



LITTLE ROCK CHAPTER
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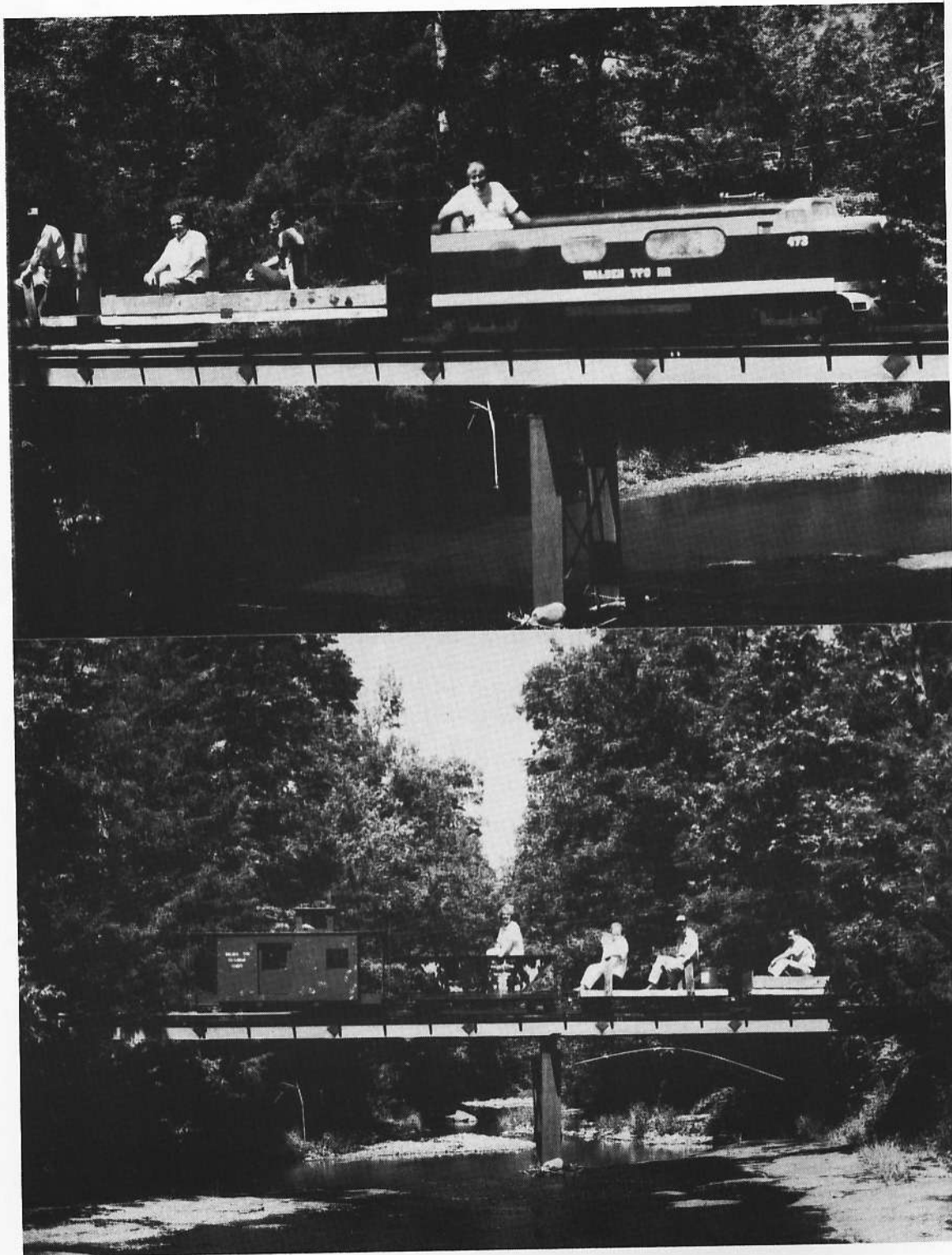
ARKANSAS RAILROADER



VOLUME 29 NUMBER 8 AUGUST 1998



First 43, Cotton Belt Blue Streak, first section, taking water at Camden, Arkansas back in 1938. Notice the engineer oiling around the engine. (P. B. Wooldridge photo)



Here are a couple of scenes of our club's May 16, 1998 excursion over the Walden Too railroad near Dover, Arkansas. Top photo shows the Walden Too's #473 over the east bridge, while the bottom photo shows part of our group riding. The Walden Too is owned by club member Ron Esserman. *(Both photos by Peter Smykla, Jr.)*



Scenes from the Arkansas Railroad club's 1998 Show & Sale held on June 27, 1998 at Robinson Center in Little Rock. Attendance, including children, was over 600 this year. *(John Jones photos)*

1998 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (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)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
BOARD '98 - Robin Thomas, 10908 Rivercrest Dr #26, Little Rock AR 72212-1412
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)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, AUGUST 9 at our usual site, the Mercantile Bank on Main Street in North Little Rock, just across the street from the Riverfront Hilton. Time will be 2 p.m. JACK SCHNEDLER, assistant managing editor/Features at the *Arkansas Democrat-Gazette*, who has ridden and photographed some of the world's more notable trains, will present our August program.

Jack can lay claim to having taken the world's longest train journey, on the Trans-Siberian Railroad from Khabarovsk to Moscow in 1976. Over the years, he also has traveled by rail around Japan on the Bullet Trains and slower lines and, in his words, "has sampled the distinctly mixed pleasures" of long-distance train travel in China. He has also taken the famous Blue Train between Cape Town and Pretoria, South Africa, and "experienced the decrepit" passenger rail system in Ecuador.

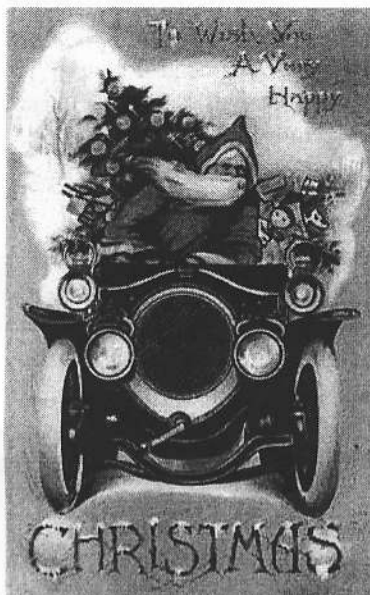
Add to those the "comfortable tourist trains" of Alaska and the "jaunty" Blue Mountain excursion run on Jamaica. He has "zoomed in" on France's TGV high-speed train, "chugged through the Alps" on Swiss lines and ridden the Chunnel Train beneath the English Channel.

Jack served in 1994 as president of the Society of American Travel Writers (see story elsewhere in this newsletter on that agency's top 10 train journeys in the world - I had found this list before I knew Mr. Schnedler would be our speaker). He was travel editor of the *Chicago Sun-Times* before joining the *Democrat-Gazette* in 1994. There, he supervises a staff of two dozen reporters producing the 12 Features sections that appear in the newspaper each week.

Let's have a BIG turnout!

