



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER

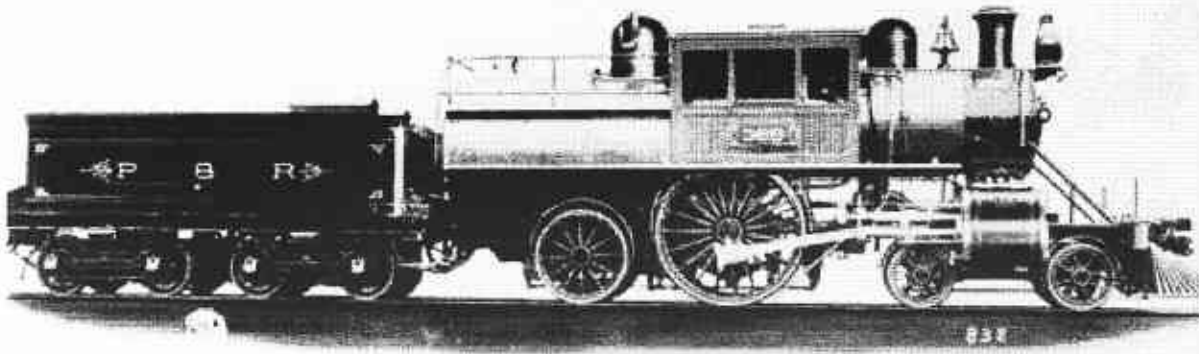


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**MISSOURI PACIFIC #1634** in the North Little Rock Yards in the early 1980's. *(John Hodkin, Jr photo)*



## ONE-AXLE LOCOMOTIVES

by: Gene Hull

Soon after the steam locomotive appeared in the United States the designers and builders were producing engines with only one pair of drive wheels. These were mounted on a single axle directly behind a vertical boiler. At the Baldwin Locomotive Works the second engine to roll out of the plant was the E.L. MILLER, built in February 1834. It had four small wheels under the front end, and two driving wheels 54 inches in diameter. It was put in service on the Charleston & Hamburg Railroad at Charleston, South Carolina. This design proved to be very popular, and the American Single type of locomotive was begun. For about 10 years it was considered very suitable for ordinary service on American railroads.

Then, rails began to leave the river valleys and flat-land country, and to probe into the rolling foothills, then they climbed over the mountains to see what was on the other side. Locomotives with only two driving wheels just didn't have adequate adhesion to lift the trains through this kind of country.

Locomotive designers soon found that at a relatively small additional cost two more

driving wheels could be added. This increased the pulling power by as much as 60 percent, and at the same time safety and riding comfort also were increased. Thus, the 4-2-0 type engine was replaced by the 4-4-0 type.

In Europe and Britain the "singles" had enduring popularity. This was due principally to more level terrain, as well as to the preference by the railroads' mechanical departments. Railroad cars, freight and passenger, in America were much larger and heavier than their counterparts overseas. With a load compatible with their design, a "single" could not be beat for speed and elegance. Enginemen in the U.S. thought the engines were "slippery" and lacked power.

The performance of the "single" engines got a boost in 1834 by a patent granted to E.L. Miller, who designed the engine Baldwin built for the Charleston & Hamburg. Baldwin bought the patent for \$9,000 in 1839. It was for a method of shifting part of the weight of the tender to the engine driving wheels to increase the adhesion.

A few "singles" were built by other manufacturers, but so many railroad officials had developed a mental block against them there soon was no market for them. No practical railroader would accept one for regular service.

This situation continued until a new generation of railroad men came along. They seemed to learn nothing from the experiences of the previous generation. This bears out the truism - if we ignore history, we will repeat its mistakes.

By 1870 there were new champions embracing old ideas with the conviction that they could make the ideas better. They were younger, therefore, they were smarter. Perhaps they were impressed by the fine service rendered by those one-axle engines on foreign roads.

In the 1870's a new railroad was built between Philadelphia and Bound Brook, New Jersey. It was leased by the Philadelphia & Reading railroad to provide a direct connection to Jersey City. Franklin Gowan, P&R president, wanted to make the traveling public aware of the new route, so he decided to inaugurate a fast express train. He asked Baldwin Locomotive Works Mechanical Superintendent William P. Henszey to provide the motive power.

