



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

# Arkansas Railroader



VOLUME 6 NUMBER 9

NOVEMBER 1975

**NOVEMBER MEETING:** Regular business meeting for November will be held Sunday, November 9 at 2:00 p.m. at the Missouri Pacific Office Building, 1000 West 4th Street, North Little Rock.

**NOVEMBER PROGRAM:** Paul Moon will present a program on railroad lanterns at the November Meeting. Paul has an impressive lantern collection and will share some of his information with us. He has acquired slides that will trace the evolution of the lantern and discuss the various styles and types of lanterns. This promises to be a most interesting program.

**ELECTION OF OFFICERS:** The November meeting is also the time when we make our nominations to the board of directors for the officers for the coming year; The nomination committee has presented the following slate of officers for approval of the membership. Nominations will be open to the floor.

President	Walter Walker
Vice-President	Charles Ost E. S. Conkle
Secretary	George R. Holt
Treasurer	C. R. Byrd
Director	Stanley Wozencraft Bill Bailey
Nat'l Director	Clifton E. Hull

Please plan to attend this meeting. It is your club and your officers. Make your nominations, vote for your choice and support them in the coming year.

**CHRISTMAS PARTY:** Chairman Ruby Holt reports that the Christmas Party Committee has reached its decision on the party for this year. Alternatives were proposed at the October meeting and the MEMBERSHIP voted to accept the recommendation that the party be held at Pine Bluff this year. It is projected that it will be held at the home of the club members. The date will be confirmed by the next meeting. Cost will be \$2.00 per person and there will be a cash bar available.

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**KAN TRIP:** Arkansas Railroad Club had their first Fall Outing over the Ashley, Drew & Northern Railway on Sunday, October 26. Twenty two members and guests boarded an Arrow Coach Company bus arranged by Jim Wakefield and made the round trip from Little Rock to Crossett steered by the capable hands of bus driver Chester Adams. Other members and fans motored into Crossett and swelled the ranks of those boarding the train to 42. This provided a comfortable crowd on the Ex-Rock Island-Ex-MStL stainless steel coach now bearing the Georgia Pacific Logo. A vote of thanks goes out to the entire crew of the AD&N who were perfect hosts for their first railfan trip. Ample coffee had been provided at the spotless depot and booklets describing the operations of the road were given to each passenger. Special thanks go to engineer Lavon Johnson and brakeman Gerald Stratton for their handling of the train and to Conductor D. C. Pierce who was our host for the entire trip and made it most pleasureable. It goes without saying that we owe a deep debt of gratitude to General Manager who not only made all the arrangements but even paced the trip in his car and appeared to flag a few crossings. President Austin Temple is of course the man who made it all possible and Stan Wozencraft was chairman of the committee that handled all the details.

**FREEDOM TRAIN UPDATE:** (Excerpts from an article by Ed Immel in The TRAINMASTER publication of the Pacific Northwest Chapter)

All has not been well with engine 4449 ex-Daylight since its taking over the AMERICAN FREEDOM TRAIN from Ex-Reading 2101 at Chicago. While the train continued on to Colorado, the engine remained at the Union Pacific shops in Omaha, Neb. on account of it's front driver not being in tram with the rail. This condition was noticed after arrival at Chicago and the constant wearing has made the front flanges too sharp for FRA regulations. Otherwise the engine has been running beautifully.

The flange wear correction is a two step operation; get the wheel back in tram, and bring the flanges back into contour. The tram was out about one-eighth of an inch. The recontouring of the wheels was not a quick job. Two cutting tools were fashioned to be attached to the brakeshoe hangers and then the engine was moved slowly as the metal was cut away. It took a day to break through the glaze before any cutting could be done. To compound the problem the cable on the bulldozer that was pulling the engine broke and a switch engine had to be called in. The work is very slow since the cutting generates heat and too much heat could cause the tire to expand away from the wheel, really causing a problem.

The engine will be rejoining the train in Ogden, Utah. Between Omaha and Cheyenne it will be doubleheaded with UP 8444. The Union Pacific engine will remain at its home in Cheyenne, Wyoming while the Daylight engine continues westward. The UP indicates that there will be no doubleheading of the two engines in pulling the American Freedom Train.

610 RESTORATION: Fort Worth Chapter reports that reatoration is progresing on Texas & Pacific #610 for use on the American Freedom Train in the south-west. The engine passed the hydrostatic test of 355 lbs., relagging has been completed and rejacketing will begin shortly. Trailing truck wheels and some from the tender have been taken to the KATY shops at Denison or turning to remove pitting. Timbers for the tender have been cut, and sandblasting completed. Goal for completion is December 1.

ABANDONMENTS: FRISCO has announce its intention to abandonment a 8.5 mile section from milepost TJ-276.9 near Monette, Ark. to milenost TJ-276.5 near Lake City, Ark. both in Craighead County, effective 35 days from Oct 16.

DUES\*\*\* The books are now open for payment of 1976 dues. Regular membership is \$5.00; N.R.U.S. an additional \$4.50 for a total of \$9.50. Associate (Non-resident) membership is \$3.00.

### THEY RUN THE RAILROAD

#### CHAIRMAN OF THE BOARD:

Leans tall buildings in a single bound  
Is More Powerful than a locomotive  
Is faster than a speeding bullet  
Walks on water  
Gives Policy to God.

#### PRESIDENT

Leans short buildings in a single bound  
Is more powerful than a switch engine  
Is just as fast as a speeding bullet  
Walks on water if the sea is calm  
Talks with God

#### DIVISION SUPERINTENDENT:

Leaps short buildings with a running start and favorable winds.  
Is almost as powerful as a swithh engine  
Is faster than a speeding BB  
Walks on water in an indoor swimming pool  
Talks with God if a special request is approved.

#### TERMINAL SUPERINTENDENT:

Barely clears a quonset hut.  
Loses tug of war with a locomotive  
Can fire a speeding bullet  
Swims well  
Is occasionally addressed by God

#### ASSISTANT TERMINAL SUPERINTENDENT

Makes high marks on the wall when trying to lean buildings.  
Is run over by a locomotive.  
Can sometimes handle a gun without inflicting self-injury  
Talks to animals.

#### TRAINMASTER:

Runs into buildings.  
Recognizes a locnotice two out of three times.  
Is not issued ammunition  
Can stay afloat with a life jacket  
Talks to walls.

#### ASSISTANT TRAINMASTER:

Falls over doorstems when trying to enter buildings.  
Says "Look at the choo-choo"  
Wets himself with a water pistol  
Plays in mud puddles  
Humbles to himself.

#### CONDUCTOR:

Lifts buildings and walks under them  
Kicks locomotives off the track  
Catches speeding bullets in his teeth and eats them.  
Freezes water with a single glance.  
He is God.