JIM BENNETT was at the Baptist Rehabilitation Institute in Little Rock as of July 20. His condition was slowly improving. He could walk to his meal and was beginning to put words together. (He had not been able to speak coherently). As you know, he was hit by an out of control car at a Kroger parking lot in Stuttgart on June 24 and has been in the hospital ever since. His home address is: 1002 South Leslie St, Stuttgart AR 72160. The address of the institute is: Baptist Rehabilitation Institute, 9601 Interstate 630, Room 310, Little Rock AR 72205

NOVEMBER TRIP - Plans are underway for our club to rent the old Combine car of the A&M Railroad for a final trip between Van Buren and Winslow and return on November 14, a Saturday. This will be the last day of passenger operation by the A&M Railroad on the Alco line. Cost will be \$40, including the bus trip from Little Rock to Van Buren and return. Limited seats available. The bus would leave at 7 or 730 a.m., returning after 4 or 5 p.m. If interested, send \$40 to the Arkansas Railroad Club - Trip, PO Box 9151, North Little Rock AR 72119.



NOMINATIONS WANTED - Know of any club member who has done an outstanding job in railroading, either present, past or in historical documentation? If so, we'd like to hear from you. They will be put in nomination for a deserving award for their accomplishments. Send any nominations to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Nominations due by October 15.

CHRISTMAS DINNER will be held Sunday, December 6. More details to follow.

AUGUST BIRTHDAYS: JOE A HALEY (8/01); STAN BOOTH (8/04); JAMES C BELL (8/08); QUIN S GODSEY III (8/10); DOW SIMERLEY (8/11); PETER SMYKLA, JR (8/12); JOHN W CORBETT (8/14); JIM BENNETT (8/15); ARTHUR D McCOY (8/17); JAMES E GARNER (8/18); JOSEPH DAREL CASON (8/20); WILBUR E JOHNSON (8/22); VAN PHILLIPS (8/22); EDWARD W NOEL (8/23); DAVE E NEWTON (8/24); MARY COHOON (8/24); LYMAN E HOLLER (8/27); P. B. WOOLDRIDGE (8/29); JOSEPH A WEBB (8/30); DAVID PHILLIPS (8/31).

1999 CALENDARS are ready! See order blank elsewhere.

E-MAIL/PHONE NUMBER CORRECTIONS - The following corrections should be inked into your 1998 club roster: Chuck Crisler's phone numbers should be 504-589-1092 at work or 504-419-1226 at home. --- Peter Ehrlich's e-mail address should be: norcalrr@sprynet.com. --- Dan Barr's email address should be: dhbarrjr@mindspring.com

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 - Standard gauge hand car. Advise price, condition and location. Peter Smykla, PO Box 1892, Pine Bluff AR 71613 or call 870-535-4724.

FOR SALE - Authentic glass lenses for semaphores, made new from original molds. Prices start at \$20. Contact Thomas Ohnmeiss, 6221 Tonawanda Creek Rd, Suite 20, Lockport NY 14094 or visit their Web page on the Internet: <http://www.semaphores.com> or call 716-434-3562.

WANTED - HELP! Where can I find a videotape of "The Titfield Thunderbolt" (Ealing Studios, 1952)? "When a branch railway line is threatened with closure, the

villagers take it over as a private concern." (Halliwell, 3 stars). Contact Bob Oswald, 2511 Elizabeth, Fayetteville AR 72703-3710, 501-521-9714.

FOR SALE - Jack Royce's benchwork. Jack had 2 pieces of 4' x 6' plywood in an "L" shape layout over his benchwork. He paid over \$400 for the benchwork itself. Widder Fay Jean wants to sell the benchwork and two plywood pieces for \$150. There are pieces from the layout which would be included as a bonus. Please call Fay Jean at 501-228-9853, 501-661-0292 or 501-350-7779 to make an appointment to see it.

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* is ready for mailing. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin

MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of \$34.45 if you're having it mailed). MasterCard or Visa accepted. You can call White River Productions at 816-695-4433.

FOR SALE - James R. Fair's new book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. YOU CAN NOW ORDER DIRECTLY FROM MR. FAIR. He'll even autograph it for you. Cost directly from him is only \$34 plus postage. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689. James Fair is and has been an Arkansas Railroad Club member for years.

FOR SALE - Collector quality Missouri Pacific Power book by Joe Collias. Contact T. B. Wilson, 19934 Sweetgum Cir #14, Germantown TN 20874 or call 301-601-0712.

WANTED - New members in the Morse Telegraph Club, Inc., Grand Chapter, Chicago, Illinois. Contact Keith LeBaron, Grand S/T, 550 N Greenfield, Freeport IL 61032 or call 815-232-2564. Dues are \$10 per year. The nearest local chapter to us is

in Tulsa, Oklahoma, Bill Orr, 5812 S Pittsburg Ave, Tulsa OK 74135.

WANTED - Stories, photos and other information pertinent to women working on the railroad, both non-clerical and clerical.

The period of WWII is of special interest, but all leads to employees or their relatives would be appreciated and followed up. Contact Frank Fabian, 8828 55th Court, Oak Lawn, IL 60453-1249.

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

NEW YORK - BUFFALO & PITTSBURGH RAILROAD INC. - To abandon a line from m.p. 2.0 near Buffalo to m.p. 45.0 near Ashford Junction, New York, a distance of 43.0 miles and to abandon a line from m.p. 93.8 near Ashford Junction to m.p. 103.0 near Salamanca, New York, 9.2 miles. Towns included are: Lackawanna-South Park, Kellogg, East Hamburg, Orchard Park, Colden, East Concord, Springville, West Valley, Ashford Junction, and Ellicottville. Final decision by September 18, 1998. (STB Docket No. AB-369, Sub No. 3X, decided June 12, served June 19, 1998)

NEW YORK - ROCHESTER & SOUTHERN RAILROAD, INC - To abandon 10.41 miles from m.p. 83.39 near Machias to m.p. 93.8 near Ashford Junction, New York. Towns included are: Ashford Junction and Machias, New York. Final decision by September 18, 1998. (STB Docket No. 354, Sub No. 2X, decided June 10, served June 19, 1998)

WEST VIRGINIA - CSX - To abandon 0.87 miles of line known as the WVA&P Subdivision between m.p. 1.23 and m.p. 2.1 in Clarksburg, West Virginia. Final decision by September 25, 1998. (STB Docket No. AB-55, Sub No. 563X, decided June 18, served June 26, 1998)

PENNSYLVANIA - KNOX & KANE RAILROAD CO. - To abandon 9 miles of line between Station #3069+49 immediately west of milepost 86 and Station #3533+70 immediately west of milepost 95 in Clarion County, Pennsylvania. Effective July 29, 1998. (STB Docket No. AB-551X, decided June 19, served June 29, 1998)

MAINE - MAINE CENTRAL RAILROAD CO. - To abandon 18.97 miles of line on the Lewiston Industrial Track between Engineering Station 0+00 and Engineering Station 1001+81.6 in Androscoggin County, Maine. Effective July 31, 1998. (STB Docket No. AB-83, Sub-No. 16X, decided June 24, 1998, served July 1, 1998)

UTAH - UNION PACIFIC - To abandon three rail lines: 1) the Provo Subdivision between m.p. 799.0 and m.p. 800.26 (1.26 miles); the Passenger Line Industrial Lead, between m.p. 782.32 and m.p. 782.79 (0.47 miles); and the Provo Subdivision Running Track Passenger Line between m.p. 744.20 and m.p. 745.48 (1.28 miles), a total distance of 3.10 miles

in Salt Lake City, Utah. Included are Grant Tower, Salt Lake City, and UP 9th St. Crossing. Final decision by September 30, 1998. (STB Docket No. AB-33, Sub-No. 116X, decided June 25, 1998, served July 2, 1998)

MICHIGAN - GRAND TRUNK WESTERN RAILROAD, INC. - To abandon a 0.73 mile segment of its railroad on the Cass City Subdivision between m.p. 0.72 and m.p. 1.72 in Pontiac, Michigan. Effective June 5, 1998. (STB Docket No. AB-31, Sub-No. 34X, decided June 29, served July 6, 1998)