The idea of a single-axle engine was revived. A 4-2-2 type was decided upon. Baldwin used a steam cylinder to shift some of the weight of the cab, usually carried by a pair of trailer-truck wheels, to the driving wheels. They decided to also use a firebox designed by John E. Wooten, general manager of the P&R in 1877. It was designed to burn the locally available inferior grade of anthracite coal. A larger grate area was required than for bituminous coal. To accommodate the wide firebox it was located behind the drivers and above the trailer wheels. This required the fireman to stand on

a platform behind the cab to feed the big firebox. He was exposed to all kinds of weather.

The fellows at Baldwin were proud of their two-legged engine, and they gave it construction number 5000. It was completed in April 1880, and the P&R gave it number 507. It had 18x24-inch cylinders, 78-inch drivers, 45-inch trailer wheels, and the steam cylinder could increase the weight on the drivers from 35,000 pounds to 45,000 pounds. Baldwin got a patent No. 227,778 for this cylinder device on 18 May 1880.

On 14 May 1880, the P&R made a test run from Philadelphia to Jersey City with the new engine and a four-car passenger train of 84 tons. On this 89-mile run, the engine hit 80 miles an hour several times, and averaged 54.7 m.p.h.

The "single" locomotive design was given new life, and seemed to have a great future. The railroads needed faster motive power, and now it was available. Advocates of the "singles" said the engine was safer than the standard design, by the elimination of danger from a broken siderod flailing upward and demolishing the side of the cab, thereby killing or injuring the fireman or engineer. The engine certainly was easier riding and less damaging to the track, since very little counterbalancing was required.

A. A. McLeod was president of the Philadelphia & Reading, and was most ambitious to expand the road. He gained control of the New York & New England and Boston & Maine. By a stealthy acquisition of capital stock he gained control of the Connecticut River Railroad. Then he tried to force the CR to be leased to the Boston & Maine.

The Massachusetts Railroad Commission ruled this was the most unconscionable transaction in the railroad history of the

state. This finally caused the bankruptcy of the Philadelphia & Reading, and in a few months McLeod disappeared.

Creditors descended on the P&R, taking all property not already attached. Baldwin reclaimed the little one-axle locomotive, and stopped shipment on two others. The number 5000 sat at the shops, unwanted by any other railroad. The "jinx" had struck the "singles" again.

A savior appeared. He was Frederick W. Eames. He had developed and secured a patent for a locomotive vacuum brake. A factory was built at Boston to manufacture the brake. Eames needed a locomotive to demonstrate his invention. Baldwin had an engine for sale at a very CHEAP price. Thus, two problems were solved.

Eames put his brake system on the 5000 and arranged to demonstrate it in Britain. The engine got a brilliant coat of paint and a portrait of his father, Lovett Eames, was attached to the right side of the cab just below the window. The name LOVETT EAMES was cast in brass and mounted below the portrait. On the tender EAMES VACUUM BRAKE COMPANY was lettered in gold leaf paint, along with a scene of Black River Falls, Vermont.

In Britain it was found the limited clearances on the railways required some modifications of the engine. The edges of the cab roof were given a sharper curve, the smokestack was shortened, and the headlamp was lowered.

The trials of the Eames brake system took place in the fall of 1881, but the British railwaymen were not impressed for some unknown reason. Also, the British government obtained control of the engine, or Eames acquired some sort of indebtedness. In April 1884 a British court

ordered the engine sold. The only bidder was a scrap dealer, and he got it for \$900!

The bell was salvaged for use at the Great Northern Railway engine house. In 1938, American locomotive enthusiast, Richard E. Pennoyer, got the bell and presented it to the Science Museum in London.

In 1895, just 15 years after the misfortune of the 5000, the last desperate effort was made in America to succeed with the idea of the "singles" type engine in express passenger service. It is interesting to note this final try was made by the same parties involved with the Number 5000 - Baldwin Locomotive Works and the Philadelphia & Reading Railroad!

The P&R asked William Henszey at Baldwin to try once again. The previous design was revised, the weight was increased 15 tons to a total of 57 ½ tons, and one of Sam Vauclain's pet idea was used.

In 1889, Vauclain, general superintendent at Baldwin since February 1886, had introduced a system by which the expansive force of steam was used twice before it was exhausted. On each side of an engine two cylinders were mounted one above the other. The upper one was smaller in diameter and received steam at high pressure directly from the boiler. Steam from the upper cylinder was exhausted into the larger cylinder where further expansion occurred. This system was called the "Vauclain balanced compound design."

