



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 27 NUMBER 4 APRIL 1996



“Definitely the only observation car in the state of Arkansas,” so stated the KCS agent this day as the northbound “Southern Belle” posed for its stop at Siloam Springs, Arkansas. By January 30, 1969, the consist had been much reduced from previous versions, but the line continued to offer its famous “Southern Hospitality.” The road later sold all of the cafe-lunge-observation cars and they have since dispersed to varied locations. *(TRRA Historical Society collection)*



✧ A Passenger Station in a Big City ✧



## NEXT MEETING/PROGRAM



The next meeting of the Arkansas Railroad Club will be on **SUNDAY, APRIL 14** beginning at 2 p.m. at the Mercantile Bank on Main Street in North Little Rock, across the river from Little Rock. Refreshments will be served. The program will be given by PETER SMYKLA. He will show various railroad slides, including scenes from Fiji and New Zealand.

Looking ahead to May, John Hodkin will have the show. Jonathan Royce will have Civil War videos and more in June. YES, Jonathan DID take the videos himself (just kidding!)

### **IT'S OFFICIAL - FALL EXCURSIONS!**

Pacific Limited has signed the contracts with Union Pacific (in cooperation with the Arkansas Railroad Club) for round-trip excursions out of Little Rock on October 26 and 27, as well as the Branson Fall colors trip from St. Louis to Little Rock to Branson to Kansas City. These excursion will consist of Union Pacific's E's and Northern #844 and their streamlined equipment.

The train will run from St. Louis to Little Rock on October 25 (?) using the 844; a round-trip Little Rock to Russellville using the E-units on October 26 (leaving at 7:45 a.m. possibly); a round-trip Little Rock to Bald Knob Sunday, October 27 using the 844 (leaving at 1 p.m. possibly); on display Monday, October 28; one-way Little Rock to Branson, Missouri Tuesday, October 29 with the E's (over M&NA's White River Line); two days, three nights in Branson with shows, some meals, bus transfers and hotels included; one-way Branson to Kansas City Friday, November 1.

Costs: Little Rock-Russellville, \$69 economy, \$99 coach, \$129 dome. Little Rock-Bald Knob, \$59 economy, \$89 coach, \$109 dome. There are 140 economy, 204 dome and 204 coach seats available on each train. One of the dome cars will be the theater car, with seats facing the back of the train enclosed with glass. (Not sure how PLG will handle dome requests - at this time, specific dome cars are not being assigned).

Costs for the entire St. Louis to Little Rock to Kansas City tour, including Branson, start at \$1499. Blake Tours of Branson is handling the Branson package.

**THERE ARE THREE CARHOST SLOTS AVAILABLE** for the Arkansas Railroad Club, Little Rock to Kansas City. The only costs would be your hotels in Branson (about \$155), but you'd have to stay at Branson those two days and finish the trip to Kansas City. (Let Ken Ziegenbein know if you're interested ASAP - I'll e-mail your names to Pacific Limited and they'll contact you).

Remember - **THE ARKANSAS RAILROAD CLUB GETS 10% OF ANY TICKET WE SELL**, even the whole Fall Color package. PLG wants us to have checks made out to the Arkansas Railroad Club, deposit them in our account, then write a composite check to PLG for 90% of the total. Your editor will do the local flyers (see the one enclosed), which PLG will reimburse printing costs for. **WE WILL NOT BE OUT ANY MONEY.**

**REQUEST FOR NEWS** - I need you to send me railroad news from your city or town, especially if you live in Arkansas. Mainly, I need news from your **LOCAL PAPER**. That is the only way we can get it. That news will then be put in the *Arkansas Railroader*, where it will be preserved for future rail historians. As you know, the *Railroader* is sent to several libraries, both in and out of Arkansas, and some, like the Arkansas History Commission, microfilm them. Thanks in advance. You **WILL** be credited for sending the news.

**1996 SHOW & SALE** - Our annual Show & Sale will be held on Saturday, May 18, 1996 at the Robinson Center in Little Rock (setup May 17). Prices for tables: \$25 for one, \$20 for second, \$15 third. Admission will be \$3 adults, children are free. If you'd like a table, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. (Our 1997 show may be in conjunction with the NMRA convention here).