TEXAS - SOUTH ORIENT RAILROAD COMPANY, LTD. - To abandon its San Angelo-Presidio line from m.p. 722 near Mertzon station south of San Angelo to about m.p. 945.3 at Alpine Junction and from m.p. 956.7 at Paisano Junction to the end of the line at m.p. 1029.1 on the International Bridge near Presidio, a distance of about 296.4 miles. Also, to discontinue trackage rights over the Union Pacific from m.p. 945.3 at Alpine Junction to m.p. 956.7 at Paisano Junction, a distance of 11.4 miles. Towns included are: Lake, Rankin, McCamey, Baldrige, Sulphur Jct., Fort Stockton, Belding, Hovey, Alpine, Alpine Jct., Paisano Jct., Paisano, Tinaja, Plata, Casa Piedra, and Presidio. Effective Written comments are due by August 3, 1998. (STB Docket No. AB-545, decided June 30, served July 8, 1998)

MICHIGAN - GRAND TRUNK WESTERN RAILROAD INC. - To abandon a 19.08 mile line on the Romeo Subdivision between Richmond and Washington from m.p. 0.42 to m.p. 19.50 in Michigan. Effective August 9, 1998. (STB Docket No. AB-31, Sub No. 35X, decided July 2, served July 10, 1998)

WASHINGTON - TACOMA EASTERN RAILWAY CO. - While NOT an abandonment, the City of Tacoma asked the STB to allow the discontinuance of service over 131.5 miles of line by the Tacoma Eastern Railway Company. This runs between m.p. 2192.0 at Tacoma and m.p. 1717 at Chehalis, Washington and between m.p. 2192.0 at Tacoma and m.p. 64.2 at Morton, Washington. Comments due by August 7. (STB docket No. AB-548, decided July 7, served July 13, 1998)

MINNESOTA - SOO LINE RAILROAD CO. - To abandon a .62-mile segment of its line on the Farmington Minnesota Line between m.p. 143.73 to m.p. 144.35. Effective August 16, 1998. (STB Docket No. AB-57, Sub No. 45X, decided July 13, served July 17, 1998)

ARKANSAS RAIL NEWS

TROLLEYS MAY RETURN

(Eureka Springs) - Electric trolleys are being talked about in the rustic town of Eureka Springs, Arkansas. It's curvy roads and Swis-like appearance would be the perfect place to re-install trolleys, according to the Community Electric Trolley Association. Federal money may be available from the newly passed \$203 billion highway and mass transit bill signed into law this June. *(Arkansas Democrat-Gazette, June 28, 1998 by Greg Harton)*

A FIRST!

Gene Hull found the following clipping from the November 3, 1898 Arkansas Gazette (from the Newport News): "ELECTRIC HEADLIGHT - Quite a ripple of excitement was caused last night when engine 703 on the Iron Mountain came

through. She carried an electric headlight, which throw rays nearly a half mile down the track. The dynamo is carried at the back of the light. There are two lights in the cab and eight around the engine which can be turned on at will so that the engineer can see every part of the machine in the night without the old-fashioned torch. Electricity is a wonderful thing and there seems to be no limit to its usefulness."

ANOTHER FIRST!

29 November, 1898 - Arkansas Gazette - "SOLID VESTIBULE TRAIN - Improvement in Iron Mountain Cannon Ball, Effective Today - "The St Louis, Iron Mountain and Southern Railroad, with their usual push and energy, have without display been quietly changing the cannon ball train into a solid vestibule. This service will

begin with the cannon ball going south this morning and will be a regular thing in the future. The train will consist of two mail cars, one express, one baggage, one divided car, one chair car and three sleepers. The people of the state should appreciate the efforts of the Iron Mountain to give them good train service and up-to-date equipment. Their motto has been never to go backward but always be the leader in improved train service for its patrons. Today they have the best track and equipment, operating more and faster trains than any line south of the Ohio River."

NEW YARD

(Marion) - In mid-July, Union Pacific officially opened its new intermodal rail yard near Marion, Arkansas. Some 20-25 new yard employees are expected to be hired this year, but many will lose jobs after

the Memphis yards close. (*Memphis Commercial Appeal*)

BNSF TRACKWORK

BNSF closed 250 miles of track from Springfield, Missouri to Memphis, including track through Arkansas, from June 13 to June 17 to upgrade the entire line. Nearly 1500 people from all over the country helped. Red and white tents were set up at 4 a.m. to feed hundreds of workers along the line.

A&M PASSENGER TRAINS

(*Springdale*) - The final excursion passenger train actually run by the Arkansas & Missouri Railroad will run on November 14. However, there is a push by Van Buren and Springdale Chambers of Commerce to find another operator for the trains. The A&M has said it would provide the crew to run the train on a lease basis, but would no longer sell the tickets themselves. Also, the new management of

the A&M will be focused on freight, so any operator will have to stay with the current route schedule. (*Morning News of Northwest Arkansas via Bob Oswald*)

JOHN JONES reported at the July 12 meeting that UP's Jenk's Shops in North Little Rock recently painted 24 locomotives in 21 days.

GENERAL RAIL NEWS

AIRLINE MELTDOWN

Conte Nast Traveler Magazine in June 1998 had some interesting news regarding airline travel. Maybe there's hope for trains yet! To quote: "...the world's airline industry is on the verge of meltdown...Traffic will double over the next decade or so, to more than 2.5 billion passengers a year. --- The National Civil Aviation Review Commission reported in December that our nation's aviation system will succumb to gridlock - it would be like a nationwide thunderstorm - if every flight in the U.S. is delayed by just seven minutes, the whole system stops working. --- In the Netherlands, an airport authority has suggested the possibility that some would-be flying passengers should be denied permission to fly -- if, for instance, they could just as easily take the train."

UP BLAMED FOR WRECK

Federal transportation investigators blamed UP dispatchers and their managers for the June 22, 1997 accident that killed four people near Devine, Texas. The NTSB said that Union Pacific managers "may have jeopardized safe dispatching operations by qualifying unprepared apprentice dispatchers and assigning less experienced dispatchers to territories of high-operating demands." It also said that the Federal Railroad Administration should develop dispatcher training standards. (*Dallas Morning News, May 20, 1998 via Dan Barr*)

UP CHANGES DEMANDED

(*Houston, Texas*) - Even though most congestion appears to be over on the Union Pacific, the Chemical Manufacturers Association, the Society of Plastics Industry, the Texas Chemical Council, the Texas Railroad Commission, the Kansas City Southern Railway and the Tex-Mex Railway presented a proposal to the Surface Transportation Board on July 8. Among the proposals was to make permanent some Houston-area trackage rights to Tex Mex, order sale to Tex Mex of a former SP line between Rosenberg and Victoria, Texas, allow Tex Mex to build a new line between Houston and Beaumont, and create neutral switching in Houston.