On this new engine the driving wheels were 6.25 inches taller than on the LOVETT EAMES, making them 84.25 inches in diameter. This engine had the cab mounted astraddle the boiler ahead of a wide Wooten firebox. This gave the engine an unusual appearance, and it soon became known as a "camelback," or "Mother Hubbard" type.

The P&R got the engine in 1895 and gave it number 385. A second one was ordered immediately and was numbered 378. Angus Sinclair, co-editor with J.A. Hill of the magazine "Locomotive Engineer" was invited to ride the 385. He was very favorably impressed. The train weighed 120 tons and the engine started it without slipping at all. The six heavy parlor cars were kept moving at 60 miles an hour while expending very little power.

The engine steamed exceedingly well, considering the quality of the coal. It was anthracite slack, a mixture of pea coal and dust. The soft exhaust from the compound cylinders let the fireman spread the fine coal

evenly over the wide firebox. The 92-mile run was made in two hours and six minutes, including seven stops. At times there were speeds up to 70 miles an hour.

Even the praise of old Angus could not prolong the era of the "singles" locomotives. Both engines soon were assigned to secondary trains. In 1904 they were rebuilt as 4-4-0's, and stayed in service until the 1930's.

The "singles" type of locomotive was not considered as an important class of locomotives. They were unique and unusual, and certainly deserve a prominent place in the history of America's railroads. ~~1930's~~



### 1997 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Craig Gerard, 2011 Aztec Dr, Bldg 16 #6, N Little Rock AR 72116-4470(501-835-4057)

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

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

NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160, 501-673-6753

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

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

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

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

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

### NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held SUNDAY, FEBRUARY 9 beginning at 2 p.m. in the Mercantile Bank on Main Street in North Little Rock, just across the street from the Riverfront Hilton. The program will be given by PETER SMYKLA and will be slides of various railroad subjects.

The March program will be given by Tom Shook. It will be on 1950's passenger trains in California.

MEETING NEWS - Some things discussed at the January 12 meeting: JIM BENNETT has agreed to become our NRHS National Director, replacing Jonathan Royce, who died in December.

The Layman Library in North Little Rock will have a Railroad History seminar on Saturdays in February from 1-2 p.m. Our President CRAIG GERARD will host this event (he's head of Reference at this library).

Plans are still going strong for acquiring and renovating an old Little Rock Streetcar in Hillcrest Heights. An organization has been set up in the Heights area to do this (not associated with our club). Visitors from that organization at the meeting said they may establish a streetcar museum. Another car has been found in Cabot. Both streetcars found so far are Birney cars, built in 1926. The last day of streetcar service in Little Rock was Christmas Day, 1947. They are trying to have an "event" at Christmastime in 1997, restoring streetcars 50 years after they were sold.

The White River Railway in North Arkansas is reorganizing and is expected to open for business again next spring under new management; John Toler, a new member, demonstrated a teletype he had with Morse Code. He was associated with Missouri Pacific many years and worked with Mike Adams - he will give a program in the future. Our V.P. Leonard Thalmueller, introduced him and made him aware of our organization.

The Arkansas Depot book by Gene Hull will be sent to the printer January 27. It has been paid for.

John Jones, our official photographer, said that John Bailey, owner of Union Station, has agreed to let our club have a work day and clean up the west side of the station area. Amtrak stops here and grass and debris has accumulated over the years. We will do this in the spring.

RAILFAN TRIP TO TEXAS? - Want to attend the Third Texas State Railroad's Railfan Weekend March 1 and 2, 1997? The trips, between Palestine and Rusk, in east Texas, will feature steam engine No. 500, an ex-Santa Fe Pacific 4-6-2, and Alco RS-2 No. 7. These two days will be geared to railfans with numerous photo runbys (especially on that Saturday with the steam engine). The fare is only \$85 for the full weekend. If you're interested in going, please contact

Board member John Hodkin, Jr., 501-945-2128. We will get a van from North Little Rock if enough are interested. Sounds like fun.

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

**RPCA CONVENTION** - The 1997 joint convention of the Railroad Passenger Car Association and CUPS (Cab Unit Preservation Society) is scheduled for January 17-20 in Michigan. If anyone is interested and wants addresses, contact Chuck Crisler, PO Box 114, Ponchatoula, LA 70454-0114..

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

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

**CALENDARS FOR 1998** - Preparations are underway to create the Arkansas Railroad Club's 1998 calendar and WE NEED PICTURES! Arkansas railroad subjects only, please. If you have any that we can use, please send them to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 by March 15. It will be taken to the printer that week, so we can have it ready for the Show and Sale in June. We need prints, color or black and white (slides O.K., but we'll have to have a print made before we can use it). (We still have a few 1997 calendars for sale at \$7 each, by the way).

