightfully belongs to GERALD MAHER of the Metro-North Railroad in Connecticut.

Mr. Maher hired out with the New York, New Haven & Hartford on February 12, 1941, over 5 months before Mr. Corsale joined the D&H. Mr. Maher has been there ever since, having worked for all the New Haven successors - Penn Central, Conrail and finally Metro-North. He is active today as a conductor on Metro-North trains operating between New Haven, Connecticut and New York City.

Also, the Maher family has over 200 years of railroad experience. Retirement definitely does not beckon, and Maher leaves the whole decision in his wife Frances hands. "If my sweetheart quits, that's when I'll quit; whenever she wants to go." (*Robert E. Guhr, Arlington Heights, Illinois sent in the correction*)



Gerald Maher (second from right) with family. From the Metro-North monthly *On Track*, May 1991.



AID AVAILABLE FOR RAIL DAUGHTERS - Daughters of deceased railroad workers may be eligible to receive financial assistance through a trust established in 1882 by Edgar Thomson, former Pennsylvania RR president. To qualify, the parent must have been an active employee of any U.S. railroad at the time of death. The cause of death need not be work related. The monthly allowance may cover the daughter from infancy to age 18, or to age 22 if the grantee is pursuing a higher education. The foundation also offers special health care benefits.



The John Edgar Thomson Foundation is an independent organization and neither receives funding from any railroad nor solicits funds from other sources. If you think you could benefit from this program, please contact Mrs. Sheila Cohen, 201 S. 18th St, Ste. 318, Philadelphia PA 19103 or call 215-545-6083. (*UTU News, September 1994 via L. T. Walker*)

TEXAS LIMITED ANNULLED - (Houston, Texas) - The popular excursion train from Houston to Galveston, Texas made its last run Saturday, September 17. High insurance rates and operating costs has hurt this train. In addition, the excursion train was hobbled by having to travel at a maximum speed of 35 mph on the two-hour trip. The train ran over Union Pacific tracks. Mark Davis of the U.P. said that upgrading the tracks and signals to enable running at a higher speed would cost millions of dollars.

At least three other excursion trains operated by Union Pacific also have ceased operations this year because of the high cost of liability insurance, which typically is \$25 million a year for an excursion train.

Franklin M. Denson, president of the *Texas Limited*, said he hoped to run the train in chartered fashion. The train used some F-units, formerly of the Louisiana & Northwestern RR in Arkansas.

IMPORTANT INFORMATION - The "Jupiter" spaceship used in the TV series "Lost in Space" will take off from Cape Kennedy on September 19, 1997 (per story line). **GET THOSE CAMERAS READY NOW!!**

ABANDONMENT - (McAlester, Oklahoma) - Union Pacific has expressed interest to abandon the former Rock Island line between Oklahoma City and McAlester. (*The Rock, Third Quarter 1994*)

AMERICAN ORIENT EXPRESS CONSIST - According to *The Mixed Train* and Jim Bennett, consist of the American Orient Express between San Antonio and Branson, Missouri through Arkansas, is as follows:

"New York" (ex NYC "Sandy Creek"), "Paris" (ex-SP 9120); "Vienna" (ex-UP "Placid Waters"); "Bay Point" (ex-UP "Alpine Meadow"); "Chicago" (ex-UP 5014 diner); "Zurich" (ex-UP 5004 diner); "St. Moritz" (ex-UP "Alpine View"); "Berlin" (ex-UP "Placid Lake"); "Monte Carlo" (ex-B&O "Opequon"); "Istanbul" (ex-SP 9119).



NEW JOB FOR RATHEON - Rathcon, the builders of the famous Patriot Missile, lost that contract and now will start building high-speed trains and trolleys instead. (*Arkansas Democrat-Gazette, September 27, 1994*)

CENTRAL VERMONT BUYER - (St. Albans, VT) - RailTex's intention of buying the Central Vermont Railway has brought the ire of rail unions in the area. Workers are furious that the interloper seeks to scrap union contracts (which it can under 10 year old ICC rules), cut 55



percent of the employees and pay the rest 55 percent less. They vow to stop RailTex. However, proponents say the ICC policy that lets buyers of these types of lines do away with union contracts, has preserved lines that would have died. James Brunkenhoefer, an official with the UTU, says "the whole short-line trend is essentially a subcontracting of railroad operations to get out of union contracts" since the seller often retains control of freight traffic and rates anyway. RailTex owns 23 successful shortlines. (*Wall Street Journal via The Dispatcher, October 1994*)