BNSF also has asked the STB to 1) grant BNSF permanent overhead trackage rights on UP's Caldwell-Flatonia-San Antonio and Caldwell-Flatonia-Placedo lines in Texas; 2) to allow BNSF to operate over both the UP line and former SP line between Harlingen and Brownsville, Texas; 3) to grant BNSF trackage rights on UP's Taylor-Milano, Texas line; 4) to order neutral switching on the former SP Baytown and Cedar Bayou branches and former SP Sabine-Chaison branches in Beaumont, Texas; 5) to order the Port Terminal Railroad Association to operate the UP Clinton Branch in Houston in order to eliminate delays caused by UP to BNSF's trains; 6) to grant BNSF trackage rights to enable BNSF to join the directional traffic on any UP line in corridors where BNSF has trackage rights over one, but not both, lines involved in the UP directional flow; 7) to grant BNSF trackage rights on UP on

any clear Houston routes, so it could avoid delays; 8) to order coordinated dispatching over UP lines between Houston and Longview and Houston to Shreveport. (*BNSF Press Release*)

In the meantime, UP announced June 4 that it has spent nearly \$100 million so far this year in Texas on expanding track and adding facilities. It will also spend \$223 million more in 1998. So far, UP has spend \$64.8 million on rail and tie improvements, \$18.5 million on new construction projects, \$7.3 million on railyard improvements, and \$4.6 million on bridges. (*Dallas Morning News, June, via Dan Barr and a UP Press Release, June 4 and BNSF Press Release*)

STILLWATER EXCURSIONS?

(*Stillwater, Oklahoma*) - According to the July 9 *Tulsa World*, excursions on the former ATSF Pawnee-Stillwater branch would start July 11 and will carry 200 passengers from Stillwater to Pawnee and if succeeding Saturday trips are successful, it may turn into a tourist attraction. That first trip (on CoFC) was to use Watco's 3 Boise Budds, ex-B&M RDC's, and will carry passengers to Pawnee's Wild West Show at the Pawnee Bill Ranch. Tickets cost between \$25 and \$35. Reservations can be made by calling: 405-372-5573, the Stillwater Chamber of Commerce. (*Via Dick Brundage on the Internet. I haven't confirmed the trips*)

NEW SHORTLINE

(*DeRidder, Louisiana*) - BNSF announced June 24 that it had sold its 39-mile line

between Kirbyville, Texas and DeRidder, Louisiana to Timber Rock Railroad, Inc. The short line will also provide crews for the Georgetown Railroad's rock trains between Silsbee, Texas and DeRidder. Timber Rock is part of WATCO, which also owns several other BNSF and UP lines.

D&S NARROW GAUGE SOLD

The Durango & Silverton Narrow Gauge railroad was sold by First American Railways, Inc. to a corporation controlled by Allen C. Harper, former chairman and CEO of First American Railways. Price was \$2.5 million. First American will still provide some marketing and support services to D&SNG for five years totaling \$1.5 million. Also, First American has a five year right of first refusal if the buyer sells the line. First American Railways also operates the Florida Fun Train. (*Transport News, July 10, 1998*)

D&H RAILWAY 175TH

The Delaware & Hudson Railway celebrated its 175th year on May 27, 1998.

TOY TRAIN STAMPS

(*Chesterfield, Michigan*) - The USPS unveiled a stamp honoring toy electric trains on May 28 at the home of Lionel Trains, Chesterfield, Michigan. About 1,000 people showed up. (*Detroit Free Press, May 19, 1998*)

NIKE SHOES STOLEN

(*Memphis, Tennessee*) - Thieves broke into 30 boxcars in a South Memphis railyard on June 12 and stole \$14,000 worth

of Nike shoes. Ten suspects were charged that night. (*Memphis Commercial Appeal*)

FLEA-SIZE SHRIMP?

(*Providence, Rhode Island*) - Limmoria, shrimp like creatures the size of a flea, are eating out the insides of pilings of Pier 1 at the Davisville Port and Commercial Park in Providence. This is causing a needed \$4.7 million repair and lowering of load limits on trains and trucks. (*Providence Journal-Bulletin, June 14*)

ROYAL GORGE NEWS

The Georgetown Loop Railroad and a short-line carrier have teamed up to try to run trains over the Royal Gorge again. The line was shut down last year by Union Pacific. They plan to run tourist trains and freight trains along the line from Canyon City to Parkdale, Colorado. They would allow runbys. The Royal Gorge was built in 1878 and carried passengers until 1967. This gorge was created by the Arkansas River and there is a suspension bridge over the river. (*Next time you cross the Arkansas River in Little Rock, think about the fact that that water originated somewhere near the Royal Gorge in Colorado*). (*Denver Post, June 9*)

BEE STINGS

(*San Antonio*) - Several UP workers were stung by a hive of angry bees near San Antonio recently. They left their heavy equipment running and the doors wide open as they ran from the hive of several hundred bees. The bees were described as "very agitated."

LAST CONDUCTORS

(*Winnipeg, Canada*) - Tuesday, July 1 was the last day VIA passenger trains had conductors. From now on, tickets and beverage distribution will be done by a service manager. Conductors were the boss of all train staff and oversaw both the engineers and service staff, but no more. The move to eliminate conductors will save VIA \$175 million over 10 years. (*Winnipeg Free Press, July 2, 1998*)

400-MILE BIKE PATH

(*Washington, DC*) - With the new \$203 billion highway bill passed and signed, \$6 billion of that will be set aside to help complete construction of a 400 mile recreation path between Pittsburgh and Washington. The path would use old railroad right of ways to run from downtown Pittsburgh to Cumberland, Maryland, where it would connect with the Chesapeake & Ohio Canal Towpath to Washington. The trail would weave cyclists through farms, a river valley and old coal-mining villages.

TRANS-SIBERIAN HALTED

Russian miners and other disgruntled workers who haven't been paid held up at least 11 freight trains on the Trans-Siberian Railway in the city of Anzhero-Sudzhensk on July 4. Thousands of unpaid railway workers also held up trains in June. (*Washington Post via Thomas L. Wilson of Virginia*)

AMTRAK NEWS

AMTRAK FUNDING

The House and Senate have both agreed (through various committees) that Amtrak will continue to get operating subsidies of between \$555 and \$606 million in 1999. At one time it appeared that there would be no operating assistance at all. Amtrak President George D. Warrington said, that as of July 8, Amtrak has improved its bottom line by \$323 million, reduced costs

by \$137 million, generated commercial revenue of \$150 million since 1994, and has increased ridership by nearly 7 percent this year.

Four of Amtrak's western trains, including the *California Zephyr*, *Empire Builder*, *Southwest Chief* and *Texas Eagle* contributed to a 15.6 percent growth in passengers in May 1998 over May 1997. The *Texas Eagle* carried 56.3 percent more

passengers, due mainly to its adding a fourth train each week.

TEXAS EAGLE TIMEKEEPING

Timekeeping on the *Texas Eagle* and *Sunset Limited* have been rather rotten in June and July, according to various reports. Some days, due to freight delays, Amtrak equipment shortages, UP congestion in Arizona, etc, have meant 12 hours and

more late trains. Some congestions has also occurred in central Texas due to freight. A *Sunset Limited* train departed Los Angeles in mid-July nearly 24 hours late due to equipment shortages.

"Rail fell into the background for several decades," said Robert Suchan, Washington state's marketing director. *"But with population densities increasing and traffic getting worse, it's now a critical part of our future."*

THE RIGHT WAY

Bruce Boettler, owner of B&N Custom Model Systems, which creates train layouts for commercial businesses, such as at Great Train Stores, said the following in mid-June:

"We sat up all night. There's something so romantic, peaceful and even lyrical about train travel. It has to do with the rhythm of the wheels on the track and the feeling you get as you observe towns first-hand through the window."

When asked the reason why trains evoke nostalgia in so many, Boettler suggested that it may be a yearning for a back-to-basics kind of peace. *"Trains represent a time when life wasn't filled with so much hustle and bustle."*

(St Charles, Missouri Post, June 15)

MORE COOPERATION?