**1997 DUES WERE DUE JANUARY 1** - As you know, it's renewal time again for membership in the Arkansas Railroad Club and NRHS. Annual dues are \$20 for local and \$17 for national NRHS. If you join the NRHS through our club, total dues are \$37. Please use the membership form in this newsletter and mail it in.

**NEW MEMBERS** - The following have joined our club this month:

R.A. (Tony) COUNCIL, 1326 Pinewood Ct, Benton AR 72015-2417, 501-315-0909

ROBERT J. TILLMAN, 609 W Moore St, Aurora IN 47001-1170, 812-926-2061

DOYLE Q. TERRELL, PO Box 6763, Fort Smith AR 72906-6763, 501-649-0264

JOHN M. TOLER, 38 Oaktree Cir, North Little Rock AR 72116-7006, 501-758-3651

**FILLER'S STREETCAR ARTICLE** - Member FRED FILLERS is a streetcar buff and wrote a very interesting article in the *Arkansas Democrat-Gazette* on January 9 about the streetcars of Little Rock. Although he said he had no plans to write a book, he is trying to get accurate information about them and remembers riding them as a boy.

**HOME PAGE ON INTERNET**- I now have a separate page just with Arkansas Railroad Club news on my World Wide Web page. Set your browser to find the following URL:

<http://www.netcom.com/~ken.z.rw/weather/trains.html>

There are also lots of other railroad links and weather links. (I've had email from several states and countries from this page, including Vermont and Germany)

**JONATHAN ROYCE**

Born: August 18, 1924

Died: December 17, 1996

Following is a part of the service for Jonathan, read by Victor H. Nixon, Pulaski Heights United Methodist Church, December 20, 1996:

“We were on board the night train from Cairo to Luxor, I believe, when I learned that Jack was a lover of railroads. He and Fay Jean shared a berth next door to Freddie and me. We were traveling with a group from our church that had visited Israel, bussed across the Sinai Peninsula to Egypt and were on our way to visit the Valley of the Kings. The train ride was a special treat for Jack who rode the rails every opportunity.

He even had a scriptural text for this train fascination from Isaiah 6 where the prophet describes his vision of God:

‘In the year that King Uzziah died I saw the Lord sitting upon a throne, high and lifted up; and his train filled the temple.’”

But I learned something else about Jack, the traveler of tracks, who laid some track of his own. What I learned about him and from him was this: while destination was certainly important to him, it was the journey itself that mattered most. His preferences for trains indicated that how he traveled was just as important as where he traveled.

In a hurry up and get there society, Jonathan Franklin Royce certainly has much to teach us about enjoying the trip through life. What is so impressive about Jack’s obituary (that he wrote himself) is that his list of personal pleasures is longer than his professional accomplishments. He worked to make a living, but he didn’t work for a living. Since he worked for the same company for 37 years, he was obviously very good at what he did, but his job wasn’t his whole life. His interests in music and drama, travel and trains, his relationships and his religion, were what he lived for. He was a Renaissance man who enjoyed and engaged in a variety of interests. Jack taught us to enjoy the trip, to laugh, to talk, to sing, to read, to contemplate.

He also taught us something about dealing with disappointments along the way. We were in Disciple Bible Class together when his cancer was discovered. Fay Jean had to push him into telling us about it because he didn’t share such things easily, didn’t want to appear to complain. He never volunteered a report on his condition; I always had to ask. When I inquired about his health, he would often chuckle and discuss it like some minor annoyance. He suffered from cancer but he wasn’t consumed by it, I suspect, because his real interests,



his real loves, were elsewhere — in his marriage, his family, his faith, in the choir, in the Sunday School Class. It was a part of his journey but it wasn't the whole journey.

When Jesus told his disciples that he must die and leave them, they were fearful. He provided them — and us — with reassurance that a place was prepared for them, their destination was assured and he would come for them later. Meanwhile, he said, don't let your hearts be troubled. Don't be afraid for the rest of the journey. "Peace I leave with you; my peace I give to you."

As I reflect upon Jack's life, it seems apparent to me that he knew that peace of God, that divine shalom, that sense of wholeness and healing deep within, that knows beyond knowing that the destination is assured and we can enjoy the trip come what may. We need not be troubled, nor afraid, we need only follow the One who is our peace and enjoy the journey. It has been our privilege to share this journey of faith with Jack who has arrived at the place prepared for him by God.