**ARKANSAS RAILROADER INDEX AVAILABLE** - GENE HULL has put together a good index of *Arkansas Railroader* main articles covering Volume 21, No. 1 through Volume 26, No. 1 (January 1990 to January 1995). You can get a copy of this from Gene for \$2. Contact him at 3507 E Washington #31, North Little Rock AR 72114 or call 501-945-7386). Index for Volume 1, No. 1 to Volume 20, No. 12 by James Fair is no longer available.

## 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. NOTHING THIS MONTH.

## 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.

**OHIO - CONRAIL** - To abandon 2.5 miles of line known as the Olive Industrial Track, from about m.p. 82.90 to about m.p. 85.40 in Lucas County, Ohio. Effective March 21, 1996. (FR February 20, 1996)

**WASHINGTON - BURLINGTON NORTHERN** - To abandon 11.20 miles of line between m.p. 0.00 near Mesa and m.p. 11.20 near Basin, in Franklin County, Washington. Effective March 30, 1996. (FR February 29, 1996)

**KANSAS - CENTRAL KANSAS RAILWAY** - To abandon 30.3 miles of its line known as the Englewood Subdivision from m.p. 136 near Protection to m.p. 166 plus 1846 feet near Englewood, in Clark and Comanche Counties, Kansas. Effective April 10, 1996. (FR March 11, 1996)

**INDIANA - CENTRAL RAILROAD OF INDIANA** - To abandon 2.3 miles of line from m.p. 22.4 near Lawrenceburg Junction to m.p. 24.7 near Dearborn Junction in Dearborn County, Indiana. Effective April 10, 1996. (FR March 11, 1996).

## ARKANSAS RAIL NEWS

### KCS SPECIAL

(*DeQueen*) - A revamped "Southern Belle" passenger train ran from Kansas City to Texarkana and further south on Tuesday, February 13, going through various west Arkansas cities, such as Gillham, DeQueen, Winthrop, Alleene, and Ashdown. This train was recently inaugurated for special business trips along the line. It consists of two former VIA F-units painted the "Southern Belle" colors of black, red and yellow and four passenger cars. (*Little River News, Ashdown via S. R. Martinez*)

### DISMANTLING BEGUN

(*Paris*) - Dismantling of the Fort Smith RR track between Chaffee and Paris apparently

began in January. Scrapping operations were reported to be proceeding slowly from Chaffee eastward to the end of the track at Paris. This was the old Arkansas Central line. (*Bill Pollard*)

*One sees great things from the valley, only small things from the peak.*

- G. K. Chesterton

### UP'S CASE FOR UP/SP MERGER

On a recent press release directed at Arkansas and Texas shippers, Union Pacific touted its plans should the merger be granted. It said, among other things, "As you are probably aware, Conrail is mounting an expensive and highly-publicized negative

campaign against the proposed UP/SP merger. We believe that Conrail's objective is not to improve service or competition for shippers, ... but instead to make it much more expensive for Norfolk Southern or another railroad to acquire Conrail and displace Conrail's management. ... Conrail is trying to persuade Arkansas and Texas shippers that they should object to a UP/SP plan to greatly improve service throughout the region. UP/SP's plan is to relieve congestion on UP rail lines ... by using UP and SP lines as primarily directional superhighways. This plan for primarily directional running will produce enormous benefits for shippers like you." (As you know, Conrail is trying to buy the SP/Cotton Belt through Arkansas, but UP

says it's not for sale). A decision on the merger will come this summer.