According to the June 22, 1998 *Journal of Commerce*, Amtrak and the freight railroads made a sharp change in direction to work together instead of against each other, specifically on the handling of express. Even Union Pacific, Amtrak's most outspoken opponent, has had an apparent change of heart on the freight issue. "We do not contemplate appealing the STB decision" on allowing Amtrak to handle express, said Ed Trandahl, a UP spokesman. "We are now having cordial discussions."

ST LOUIS-KANSAS CITY STAYS

Amtrak will keep its trains running between St. Louis and Kansas City at least for another year. The Missouri Legislature will pay Amtrak \$4.7 million to operate these trains. Ridership has increased on the *Mules* 20% through May 1998. *(St. Louis Post-Dispatch, June 26)*

JAY LENO COMEBACK

In an appearance on NBC-TV's "Tonight Show" Whoopi Goldberg showed she travels by, and likes Amtrak's long-distance

trains. Below "J" is program host Jay Leno and "W" is Whoopi Goldberg:

J: (after an earlier crude joke about Amtrak train plunging off a bridge) ... You just came out from New York, right?

W: Yes, by Amtrak, Jay (very pointedly)

J: I still can't believe you came to LA by train.

W: I know you do not enjoy the train.

J: No, the train, I mean, to me, when you get there in four hours, why take eight days and crash or fall off the track? (Jay makes hissing steam and crash noises) pshht -- toot-toot - Hooperville! - phsst ' Zooperville - pshht - Pineville!

W: Now see here, honey, Pineville, Zooperville, Hopieville - Those are all the "villes" that watch YOU! ... Those are my people honey! You know the Amtrak folks, they take a lot of hits from you... They say, "What's wrong with Jay? Why don't Jay like us?" I said, "Because Jay doesn't understand. See Jay has that "Fly" car. Jay likes to drive" (does steering wheel turns)

J: That's right. This is America... You drive!

W: You drive, AND you take the train...!
(from the June 1998 NRHS News)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

CHICAGO, ILLINOIS - September 11-13, 1998 - Rock Island Technical Society's Annual Meeting and Convention. This will be held at the Holiday Inn in Elmhurst. Full registration is \$35 before August 15. To register write to Steven Suhs, 28w692 Forest Ave, West Chicago IL 60185-3614.

LEADVILLE, COLORADO - Through October 4th - The Leadville, Colorado & Southern RR Co. is running 2½ hour round trips between Leadville (the highest incorporated city in the country) and the French Gulch water tower daily. Cost is \$22.50 adults. Write to Leadville, Colorado & Southern RR Co., 326 East 7th St, PO

Box 916, Leadville CO 80461, or call 719-486-3936.

KANSAS CITY-MINNEAPOLIS - September 11, 1998 - The Camerail Club announced June 27 that it planned to run a steam passenger train from Kansas City to Minneapolis starting September 11 with an overnight stay in Sioux Falls. The price is \$259. Call 1-402-563-1624 for more information.

MICHIGAN AND ELSEWHERE - Various times of year - The Bluewater Michigan Chapter of the NRHS presents a series of historic rail and rail-related

journeys this summer and fall. For a brochure, write to them at: Bluewater Michigan Chapter, PO Box 296, Royal Oak MI 48068-02966 or call 248-541-1000 M-F, 9 a.m. to 5 p.m.

WORLDWIDE TRIPS - Various times of year - Trains Unlimited Tours is offering rail tours across the world, anywhere from San Diego and Cumbres, to Alaska, South America and Siberia. For a brochure and pricing, write to Trains Unlimited Tours, PO Box 1997, Portola CA 96122 or call 530-836-1748.

THE LONGEST TRAIN

(Remembering the longest Rock Island train that was ever run between Booneville, Arkansas and Biddle Yard in Little Rock).

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

This writer, L. T. Walker, had bid in a pool turn between Biddle and Booneville, Arkansas on the Rock Island (sometime in the 1960s or early 1970s). Almost all trains would handle 125 cars plus caboose, which was also in pool service.

Me and my crew had gone to Booneville on a train and we were second out. We got our rest and got up. An Oklahoma crew had come in with an eastbound train and had put it in the yard. They had 125 cars plus a caboose.

The first crew out was told to take the yarded train on east. But before they went on duty, another Oklahoma crew came in with 125 cars plus caboose. They came down the main line. When they got to the depot, they had a man I had never seen before. He introduced himself as Oklahoma Trainmaster. What to do? The yardmaster and dispatcher had a conference.

The yardmaster came out and told us the Oklahoma Trainmaster and dispatcher wanted my crew to combine both trains and take it to Biddle. The yardmaster said "I don't believe you will ever get to Biddle." I asked the trainmaster if he had ever been from Booneville eastward. He said no. I told him there were up and down mountains and all kinds of curves on the line. He said "you can make it with those eight big diesels."

Then my engineer came over, but we could not talk him out of it. He told us that he and the dispatcher were trying to save train miles.

So the first crew out deadheaded with us. The engineer and fireman said they wanted to ride the caboose with me and the flagman. They wanted to see how the engineer would handle such a long train.

We got the eight diesels hooked up and started to double the yarded train together. The yardmaster told us to leave the caboose in the yard. We only had radio on one caboose and engine. We used the depot radio to help get the train together. The flagman got on the caboose to let us know when the air came up. The flagman was Nillus Cauthron and our engineer was Charlie Cauthron, brothers.

Engineer Cauthron said to me, "Walker, I will do the best I can, but it may be a rough ride." He said he would try to hold it with the eight engines' brakes, because if I used the auto, we will tear it all to pieces. We had two crossings blocked so long, the chief of police came to make us cut the crossing. The chief was a man I had known all my life. I explained what we were up against and he said to get off the crossing as quick as you can. By knowing him, it saved me a fine.

We finally got started. It came by slow, so me and the deadhead engineer and fireman could get on the caboose. I would do my writing when we would be going up mountains. I had to switch lists to make for the 250 cars. Also I had a stack of wheel reports what had to be set out at Biddle.

It was a rough ride. The engineer had never used nothing but engine brakes. There never was a place you could see one end of the train to the other. There is 167 curves between Biddle and Booneville.

The deadhead engineer and fireman said they wish they had rode the front end.

Everything was going all right until engineer Cauthron had to set the auto brakes. We had lost the brakes as we were coming to the Hot Spring Junction close to Little Rock. The air on the caboose went bang. I got an air hose and wrench and started to walk up the train. About half a mile was a broken knuckle.

The Biddle yardmaster had the headend (front part) of the train yarded. He sent a switch engine out to get the rest of the train. The switch engine could not start it, so he sent out another switch engine. They both could not start the train, so switch crew just doubled the train into the yard.

The superintendent told me when he gets through with the trainmaster and dispatcher, they will want to go back to Kansas. I had been on a train of 200 cars and more for just a few miles, but not like this one was. I got some sore ribs out of the trip. •

LUGGAGE TAG HISTORY

The following comes from *Cinders from the Smokestack*, Heart of Dixie Railroad Museum. It is about an old luggage tag given to the group by George Caviness.. The checked baggage tag was stamped: "Montgomery to TROUPE WofA-AC-V&M-M&T-M&LR-SL&IM-T&P-I&GN 125"

The chapters' National Director Bill Boone looked up the railroad names and came up with this possible routing: **WofA** (Western of Alabama), Montgomery to Selma; **AC** (Alabama Central), Selma to Meridian; **V&M** (Vicksburg & Meridian), Meridian to Jackson; **M&T** (Mississippi & Tennessee), Jackson to Memphis; **M&LR** (Memphis & Little Rock), Memphis to Little Rock; **SL&IM** (St Louis & Iron Mountain), Little Rock to Texarkana; **T&P** (Texas & Pacific), Texarkana to Longview; **I&GN** (International & Great Northern), Longview to Troupe.