Thanks be to God for Jonathan Franklin Royce. Thanks be to Christ Jesus who brings us peace now and forevermore. Amen."

### 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.

**FOR SALE** - "Cabooses of the Missouri Pacific Lines" by G. J. Michels, Jr. To be

released in early January. Hardbound 400-page book contains 400 black and white and color photos of MP cabooses, including rosters. Cost is \$75 plus \$4.50 shipping. Contact Missouri Pacific Historical Society, 2718 Hwy 38, Cabot AR 72023-8120.

**FOR SALE** - Sets of specially canceled bicentennial envelopes from the Tenn 2000 Spirit of Tennessee train, which rain across

Tennessee last summer on a publicity tour using E-units, are for sale. This set consists of canceled envelopes from each of the 39 towns visited by the train and are for sale at \$38 per set. Contact Marge Chesser, USPS Customer Service, 525 Royal Parkway, Nashville TN 37229. (Thanks to member Chuck Crisler for the above information)

### 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.

**MINNESOTA - DAKOTA, MINNESOTA & EASTERN RAILROAD CORP** - To abandon 13.03 miles of line between m.p. 3.07 at Plainview Junction and m.p. 16.1 at Plainview, Minnesota. Effective January 15, 1997. (FR December 16, 1996)

**WEST VIRGINIA - CONRAIL** - To abandon 4.0 miles of line known as the Weirton Secondary Track between m.p. 35.70 and m.p. 39.70 in Brooke County, West Virginia. Effective January 26, 1997. (FR December 27, 1996)

**OKLAHOMA/KANSAS - K&E RAILWAY CO.** - To abandon its entire 57.69-mile line between m.p. 0.60 near Kiowa,

Kansas and m.p. 56.98 near Blanton, Oklahoma and between m.p. 299.98 and m.p. 301.19 near Cherokee, Oklahoma. Effective January 30, 1997. (FR December 31, 1996)

**TEXAS - MISSOURI PACIFIC/HOUSTON BELT & TERMINAL** - To abandon 0.52 miles of line known as the Columbia Tap Branch extending from the end of the line at E.S. 261+00 to E.S. 288.60 near Houston, Texas. Effective January 21, 1997. (FR December 31, 1996)

## GENERAL RAIL NEWS

### LIGHT RAIL SERVICE STARTED

(Dallas, Texas) - On December 30, 1996, light rail service began between Dallas and Irving using a push-pull train made up of Amtrak #318, 319, 383 and 401 plus two cars from the Connecticut Department of Transportation. These were temporary cars, to be used until DART's regular \$2.5 million cars arrive from GEC Alstom AMF Transport Co. The first train left Dallas 8 a.m. returned 9:45 a.m.

This was the start of the "Trinity Express" service. Dallas's first rail commuter service in decades. The segment from Dallas Union Station to Irving, 10 miles, runs mostly on former Rock Island tracks, which were bought in 1983. By 1999, the 14-mile leg from Irving to Fort Worth will open with service to the airport targeted for 2005. The two car trains will run every 25 minutes in the mornings and evenings. (Dallas Morning News and the Internet - thanks to whomever sent the articles from Dallas - you didn't put your name on anything)

### ONE-MAN TRAIN CREWS?

Wisconsin Central is pushing for one-man crews on its trains - the unions are trying to block it. The Federal Railroad Administration held hearings on this, as well as remote control of locomotives, in early December. Unions (the UTU) had sought an emergency order from the FRA to block these one-man crews. UTU spokesman James Brunkenhoefer said, comparing Wisconsin Central's safety record with that of another start-up company: "...You have a carrier with a great deal of leased and rehabilitated equipment. You have a carrier that has grown from 200 to 2,000 employees. What do you call that carrier? Valujet."