**CONRAIL PROMISES JOBS**

*(Pine Bluff) - In the continuing saga of the*

proposed UP/SP merger, Conrail said it would increase employment in Pine Bluff if it could buy the Cotton Belt. Conrail also said that the merger would be bad for competition,

leaving cities like Pine Bluff and Little Rock with only one rail option in the future. *(Arkansas Democrat-Gazette, March 6 via Jonathan Royce)*

**GENERAL RAIL NEWS**

**CONRAIL'S FEWER GRADE ACCIDENTS**

1995 saw a 20 percent decline in grade crossing accidents on Conrail's system compared with 1994 with credit given to its Operation Lifesaver education. In 1995, there were 236 grade crossing accidents compared with 300 in 1994. *(Conrail press release via its' WWW site)*

**CANNED GOODS REBATE**

To attract more shipments of canned goods, Conrail announced on February 14 that it will give a rebate of \$200 for every boxcar load of canned goods shipped to the northeast. This incentive program runs through May 15. *(Conrail press release via its' WWW site)*

**BN WRECK JUST ACCIDENT**

*(St. Paul, MN) - Apparently, the runaway train that rammed into a yard office outside of St. Paul, Minnesota on February 15 was just an accident caused by a blocked air line. At first, sabotage was suspected. (Minneapolis Star Tribune, via Ken Finch)*

**SECRETS OF AGING BETTER:**

*Participate in activities that give you pleasure outside of work (like Arkansas Railroad Club meetings and events); Make close friends and maintain them (envision a future together); Enjoy the present; Find value and meaning in your personal history (talk to*

*your relatives).*

*- Privileged Information, April 15, 1988*

**A-OK BEGINS OPERATION**

*(Wilburton, Oklahoma) - The Arkansas-Oklahoma RR began operations on March 3, 1996 when 2 GP-9 locomotives were picked up at McAlester and moved to Wilburton. The railroad has leased these two locomotives from the Fort Smith RR. A considerable volume of coal traffic has already been handled since the startup, and efforts are underway to clear underbrush from the track between Red Oak and Howe, to allow reopening of that segment in the near future. To date, trackage has been cleared to near Wister. (Via Bill Pollard)*

**SP FREIGHT DERAILS**

*(Leadville, Colorado) - On February 21, a Southern Pacific freight derailed in the mountains north of Leadville, Colorado, killing two crew members. Apparently, the crew were not that familiar with the territory and at least one was relatively new to the job. Sulfuric acid was spilled in the wreck. This was the fifth major derailment in the U.S. in February. (Washington Post, February 22, via Thomas B. Wilson)*

**WISCONSIN DERAILMENT**

*(Weyauwega, Wisconsin) - A Wisconsin*

*Central freight derailed in the town of Weyauwega March 4, causing a huge fire from propane tank cars. All 1700 residents of the town had to be evacuated, and it appeared that they would not be allowed to return for up to three weeks. This prompted the National Guard to have a pet rescue mission on Friday, March 8, taking residents to their homes to pick up their pets which they had left behind in haste. People dashed into their homes to grab dogs and cats. Homes within 1000 feet of the derailment remained off limits. Authorities estimated hundreds of cats and dogs were left behind when the town was evacuated. People had expected to find dead or dying animals in the subfreezing cold. However, most got their pets, but not all. As the National Guard prepared for the rescue mission, Susan Weiss sat in the nursery at the church, weeping. Weiss, 51, was told she could not get her cat because she lives too close to the derailment. Weiss is disabled, and 10-year-old Kynda is her sole companion. (Arkansas Democrat-Gazette, March 9, via Jonathan Royce)*

**NEW RAILROAD**

*(Singapore) - Leaders at an Asian-European summit agreed to build a railroad that will connect Singapore to Indonesia, Vietnam, China and North Korea and make its final stop in South Korea.*

**AMTRAK NEWS**

**AMTRAK EQUIPMENT JAN '96**

As of mid-January, 1996, Amtrak had the following consist: Passenger cars - 479 Amfleet I, 135 Amfleet II, 159 Heritage (passenger), 304 Heritage (head-end), 100

Horizon, 484 Superliner, 8 Turboliner, 8 Viewliner = TOTAL 1,677 passenger cars. Motive Power - 25 Control cars, 248 Road Diesels, 66 Electric, 67 Yard diesels, 4 Turbos = TOTAL 410 engines. *(Cinders,*

*March 1995)*

**HALF CENT TO AMTRAK?**

There is a move in Congress to grant Amtrak a half cent of the gasoline tax, mainly



for capital improvement. Money from this would come from the mass transit portion of the tax, already being collected. Without this half cent, Amtrak may not be able to have a national system after a few more years. (*Washington Post, via Thomas B. Wilson*)