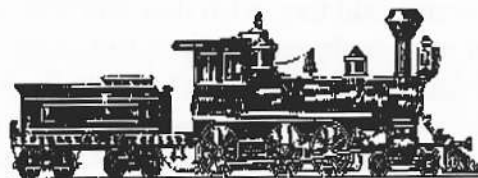
Mr Boone asks if they made new baggage tags when required for each route or was this trip from Alabama to Texas so common to justify a set of permanent tags? He thinks the date of the tag was around 1882, since that's when some of those lines began merging. Imagine the paperwork involved in this routing.

Today Troup (the e was dropped since then) is a railroad junction near Tyler with a population less than 5,000. Was there any significance to the town 100 years ago?

BEST TRAIN JOURNEYS

500 writer/photographer members of the Society of American Travel Writers have selected the 10 most exciting train journeys in the world. Nearly 3 dozen trips were nominated. The 10 winners were:

- | | |
|---|--|
| 1) Sierra Madre Express through Copper Canyon, Mexico | 2) Glacier Express, Switzerland |
| 3) Canadian Rockies, Alberta to Vancouver | 4) Venice Simplon - Orient Express |
| 5) Cuzco-Machu Picchu, Peru | 6) Blue Train, South Africa |
| 7) Durango & Silverton Narrow Gauge | 8) White Pass & Yukon |
| 9) TGV, Paris to Geneva | 10) Nile Valley Express, Egypt/Royal Scotsman, England (tie) |



RAILROAD CAR Ownership

Norfolk Southern Railway	127,198	Apalachicola Northern Railroad	1,216	Peoria and Pekin Union Railway	453
Union Pacific Railroad	112,467	Pittsburg & Shawmut Railroad	1,197	Fox Valley & Western	443
CSXT	93,489	Copper Basin Railway	1,160	Mississippian Railway Cooperative	439
Burlington Northern and Santa Fe	89,888	Texas Mexican Railway	1,142	Dakota Southern Railway	437
Canadian National Railways	48,630	Twin State Railroad	1,018	Gateway Western Railway	436
Conrail	47,915	Caney Fork and Western Railroad	992	Somerset Railroad	428
Canadian Pacific Railway Co.	28,381	Georgetown Railroad	978	Twin Cities & Western Railroad	416
Ferrocarriles Nacionales de Mexico	27,011	St. Marys Railroad	967	Kankakee, Beaverville and Southern	406
Illinois Central Railroad	15,868	Alabama Railroad	961	Lake Terminal Railroad	398
Soo Line Railroad	15,211	Little Rock & Western Railway L.P.	950	Sandersville Railroad	383
Kansas City Southern Railway	14,827	WCTU Railway	939	Willamina & Grand Ronde Railway	359
Coe Rail	14,723	Chattahoochee Industrial Railroad	916	Central Oregon & Pacific	
Southern Pacific Transportation Co.	13,680	National Railroad Passenger Corp.	863	Railroad Co. Inc.	355
BC Rail Ltd.	9,536	Algoma Central Railway	856	K.W.T. Railway	340
Wisconsin Central Ltd.	9,146	Lamoille Valley Railroad	833	Genessee and Wyoming Railroad	336
Galveston Railroad L.P.	7,333	San Luis Central Railroad	830	North Shore Railroad	330
Grand Trunk Western Railroad	5,796	Atlantic and Gulf Railroad	781	Jefferson Warrior Railroad	313
Central of Tennessee	5,346	Joppa & Eastern Railroad	745	Florida Central Railroad Co. Inc.	310
TFM S.A. de C.V.	5,204	Boston and Maine	743	Iowa Northern Railway	304
H & S Railroad	4,891	Delaware and Hudson Railway	731	Brandywine Valley Railroad	302
Northwestern Oklahoma Railroad	4,794	Missouri & Northern Arkansas	730	Southern Railway of British Columbia	301
Upper Merion and Plymouth	4,079	Bay Line Railroad	725	Chicago Rail Link	293
Elgin, Joliet and Eastern Railway	3,752	Terminal Railway Ala. State Docks	722	Alaska Railroad	287
Bessemer and Lake Erie Railroad	3,392	Kyle Railroad	708	Laurinburg and Southern Railroad	282
Arkansas Louisiana & Mississippi	3,342	Arkansas & Missouri Railroad	707	Lake State Railway	277
Bangor & Aroostook Railroad Co.	3,064	M&B Railroad L.L.C.	706	Central Kansas Railway Inc.	273
Dakota, Minnesota & Eastern	2,958	Cape Breton & Central Nova		Stockton Terminal and Eastern	268
Florida East Coast Railway	2,506	Scotia Railway	668	Cedar Rapids and Iowa City	265
Texas, Oklahoma & Eastern	2,470	Winchester and Western Railroad	654	Tuscola and Saginaw Bay Railway	259
Ventura County Railway	2,346	Colorado & Wyoming Railway	648	Willamette & Pacific Railroad	232
Georgia Northeastern Railroad	2,265	St. Maries River Railroad	634	Old Augusta Railroad	226
Saulte Ste. Marie Bridge Co.	2,081	Ohio Central Railroad	610	Sisseton Milbank Railroad	214
Atlantic and Western Railway L.P.	2,044	Texas & New Mexico Div., Austin &		Philadelphia, Bethlehem & New Eng.	213
I&M Rail Link L.L.C.	2,034	Northwestern Railroad	610	Massachusetts Central Railroad	211
Sabine River & Northern Railroad	2,032	Chicago SouthShore & South Bend	591	Maryland Midland Railway	210
Montana Rail Link	1,989	Ontario Northland Railway	590	Apache Railway	202
St. Lawrence & Atlantic Railroad	1,737	Iowa Interstate Railroad	588	Winifrede Railroad	200
Chicago, Central & Pacific Railroad	1,662	Wisconsin & Southern Railroad	555	Manufacturers Railway	199
Minnesota, Dakota & Western	1,662	Escanaba & Lake Superior Railroad	552	Birmingham Southern Railroad	191
Mississippi Delta Railroad	1,605	Hampton Railway Inc.	551	Louisville and Radley Railway Co.	191
Wheeling and Lake Erie Railway	1,566	Point Comfort & Northern Railway	537	Georgia & Florida Railroad Co. Inc.	175
Iowa Traction Railroad	1,518	Western Rail Road	533	Van Buren Bridge Co.	174
Columbia Basin Railroad Co. Inc.	1,491	Georgia Southwestern Division	526	Kiamichi Railroad	171
Indiana Harbor Belt Railroad	1,481	Maryland and Pennsylvania Railroad	510	Dallas, Garland & Northeastern Railroad	164
Waterloo Railway	1,459	Mississippi Export Railroad	502	McKeesport Connecting Railroad	159
Progress Rail Services Corp.	1,395	New Orleans Public Belt Railroad	494	Cambria and Indiana Railroad	157
Columbus and Greenville Railway	1,252	Golden Triangle Railroad	477	Buffalo & Pittsburgh Railroad	156
Columbia & Cowlitz Railway	1,248	South Carolina Central Railroad	466	R.J. Corman Railroad/Memphis Line	154
Paducah & Louisville Railway	1,244	Mid-Michigan Railroad	463		
Yorkrail Inc.	1,228	Longhorn Railroad	454		