Leroy Jones, of the BLE, said he was concerned that one-man crews invite vandalism and adds to the possibility that the

train operator will fall asleep. He also said that should the new rules be adopted that train lengths be limited to 10 cars. (Traffic World, December 16)

*You have to write your own Book of Life ... you can't expect it to be written for you.* (Ken Ziegenbein, thought up on a mid-shift)

### WORKER PENSIONS RAIDED

In mid December, the Railroad Retirement Board in Chicago voted to slash railroad disability pension benefits. Over 200 labor union members protested. AFL-CIO President John Sweeney said that this move will have unified opposition of its' 13 million-member labor movement. This move was made without union consultation, which is illegal. It will be appealed in court. (via the Internet)

### BNSF SHORT ON COMPETITION?

As of December 26, BNSF was not providing full-scale competition to UP/SP over its' trackage rights (4,100 miles). BNSF was providing only five trains a day over UP-SP lines, below the 20 or so that was expected (apparently, as of mid-January, the number of trains have increased). The railroad blamed some of the delay on regulatory issues. A Union Pacific press release December 13 said that UP handled over 150 trains for BNSF and the Texas Mexican Railway since the BNSF obtained the trackage rights. (The Journal of Commerce, December 26)

### BNSF SELLS FOUR LINES

(Colorado) - BNSF sold four lines in Colorado, Nebraska and Kansas on December 17 to North American Railnet, based in Bedford, Texas. The 416 miles includes lines from Sterling, Colorado to Holdrege, Nebraska; Orleans Junction,

Nebraska to St. Francis, Kansas; Flynn, Nebraska to Almena Junction, Kansas; and Oronoque Junction to Oberlin, Kansas. BNSF's coal trains in Nebraska will operate with NAR's crews. (BNSF press release, December 17, 1996)

### UP SELLS 190 MILES OF LINE

Union Pacific sold 190 miles of line in Louisiana to the BNSF in December as part of the merger agreement. The line runs between Iowa Junction and Avondale, Louisiana. UP also sold its intermodal operations in Avondale. UP can still operate trains over the line via trackage rights. (UP press release, December 19)

### SNOWPLOWS

BNSF used four of its snowplows on its' northern lines the week ending January 13, 1997. In fact, Union Pacific lent them an additional plow and crew from Cheyenne to help clear the lines. (via the Internet)

### END-OF-TRAIN DEVICES

The FRA issued orders January 10 that will require the nation's railroads to install two-way end-of-train devices on most trains by July 1, 1997. This would enable engineers to apply emergency braking from both ends of a train. (PR Newswire)

### U.S.'S LAST INTERURBAN LINE

(Houston, Texas) - The U.S.'s last interurban line to be developed was between Houston and Baytown, Texas. It was built in 1927 and known as the Houston North Shore. At first it hauled freight as well as passengers, then Missouri Pacific obtained it. It operated by electricity until 1948 and remains today (sans electricity) as a Union Pacific branch. Parts of Houston's old interurban lines became the Gulf Freeway. (Houston Business Journal, November 28 via Dan Barr)

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**PLANO, TEXAS** - February 15,16 - 12<sup>th</sup> Annual Dallas Area Train Show in Plano (near Dallas) at the Plano Center, 2000 East Spring Creek Parkway, 10 a.m. to 5 p.m. both days. This is located ½ mile east of Central Expressway, Exit 31. For information, call Russ Covitt, 972-625-4012.

**PALESTINE, TEXAS** - March 1,2 - Texas State Railroad Railfan Weekend. Numerous mixed, freight and passenger-only trains using ex-Santa Fe #1316, RS-2 #7 plus other locomotives. Cost is \$85. The Arkansas

Railroad Club may have a van going there. If you'd like to go, call John Hodkin, 501-945-2128.

**PINE BLUFF, ARKANSAS** - April 5, 1997 - Second Annual Railroadiana and Model Train Meet in the Arkansas Railroad Museum in Pine Bluff. The 819 will be steamed up. For more information, call Robert Worlow, 21515 No. Mill Rd, Little Rock AR 72206, 501-888-5655.

**LITTLE ROCK, ARKANSAS** - June 19-

21 - Arkansas Railroad Club's Annual Show and Sale will be held on June 21 in conjunction with the Mid-Continent Region's Annual NMRA Convention, which will begin on June 19. There will also be activities with the local Rock Island Technical Society's chapter. For information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901.