#### SUE ANYONE?

There are millions at stake in potential lawsuits resulting from the February 16 collision of Amtrak's *Capitol Limited* and a MARC commuter train near Silver Spring, Maryland. Of the many issues raised: Why the CSX engineer accelerated to 63 mph after apparently passing a yellow signal; why CSX removed a signal closer to the crash site in 1993; why passengers couldn't escape from

the MARC cars (most died from fire); whether GM designed Amtrak locomotives contributed to the fire. (*Washington Post, via Thomas B. Wilson*)

#### ONLY AMTRAK RAN

Remember the blizzard of '96? It seems that Amtrak kept most of its trains running while roads and airports were closed down. Amtrak President Thomas Downs said, "We never stopped once, even when it was snowing at four inches an hour. A year ago, there was a question whether we would be around this year. Now it seems we're the only thing around. That's not bad for a nonessential service." (*Washington Post, via Thomas B. Wilson*)

#### HIGH SPEED TRAINSET

Amtrak has awarded, on March 15, its' Northeast Corridor high speed trainset contract to the Bombardier/GEC Alstom consortium. The company will build 18 trainsets. These will go 150 mph and have tilt technology, cutting 25% off travel times between Washington and Boston. (*Craig O'Connell via the Internet*)

#### "EXPLORE AMERICA" FARES

New fares allowing you up to 30 days travel with unlimited stopovers have been announced by Amtrak. They are \$158 for one region, \$198 for two, and \$278 for the entire Amtrak system.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**PINE BLUFF, ARKANSAS** - Saturday, April 13, 1996, 10 a.m. to 5 p.m. - Railroader's Train Meet at the Cotton Belt Rail Historical Society Museum in Pine Bluff, includes toy trains, railroad memorabilia, miniature train rides, door prizes - 4-8-4 steam engine #819 will be steamed up - admission is a donation to the Museum - tables are \$10 to rent - contact Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 or call 501-888-5655.

**WOODLAND, CALIFORNIA** - Sunday, May 5 - The Yolo Shortline Railroad will inaugurate steam excursion service between Woodland and Clarksburg, California, 40-mile round-trip, using ex-Southern Pacific 1233, an 0-6-0 built by Baldwin in 1918 and designated Class S-10. This engine was on static display until last year - will run over the former interurban line Sacramento Northern, so it's the first ever revenue steam operation on this track - tickets \$90 - call 916-372-9777.

**LITTLE ROCK, ARKANSAS** - Saturday, May 18 - Arkansas Railroad Club's annual show and sale at the Robinson Center on Markham Street in Little Rock - all kinds of railroad artifacts, model trains - admission is \$3 adults, children FREE - tables are \$25 for

one. \$20 each for two, \$15 each for three or more - to rent tables, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**CHARLOTTE, NORTH CAROLINA** - June 17-23 - 1996 NRHS Convention - trips include steam on Great Smoky Mountains Railway from Dillsboro to Andrews on June 18; VIP tour of restored Spencer Shops Roundhouse on June 19; rare mileage trip via Amtrak on CSX from Monroe to Acme through Hamlet on June 20; seminar/train show/barbecue dinner on the grounds on June 21; rare mileage Amtrak trip on CSX from Monroe to Greenwood SC over the ex-SAL mainline on June 22; Amtrak circle trip from Charlotte over excursionless NS over Blue Ridge via the loops at Old Fort and return down Saluda grade on June 23 - these excursions include the nation's steepest mainline grade, the country's longest tangent track and biggest remaining roundhouse, all in one week - Registration fee is \$20 per NRHS member, checks payable to Piedmont-Carolinas Chapter NRHS - mail to 1996 NRHS Convention, PO Box 297, Spencer NC 28159 or call 704-647-0508. (*from official convention publicity news release*)

**ST. LOUIS, MISSOURI** - July 27, 7 p.m. -

Annual meeting of the Terminal Railroad Association of St. Louis Historical and Technical Society at Union Station - Greg Stout, author of *Route of the Eagles*, will have a booksigning. For reservations, contact TRRA at PO Box 1688, St. Louis MO 63188-1688.