Private CAR OWNERSHIP

GE Railcar Services Corp.	119,107	Northern Indiana Public Service Co.	1,157	Flex Leasing Corp.	452
TTX Co.	99,861	Greenbrier Leasing Corp.	1,150	Freeport Sulphur Co.	452
GATX	73,073	City Public Service Bd. of San Antonio ...	1,147	Borden Packaging & Industrial Products ...	451
Union Tank Car Co.	53,300	The GEON Co.	1,111	Reagent Chemical & Research Inc., Div. of Borden ...	431
Canadian Wheat Board	16,712	Northern States Power Co.	1,051	Rhone-Poulenc Basic Chemicals Co.	430
Procor Ltd.	16,516	Exxon Co., U.S.A.	1,027	Vulcan Materials—Construction Materials ...	427
First Union Rail	15,113	Western Resources Inc.	1,020	Tennessee Valley Authority	426
Railbox Co.	13,182	Louis Dreyfus Corp.	1,012	J.M. Huber Corp.	425
ADM Transportation Co.	11,525	Pennsylvania Power & Light Co.	1,005	BP Oil Co.	421
CGTX Inc.	8,130	Farmers Commodities Transportation Co. ...	999	Solutia Inc.	417
HELM Financial Corp.	8,052	Sultran Ltd.	994	Central Illinois Public Service ...	413
Cargill Inc.	7,886	Shintech Inc.	981	EXCEL Railcar Corp.	413
Dow Chemical Co.	7,145	Alberta Government	975	IBP Inc.	404
PLM International Inc.	6,683	Solvay Minerals Inc.	966	Harvest States Cooperatives ...	402
Union Carbide Corp.	6,539	Fayette Power Project ...	954	Coal Supply Corp.	400
Exxon Chemical Americas ...	6,524	Ag Processing Inc.	945	Kyle Railways Inc.	394
Chicago Freight Car Leasing Co.	6,196	Wheelabrator Coal Services Co.	931	BOC Gases, A Div. of the BOC Group Inc. ...	388
Trinity Industries Leasing Co.	5,483	Public Service Co. of Colorado ...	822	Texas Utilities Mining Co.	387
Occidental Chemical Corp.	5,283	Cargill—Salt Division ...	816	Lower Colorado River Authority ...	379
E.I. Du Pont De Nemours & Co.	5,206	ITG Inc.	785	Associated Electric Cooperative Inc. ...	376
Detroit Edison Co.	4,631	Vulcan Materials—Chemicals Division ...	763	APL Land Transport Services Inc.	365
CANAC International Inc.	4,522	JAIX Leasing Co.	760	Relco Tank Line Inc.	361
Southern Illinois Railcar Co.	4,454	GATX/GLC Leasing Corp.	755	Tropicana Products Sales Inc.	361
David J. Joseph Co.	4,419	Public Service Co. of Oklahoma ...	754	TU Electric ...	360
Chevron Chemical Co.	4,290	HELM Locomotive Leasing ...	750	BHP Copper ...	350
Phillips Petroleum Co.	4,186	Grand River Dam Authority ...	748	Georgia Pacific Corp.—Chemical Division ...	350
GATX Capital Corp.	4,077	Mississippi Power Co.	744	J.R. Simplot Co.	350
Commonwealth Edison Co.	3,588	Central Power and Light Co.	741	Western Farmers Electric Cooperative ...	348
Amoco Chemical Co.	3,555	Nebraska Public Power District ...	729	Reynolds Metals Co.	347
American Electric Power Service ...	3,468	Louisville Scrap Material ...	725	Temple—Inland Forest Products ...	346
Mobil Oil Corp.	3,416	Conoco ...	710	Huntsman Polypropylene Corp.	345
Trinity Rail Management Inc.	3,273	Electric Fuels Corp.	699	Allied Chemical Co. (Allied Corp.) ...	340
Ferroquadrum, S.A. De C.V.	3,231	GWI Leasing Corp.	694	AMG Resources Corp.	338
Celtran Inc.	2,998	Sid Richardson Carbon Co.	694	Bayer ...	329
Solvay Polymers Inc.	2,889	Columbian Chemical Co.	688	OCI Chemical Corp.	329
Progress Rail Services Corp.	2,886	Cabot Corp.	681	Allied Signal-Fibers ...	326
MHC Inc.	2,874	Kennecott Utah Copper Corp.	680	Air Products and Chemicals Inc. ...	325
A.E. Staley Manufacturing Co.	2,815	Virginia Power ...	676	Great Lakes Carbon Corp.	324
Formosa Transrail Corp.	2,757	Fuel Supply Trust ...	663	AGRI Industries ...	315
Farmland Industries Inc.	2,583	CONDEA Vista Company ...	656	Perdue Transportation Inc.	314
Nova Chemicals Inc.	2,449	Swindell-Dressler Energy Supply Co. ...	645	Kerr-McGee Coal Corp.	311
The Andersons ...	2,411	Westvaco Corp.	642	Praxair Inc.	309
Montell USA Inc.	2,340	General Chemical Partners (Soda Ash) ...	640	Suburban Propane L.P.	306
Georgia Power Co.	2,331	Railcar Ltd.	632	Dakota Gasification Co.	300
Houston Lighting & Power Co.	2,329	Consolidation Coal Co.	615	Transenergy Grinding Inc.	300
Arkansas Power & Light Co.	2,275	FPB Leasing Corp.	608	Arco Products ...	299
Eastman Chemical Co. Inc.	2,257	IES Utilities Inc.	607	Mac Acquisitions L.P.	299
Scherer Electric Generating Facility ...	2,219	Incoal Co.	604	National Steel Corp.	296
Wisconsin Electric Power Co.	2,073	Unitrain Inc.	604	PSI Energy Inc.	295
The CIT Group/Capital Finance Inc. ...	2,027	Gulf States Utilities Co.	597	North American Salt Co.	287
Transportation Equipment Inc.	2,007	Citicorp Railmark Inc.	589	CITGO Petroleum Corp.	286
Quantum Chemical - USI Division ...	1,995	Paxon Polymer Co., L.P. II An Exxon Chemical Affiliate ...	582	Kellogg Co.	278
North American Chemical ...	1,994	ECDC Environmental L.C.	580	Sun Refining and Marketing Co.	275
NorRail Inc.	1,968	Indianapolis Power & Light Co.	575	Intermountain Power Agency ...	273
IMC Global Operations Inc.	1,845	Engineered Carbons Inc.	572	U.S. Borax Inc.	271
Department of Defense, Military Traffic Management Command ...	1,830	Bethlehem Steel Corp.	565	The Scoular Co.	268
Southwestern Electric Power Co.	1,822	HELM—Pacific Leasing ...	564	Missouri Public Service ...	266
Shell Oil Co.	1,690	Portland General Electric Co.	550	Coors Brewing Co.	260
Lyondell Petrochemical Co.	1,688	L.G. Everist Inc.	545	Nova Chemicals Ltd.	252
ACF Industries Inc.	1,644	Asarco Inc.	543	Other Tail Power Co.	250
PPG Industries Inc.	1,587	Rex Leasing Inc.	534	Ethyl Petroleum Additives Inc. ...	248
MidAmerican Energy Co.	1,513	Cryo-Trans Inc.	521	Dairyland Power Cooperative ...	244
C.K. Industries Inc.	1,505	Alabama Power Co.	520	Potomac Electric Power Co.	244
Oklahoma Gas and Electric Co.	1,495	ACFA, Arrendadora de Carros de Ferrocarril, S.A. DE C.V.	513	Costain Coal Inc.	240
Minn. Corn Processors—Bulk Prod. Div. ...	1,478	Central Louisiana Electric Co. Inc. ...	506	LaRoche Industries ...	225
Crystal Car Line Inc.	1,476	Sunbelt Chlor/Alkali Partnership ...	505	Georgia Pacific Corp., Mid-Continent Wood Products Manufacturing Div. ...	208
Western Fuels Assn. Inc.	1,444	International Paper Co.	502	Sterling Chemicals Inc.	208
GLNX Corp.	1,429	Arrendadora Nacional De Carros De Ferrocarril, S.A. De C.V.	493	Sunbelt Cement Inc.	206
Dow Chemical Canada Inc.	1,408	A.E. Staley Mig. Co.—Industrial Products ...	492	TransRail Inc.	204
PCS Phosphate Co. Inc.	1,317	Tg Soda Ash Inc.	492	Illinois Cereal Mills ...	200
Georgia Gulf — Plaquemine Division ...	1,315	Texas Railcar Leasing Co.	491	Incobrasa Industries Ltd.	200
Rio Grande Chemical Sales Co.	1,291	Continental Carbon Co.	484	City of Lakeland ...	198
BASF Corp.	1,276	HELM—Atlantic Associates L.P.	462	Continental Tank Car Corp.	193
FMC Corp.	1,273	Orlando Utilities Commission ...	481	Degussa Corp.	193
CPLX Leasing Limited.	1,232	Ohio Valley Electric Co.	478	Zinc Corp. of America ...	192
Chevron U.S.A. Inc.	1,201	Omaha Public Power District ...	474	Kentucky Processing Co.	189
Central Soya Co. Inc.	1,200	South Carolina Public Service Authority ...	464	Sierra Pacific Power/Idaho Power ...	186
System Fuels Inc.	1,189	Ontario Hydro ...	461	Saz Transportation Corp.	185
Railgon Co.	1,182	Northern Coal Transportation Co.	460	Albright & Wilson Co.	183
Herzog Contracting Corp.	1,173	Blue Circle Inc.	452	Bombardier Inc., Transportation Equipment Group ...	180
Amoco Oil Co.	1,163				
Continental Grain Co.	1,159				