Unknown family posing in front of U.P.'s #844 while on the wye at Bald Knob, October 27, 1996. (Ken Ziegenbein photo)

# ARKANSAS RAILROAD CLUB MEMBERSHIP ACTIVITY FORM

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

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



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

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



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

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

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

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

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

Please check the appropriate boxes below:

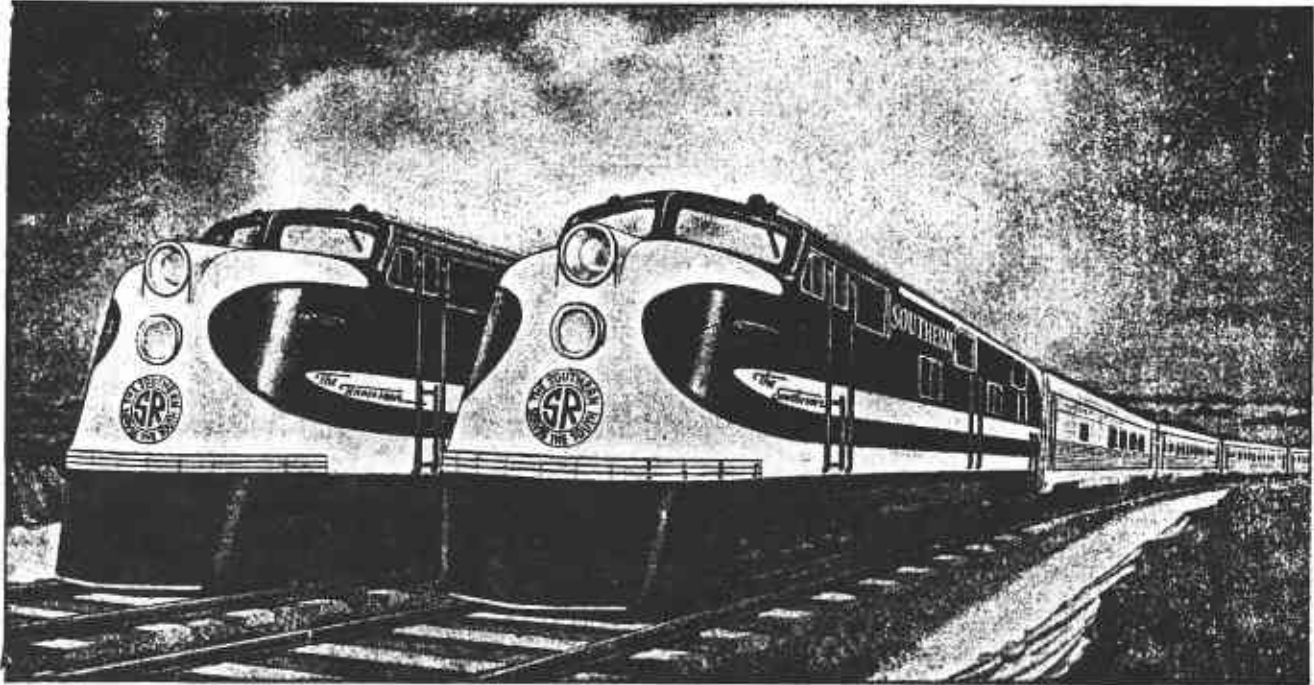
Interests: Early Steam Era:  Late Steam Era:  Train chasing:   
Early Diesel Era:  Contemporary:  Excursions:   
History:  Models:  Photography:  Artifacts:   
**Railroad of interest:** Missouri Pacific:  Rock Island:  Kansas City Southern:   
Cotton Belt:  Amtrak:  M&NA:  Frisco:  Southern Pacific: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

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

## Membership dues information:

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

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



Latest Modern Diesel-Powered Streamlined Coach Trains

**The TENNESSEAN**

*Between Washington and Memphis*

**The SOUTHERNER**

*Between New York and New Orleans*

Read Down Southbound	SCHEDULE		Read Up Northbound
No. 45	DAILY		No. 46
9 00AM	lv Washington (E.T.)	(So. Ry. Sys.)	Ar 7 48PM
9 15	lv Alexandria	"	lv 7 25
11 25	lv Charlottesville	"	lv 6 50
12 50	lv Lynchburg	(N. & W. Ry.)	Ar 3 50
12 55	lv Lynchburg	"	Ar 3 45
2 10	lv Roanoke	"	Ar 3 39
6 00	lv Bristol (E.T.)	"	lv 10 45
6 10	lv Bristol (C.T.)	(So. Ry. Sys.)	Ar 9 35
6 50	lv Johnson City	"	lv 8 55
6 55	lv Greenville	"	lv 8 10
7 35	lv Morristown	"	lv 7 25
8 25	lv Knoxville	"	Ar 6 30
8 40	lv Knoxville	"	Ar 6 15
10 30	lv Cleveland	"	lv 4 28
11 25	lv Chattanooga	"	lv 3 40
6 40	lv Nashville	(N.C.&St.L.Rv.)	lv 9 30
11 40	lv Chattanooga	(So. Ry. Sys.)	Ar 3 15
1 58	lv Huntsville	"	lv 1 00
2 35	lv Decatur	"	lv 12 25
3 35	lv Sheffield	"	Ar 11 30
3 43	lv Tusculumbia	"	lv 11 13
4 55	lv Corinth	"	lv 10 10
7 10AM	Ar Memphis	"	lv 8 00PM