**LITTLE ROCK, ARKANSAS** - August 16-17-18 - The Rock Island Technical Society's ANNUAL national meeting, to be held in Little Rock for the first time with the newly established local Rock Island group hosting - swap meet on Saturday, August 17 with other activities on other days - meeting place and times not yet determined.

**STRASBURG, PENNSYLVANIA** - October 11-13, 1996 - Symposium celebrating the 150th anniversary of the Pennsylvania Railroad's charter in 1846 - If you'd like to submit a paper on the history of the PRR, submit a 500-word abstract and one-page CV by April 1, 1996 to R. L. Emerson, Director Railroad Museum of Pennsylvania, Box 15, Strasburg PA 17579 - for more information on the Symposium itself, call 717-687-8628.

**LITTLE ROCK, ARKANSAS** - October 26, 27, 1996 - Union Pacific roundtrips out of

Little Rock both days, using the E's and steam engine 844 - sponsored by Pacific Limited with Arkansas Railroad Club getting 10% of these sales - contact Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**FLIPPIN, ARKANSAS** - Fridays, Saturdays, Sundays through March, more frequently rest of year - White River Railway

excursions - leaves Flippin 8:30 a.m. and 1:30 p.m. and Calico Rock 10:50 a.m. on roundtrips - runs on the scenic White River line of the Missouri & Northern Arkansas (ne. Missouri Pacific) - prices are \$22 adults, \$14 child, \$20 senior - call 800-305-6527 for reservations, or write White River Railway, L.C., PO Box 1093, Flippin AR 72634.

**CHATTANOOGA, TENNESSEE** -

Weekends much of year - sixteen trips scheduled by the Tennessee Valley Railroad, many into northwest Georgia on the Chattooga (not a misspelling) & Chickamauga Railway shortline - uses steam engines 610 and 4501 as well as diesel 1829 - these *Dixie land Specials* will be daylong, roundtrips and includes lunches - call 423-894-8028 or write TVRM, 4119 Cromwell Rd, Chattanooga TN 37421.

## CLOSE CALLS

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

The Rock Island had a local freight train that made three trips a week from Biddle to Searcy. It handled a lot of freight and also passengers. I was coming back from Searcy and the train was in the siding in Hazen.

The #50, Hot Springs Limited running from Chicago to Hot Springs, ran at speeds close to 80 mph. The depot agent, the conductor and myself were standing in front of the depot waiting for #50 to come by. We all saw a little girl on roller skates coming up the track just west of the depot. She was unaware of any danger. We started yelling to her to stop, but she came on anyway. Then she fell between the track on the main line. I started running toward her, screaming for her to crawl off the track. The train was approaching with great speed.

I thought it's going to be real close, how was I going to get her off in time. She started crawling just as I got to her. She was just missed by the train, as was myself. I thought how my heart was beating after such a close call. The engineer of #50 had put the train in emergency but still the train stopped several lengths down the track. After all this the little girl who had almost lost her life and possibly my life as well, went down the sidewalk very calmly with a skinned knee to show for her ordeal. Later I was told by the agent and conductor that if I hadn't called out to her she would have been killed. I did not feel like a hero, but I may have saved a life.

Another near miss involved a wino. The train was leaving Hot Springs going to the wye down under the hill. There were about ten cars in the train loaded with pulp wood. On coming around the curve at Exxon Oil Spur, I saw a man sitting on the rail. The engineer blew the whistle. The man did not move, just sat there with his head between his legs. The engineer said, "we're going to hit him," then threw the train in emergency. I ran to the front of the diesel and then jumped off and started running toward the man.

I outran the engine to the man. I just got to him just before the engine. I grabbed him by right arm and jerked him off. We both tumbled down the dump. Still very drunk his only thought as he looked up at me was "you just jerked my arm off." I told him, "it's better than being killed." I also told him if he ever did anything like that again I would call the police and put him in jail. I never saw him again.

Railroad men see lots of different things in a long career, but you never like to see people injured or killed.

### ON THE LIGHT SIDE, AGAIN

"We will not have him put down. 'Lucky' is basically a damn good guide dog," Ernst Gerber, a dog trainer from Wuppertal told reporters. "He just needs a little brush-up on some elementary skills, that's all."