The Ozark Route



TWENTIETH century railroad, operating electric lighted trains, observation café cars and superb dining halls, all under the management of FRED HARVEY.

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The Cotton Fields of Tennessee, Alabama, Mississippi.

The FRISCO SYSTEM offers excursion rates throughout the year to the famous health resort and watering place.

EUREKA SPRINGS.

The Crescent Hotel is, since being remodeled, maintained as a strictly first-class hotel, and is open the year 'round.

TIME OF TRAINS AT

BENTONVILLE.

EAST.

Passenger and Mail..... 6:45 a. m.
Mixed..... 2:40 p. m.

WEST.

Passenger and Mail..... 4:20 p. m.
Mixed..... 8:40 a. m.

ROGERS.

SOUTH.		NORTH.	
7:50 a. m.	Cannonball	9:10 p. m.	
11:06 a. m.	Passenger	3:48 p. m.	
11:59 p. m.	"	4:27 a. m.	

The following illustrated pamphlets have been issued for free distribution:

- "The Top of the Ozarks."
- "Feathers and Fins on the Frisco."
- "The Ozark Uplift."
- "Oklahoma."
- "There is Something to See along the Frisco"
- "Oil, and Where to Find it."
- "Angora Goats."
- "160 Acres for \$14.00."
- "The Ozarks as a Sheep Country."

Any or all of the above publications will be mailed to any address upon application to

**Passenger Traffic Department,
FRISCO SYSTEM, ST. LOUIS.**

1903

Bill Bailey collection.



Are you
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The waters, pure air, and high altitude have no equal anywhere in the cure of Bright's Disease, paralysis, febrile diseases and stomach troubles.

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EUREKA SPRINGS, ARK.

R. R. TIME CARDS.

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Texas Division (Bentonville Branch.)

WEST BOUND.

87-Mixed Lv daily	STATIONS.	85-Pass Lv daily
7:50 a m	Rogers	4:30 p m
8:30 a m	Bentonville	5:00 p m
8:50 a m	Centerton
9:15 a m	Hiwassee
9:45 a m	Gravette
10:00 a m	Miller Springs
10:35 a m	Southwest City
10:50 a m	Elkton
11:20 a m	Grove
86-pass Ar daily	EAST BOUND.	88-Mixed Ar daily
7:20 a m	Rogers	3:50 p m
7:00 a m	Bentonville	3:20 p m
.....	Centerton	2:50 p m
.....	Hiwassee	2:25 p m
.....	Gravette	1:55 p m
.....	Miller Springs	1:25 p m
.....	Southwest City	1:05 p m
.....	Elkton	12:25 p m
.....	Grove	12:05 p m

C. M. RICE, AGENT.

Eureka Springs Railway,
O. H. SMITH, Pres. GEO. WEST, M'g'r
MAIL ARRIVES. MAIL LEAVES.
No. 1.....6:30 A. M. No. 2.....10:05 A. M
No. 3.....5:50 P. M. No. 4.....9:30 P. M

THE KANSAS CITY SOUTHERN RY. CO.
ARRIVE AND DEPART FROM GRAVETTE AS
FOLLOWS:

NORTH BOUND.

- No. 2. Kansas City and all points north, east and west daily at. 8:28 a. m.
- No. 4. Kansas City and all points north, east and west daily at. 11:08 p. m.
- No. 12. Local freight at. 8:35 a. m.

SOUTH BOUND.

- No. 1 Ft. Smith, Texarkana, Shreveport and Port Arthur, express daily at. 8:25 p. m.
 - No. 3. Ft. Smith, Texarkana, Shreveport, Houston and Galveston, express daily at. 5:27 a. m.
 - No. 11. Local freight daily at. 2:55 p. m.
- Trains Nos. 1 and 3 make close connection at Texarkana for Ft. Worth, Dallas and all points in Texas.

ARKANSAS RAILROAD CLUB MEMBERSHIP FORM

[] Membership renewal [] New Member [] Change of Address

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



Date: _____ Your birthday (optional - no year needed) _____

Name: (last) _____ (first) _____ (init) _____

Address: _____

City: _____ State _____ Zip _____

Phone: (____) _____ e-mail address: _____

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.

The Arkansas Railroad Club's 1999 calendar is Ready! It consists of 14 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month, plus a front and back cover photo.

Railroads included are: Ashley, Drew & Northern, Southern Pacific, Missouri Pacific, Kansas City Southern, Arkansas Midland, Louisiana & Northwest, BNSF, Rock Island, Warren & Saline River, Union Pacific, Amtrak, and the Arkansas & Missouri. Plus, there's a railroad map of Arkansas in the back of the calendar. Day of month numbers are large, and the calendar includes Arkansas Railroad Club member's birthdays.

LAST YEAR'S CALENDAR SOLD OUT, so order your 1999 calendar soon. As before, discounts apply for ordering more than one and price includes postage.

MAIL TO: Arkansas Railroad Club Calendar, PO Box 9151, North Little Rock AR 72119

NAME _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

Please send me:

 1 **Calendar @ \$7.00 each** _____

 Calendars (2-9) @ \$6.50 each ... _____

 Calendars (10 or more) @ \$6.00 each ... _____

(Calendars are Postage Paid)

TOTAL ENCLOSED _____