Read Down Southbound	SCHEDULE		Read Up Northbound
No. 47	DAILY		No. 48
6 43PM	lv New York (Penna. Sta.) (E.T.)	(Penna. R. R.)	Ar 1 50PM
6 25	lv Philadelphia (Pa. Sta., 30th St.)	"	Ar 12 12
6 55	lv Baltimore	"	Ar 10 43
8 50	lv Washington	(So. Ry. Sys.)	Ar 9 30
11 00	lv Charlottesville	"	lv 7 21
12 17	lv Lynchburg	"	lv 6 00
1 32	lv Danville	"	lv 4 48
2 32	lv Greensboro	"	lv 3 45
3 37	lv Salisbury	"	lv 2 45
4 27	lv Charlotte	"	lv 1 45
5 55	lv Spartanburg	"	lv 12 20
6 40	lv Greenville (E.T.)	"	lv 11 40
8 45	Ar Atlanta (Terminal Sta.) (C.T.)	"	Ar 7 30
8 55	lv Atlanta (Terminal Sta.) (C.T.)	"	Ar 7 20
11 23	lv Anniston	"	lv 4 47
12 55	Ar Birmingham	"	Ar 3 22
1 00	lv Birmingham	"	Ar 3 15
2 08	lv Tuscaloosa	"	lv 2 08
4 00	lv Meridian	"	lv 12 20
5 07	lv Laurel	"	lv 11 04
5 43	lv Hattiesburg	"	lv 10 30
7 15	lv Slidell	"	lv 8 59
8 15PM	Ar New Orleans	"	lv 8 00AM

a—Stops to receive or let off passengers for or from points south of Washington.

Equipment of both trains consists of a 2,000 H.P. Diesel locomotive on "The Southerner" and a 4,000 H.P. Diesel locomotive on "The Tennessean" . . . Coaches that are ultra-modern, streamlined, with the latest type reclining and revolving seats . . . Observation-Tavern Car in which will be found the last word in decorative bar fixtures, with tavern appointments and seating facilities . . . Beautifully-appointed Dining Car serving popular-priced meals . . . All cars have the most modern type of air-conditioning.

In addition to the coach equipment, Pullman sleeping car service is available on "The Tennessean" between Memphis and Chattanooga, Memphis and Washington, Nashville and Bristol.

Special features include Hostesses, also Train Passenger Representative, who will look after the needs of passengers . . . Radio in Observation-Tavern Car . . . Electric Drinking Water Fountains . . . ALL COACH SEATS RESERVED IN ADVANCE WITHOUT ADDITIONAL CHARGE . . . Pillows, if desired, at twenty-five cents.

"THE SOUTHERNER" AND "THE TENNESSEAN",  
AFFORD OUR PATRONS THE FINEST AND MOST MODERN STREAMLINED  
TRAIN SERVICE, AT ECONOMY COACH FARES.

**SOUTHERN RAILWAY SYSTEM**

JIM BENNETT COLLECTION

ARKANSAS RAILROADER



**TOP** - Our October Union Pacific excursion train coming into Little Rock, Friday October 25, 1996 behind the 844. Local talk show host Pat Lynch is seen standing next to the fence to the right. **BOTTOM** - A local television crew was waiting for the train, interviewing people. *(Ken Ziegenbein photos)*





**TOP** - The 844 parked on the wye at Bald Knob, Sunday, October 27, 1996. It then backed northward onto the main line and headed south for Little Rock. A huge downpour and thundertorm occurred just after we returned to Little Rock that night. **BOTTOM** - Workers oiling and checking the engine at Bald Knob. (*Ken Ziegenbein photos*)



**TOP** - Part of the crew and riders of the October U.P. excursions, l-r Bob Bunch (of Pacific Limited), Reed Jackson, Carl Jensen and John. (*H.O. Tyler photo*). **BOTTOM** - Gilbert Ziegenbein (your editor's father) builds unique birdhouses at his home in New Ulm, Texas, including railroad cabooses, like the KATY caboose in the foreground. (*Wilma Ziegenbein photo*)