Gerber admitted to the press conference that "Lucky", a German Shepard guide-dog for the blind had so far been responsible for the deaths of all four of his previous owners. "I admit it's not an impressive record on paper. He led his first owner in front of a bus, and the second off the end of a pier. He actually pushed his third owner off a railway platform just as the Cologne to Frankfurt express was approaching, and walked his fourth owner into heavy traffic, before abandoning him and running away to safety. But, apart from epileptic fits, he has a lovely temperament. And guide dogs are difficult to train these days."

Asked if "Lucky's" fifth owner would be told about his previous record, Gerber replied: "No. It would make them nervous, and would make "Lucky" nervous. And when "Lucky" gets nervous he's liable to do something silly." (NRHS News, December 1995, via the Gateway Railletter)

DOMESTIC FREIGHT TRAFFIC BY CARRIERS (millions of ton-miles)										
YEAR	RAILROADS		WATERWAYS		TRUCKS		PIPELINES		AIR CARRIERS	
1940	379,201	61.3%	118,057	19.1%	62,043	10.0%	59,277	9.6%	14	0.0%
1945	690,809	67.3%	142,737	13.9%	66,948	6.5%	126,530	12.3%	91	0.0%
1950	596,940	56.2%	163,344	15.4%	172,860	16.3%	129,175	12.1%	318	0.0%
1955	631,385	49.5%	216,508	17.0%	223,254	17.5%	203,244	16.0%	481	0.0%
1960	579,130	44.1%	220,253	16.8%	285,483	21.7%	228,626	17.4%	778	0.0%
1965	708,700	43.3%	262,421	16.0%	359,218	21.9%	306,218	18.7%	1,910	0.1%
1970	771,168	39.8%	318,560	16.4%	412,000	21.3%	431,000	22.3%	3,274	0.2%
1975	759,000	36.7%	342,210	16.5%	454,000	22.0%	507,300	24.6%	3,732	0.2%
1980	932,000	37.2%	420,000	16.9%	567,000	22.6%	588,000	23.1%	4,528	0.2%
1985	895,000	36.4%	382,000	15.6%	610,000	24.9%	564,000	22.9%	6,080	0.2%
1988	1,028,000	37.0%	438,000	15.8%	699,000	25.1%	601,000	21.6%	9,300	0.3%
1989	1,048,000	37.3%	449,000	15.8%	716,000	25.5%	584,000	20.8%	10,210	0.4%
1990	1,071,000	37.4%	464,000	16.2%	735,000	25.7%	583,000	20.4%	10,420	0.4%
1991	1,077,000	37.6%	443,000	15.5%	758,000	26.4%	579,000	20.2%	9,980	0.3%
1992	1,107,000	37.4%	454,000	15.3%	815,000	27.5%	573,000	19.4%	10,990	0.4%

Above data was taken off the Internet - chart put together by Ken Ziegenbein, Arkansas Railroad Club.



Think you know railroad history? Try the following.  
Match the event to the year. (4 points each)