MUST BLOW WHISTLES - The FRA is considering regulations that would require locomotives to sound their horns at all grade crossings, superseding thousands of state and local restrictions on the sounding of horns at the behest of residents who live along the tracks. The FRA determined that whistle bans greatly increased the incidence of grade crossing accidents. (*Ties & Tracks, via the Gateway Railletter, St. Louis Chapter, October 1994*)

RAIL ACCIDENT REPORTING - When an incident occurs on a railroad covered by Continental Insurance, there's now a number that railroads can call - 1-800-SOS-RAIL. This includes chemical spills. The insurance company will then tell you what to do to limit your costs. (*Making Tracks, Summer 1994 via Dan Barr, Houston, Texas*)

ELECTRONIC BRAKING? - According to Rail News Update, American Railroads have begun to replace the 125-year old train braking system with electronic braking. Instead of pneumatic braking, with the braking signal having to work its way back through the train car by car, the electronic brakes would electrically send a signal instantly to each car to apply its brakes. Air would still be used to do the actual braking, however. This would allow a train to stop up to 40 percent faster than now. (*White Flags and Full Steam, North Alabama Railroad Museum, September 1994*)



UP'S BIGGEST YARD - (North Platte, Nebraska) - The 1995 Guinness Book of Records will officially list Union Pacific's Bailey Yard in North Platte, Nebraska as the largest rail yard in the world. The yard operates 24-hours a day year round and handles an average of 8,900 cars a day, or 108 trains. (*INFO Magazine, October 1994*)

MORE AND MORE - The nation's railroads took delivery of 22,549 new freight cars and 269 new locomotives in the first half of 1994, up 32 and 42 percent respectively from last year. The value of the new equipment was \$1.5 billion. (*UTU News, October 1994*)

UP BIDDING ON SANTA FE - On October 5, Union Pacific offered \$3.4 billion to acquire the Santa Fe, trying to outbid BN's offer of \$2.5 billion. However, the next day Santa Fe Corporation spurned the offer, stating that the BN offer was much more likely to be approved than the UP's, since UP and SF have many paralleling lines to the west. The Santa Fe board also said that UP did not want to compete with a merged BN/SF. (*Arkansas Democrat-Gazette, October 7, by Randy Tardy via Jonathan Royce*)



AMTRAK NEWS

MAIL REVENUES UP - Amtrak mail revenues continue to climb, with \$55.7 million in revenue expected for Fiscal Year 1994, ending September 30. That's up 13.7 percent over 1993. Amtrak will purchase an additional 55 material-handling cars to

help haul this mail.

ABOUT HIGHWAYS - Drivers pay less than two-thirds of the cost of building and maintaining roads, the remaining \$30 billion comes from general tax funds and property taxes. (*The Commercial Appeal, Memphis, by Jessica Mathews, via The Memphis Buff*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

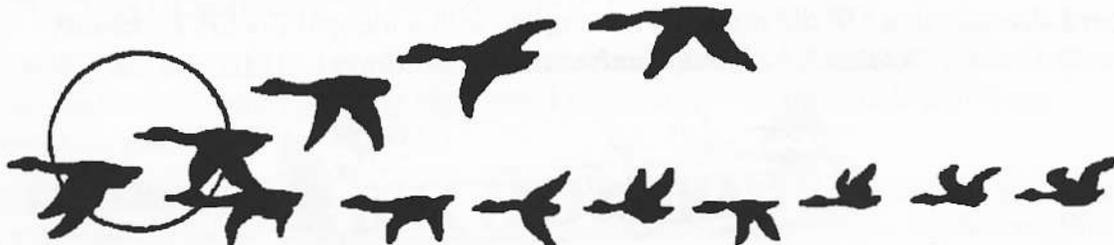
☞ ...note...these are listed sequentially by dates, earliest dates being first...