- |       |     |  |
|-------|-----|--|
| _____ | 1.  | Staggers Act deregulates railroad pricing.   |
| _____ | 2.  | B&O Railroad chartered.  |
| _____ | 3.  | The first year with 3000 miles of US railroad track.   |
| _____ | 4.  | First US Transcontinental railroad completed.  |
| _____ | 5.  | Cooper designed <i>Tom Thumb</i> tested.   |
| _____ | 6.  | First Canadian transcontinental railroad completed.  |
| _____ | 7.  | First US railroad union founded.   |
| _____ | 8.  | Railroads begin the use of time zones.   |
| _____ | 9.  | Act to Regulate Commerce passed creating the Interstate Commerce Commission and beginning the federal regulation of railroads. |
| _____ | 10. | Western Grain Transportation Act eliminates 1897 Crow's Nest Pass grain rates.   |
| _____ | 11. | Fred Harvey opens his first railroad station restaurant.   |
| _____ | 12. | <i>20th Century Limited</i> inaugural.   |
| _____ | 13. | Western Hemisphere's longest railroad tunnel, Mount McDonald, completed at cost of \$500 million.                              |
| _____ | 14. | US freight railroads exceeds one trillion revenue ton miles for first time in history.   |
| _____ | 15. | Federal Railroad Administration (FRA) put in charge of rail safety.  |
| _____ | 16. | Conrail begins operation.  |
| _____ | 17. | Amtrak (National Railroad Passenger Corporation) created.  |
| _____ | 18. | Amtrak orders its first new passenger cars and locomotives.  |
| _____ | 19. | The world's first completely air-conditioned passenger train placed in service (New York to Washington, DC).                   |
| _____ | 20. | Tightlock couplers for passenger cars introduced.  |
| _____ | 21. | 7.79 mile long Cascade Tunnel opens in Washington State.   |
| _____ | 22. | <i>Pioneer Zephyr</i> (first steamlined diesel-electric passenger train) placed in regular service.                            |
| _____ | 23. | The New York-Florida <i>Orange Blossom Special</i> is inaugurated.   |
| _____ | 24. | The Great Northern is completed to Seattle, Washington.  |
| _____ | 25. | The Federal Communications Commission first allocates specific radio channels for the railroad industry.                       |

1822	1836	1863	1885	1920	1945	1980
1824	1837	1865	1886	1925	1952	1981
1825	1840	1867	1887	1929	1967	1983
1827	1841	1869	1893	1930	1970	1987
1828	1849	1870	1896	1931	1971	1988
1830	1850	1875	1902	1934	1973	1989
1835	1853	1883	1904	1938	1976	1993

Caruthersville Mo  
June 30 1958

Spinner:

Loaded on rear end of  
trailer T-1462 is a shipment covered  
by waybill C-503 for Stockholm, Sweden,  
routed Memphis AIR FREIGHT.

please expedite, unloading  
at plytheville if quicker connection to  
Memphis.

Thanks.

Agent

E. B. Woolbridge

Agent:

We could carry out  
your orders if we  
knew what "EXPEDITE"  
means.

Spinner & Guy

Answers to the matching question on previous page (sent in by Bart Jennings): 1) 1980; 2) 1827; 3) 1840; 4) 1869; 5) 1830; 6) 1885; 7) 1863; 8) 1883; 9) 1887; 10) 1983; 11) 1875; 12) 1902; 13) 1989; 14) 1988; 15) 1967; 16) 1976; 17) 1970; 18) 1973; 19) 1931; 20) 1930; 21) 1929; 22) 1934; 23) 1925; 24) 1893; 25) 1945.

7/27/1930



Bill Pollard

# 4½ Hours Quicker to California

*Effective July 27th*

**The**

# APACHE

**63½ hours Chicago to Los Angeles**

Lv. Chicago	6:00 p. m. (Rock Island)
Lv. Englewood	6:13 p. m. " "
Lv. Kansas City	8:45 a. m. " "
Ar. El Paso	8:45 a. m. (Southern Pacific)
Ar. Chandler	7:52 p. m. " "
Ar. Phoenix	8:45 p. m. " "
Ar. Los Angeles	7:30 a. m. " "

*Faster main line service to famous  
Southwestern Resorts*

**El Paso-Juarez—Tucson—Chandler  
Phoenix — Indio — Palm Springs**

*No change in de luxe*

## **Golden State Limited**

**61 Hours Chicago to Los Angeles**  
Rock Island-Southern Pacific

**Shortest Route to Agua Caliente—San Diego—Coronado**

*Only Through Sleeper Chicago to Santa Barbara*

**Rock Island Travel Bureaus in All Principal Cities**

## 1996 OFFICERS OF THE ARKANSAS RAILROAD CLUB

**PRESIDENT** - Tom Shook , 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)  
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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 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 \$20/year for Arkansas residents and also \$20/year for out-of-state. You may also join the National Railway Historical Society through our Club by paying \$14/year more. or \$34/year. 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.

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 and FAX phone: (501)-758-1340  
(Leave message on recorder if I'm not there)  
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Dues are \$20/year per individual. 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 \$34 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly. Send the coupon below to our address in the center of this page.

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