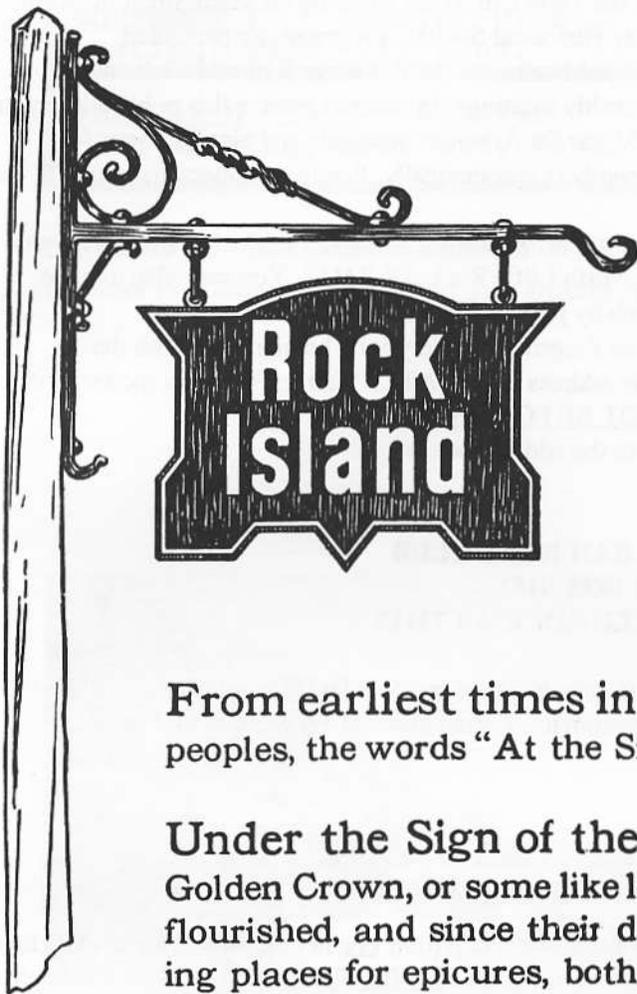
EUREKA SPRINGS, ARKANSAS - Eureka Springs & North Arkansas Railway 6-day a week excursions. Trains leave every hour 10 a.m. until 4 p.m. - Dinner trains also run at various times. - Trains run on original right-of-way of the famous M&NA trains of 50 years ago - for more information, call 501-253-9623 or 253-9677.

SPRINGDALE, ARKANSAS - Ozark Scenic Railway, through the Fall - Passenger trips on the Arkansas & Missouri Railroad between Springdale and Van Buren over the former Frisco line - shorter trips also available as is one from Van Buren to Winslow - for the latest schedules and fares, call the A&M in Springdale at 501-751-8600, 1-800-687-8600 or 800-452-9582. Write to Arkansas & Missouri Railroad, 107 N Commercial St, Springdale AR 72764 or if getting on in Van Buren, the Old Frisco Depot, 813 Main St., Van Buren AR 72956. Credit cards accepted.

BRANSON, MISSOURI - The Branson Scenic Railway runs 1½-hr excursions into Arkansas over former Missouri Pacific tracks (White River Line) everyday except Tuesdays - currently they run 4 southbound trips a day - call 417-334-6110 for fares and scheduled departures - they use former *California Zephyr* dome coaches.

WATONGA, OKLAHOMA - November 5,6,19,20 - The Watonga Chief will be running its Fall dinner and regular trains at various times. This is sponsored by the Central Oklahoma Railfan Club - dinner trains are \$27.50, ride only \$17.50, river trains \$5.00 - contact the Railfan Club at 2936 Bella Vista Drive, Midwest City OK 73110.





At the Sign of the Shield

From earliest times in the history of English-speaking peoples, the words "At the Sign of" have suggested good things to eat.

Under the Sign of the Sheffield Arms, the Sign of the Golden Crown, or some like legend, the famous old taverns of England flourished, and since their day there have been many similar gathering places for epicures, both in England and America, each enjoying its full measure of popular favor.

But never was there a place more tempting or a meal more satisfying to the traveler than that served today under the Sign of the Rock Island Shield.

Aboard the Rock Island, the familiar "First Call" for breakfast, dinner or supper in the dining car strikes an unusually responsive chord.

Rock Island meals are the best on Wheels

Above June 20, 1920 Rock Island ad from Bill Pollard.



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, NOVEMBER 13 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..

**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)
CompuServe 72050,1700 (Ken W. Ziegenbein). E-mail checked 1st week of month.

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

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

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE ____ ZIP _____

TELEPHONE NUMBER () _____

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

**ARKANSAS RAILROAD CLUB - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119**

WELCOME ABOARD!!!

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

NOVEMBER 13 - Regular club meeting, Twin City Bank.

DECEMBER 10 - Christmas Party, Camelot Hotel, Little Rock.

JANURAY 8, 1995 - Regular club meeting, Twin City Bank.

FEBRUARY 12 - Regular club meeting, Twin City Bank.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



Union Pacific's E-9 No. 951 is seen leaving Union Station in Little Rock, going around the curve heading west. (John C. Jones photo, August 18, 1994)



Two Burlington Northern coal trains pass each other going through Sheridan, Wyoming on July 24, 1994. (Allen B. Lee photo)