



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 29 NUMBER 7 JULY 1998



Tom Long, as conductor, backs the Reader Railroad train into the Waterloo, Arkansas depot on a special run on March 17, 1973. (*Gene Hull collection*)



Interior scene of the depot at Reader, Arkansas in March, 1973. (*Gene Hull photo*)

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, JULY 12 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. The program has not been finalized, but we'll have a good one, so come and be surprised. If no one is found, Ken Ziegenbein will show Super-8 railroad movies of the past.

POSSIBLE 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 on the Alco line. Details will follow.

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

CHRISTMAS DINNER will be held Sunday, December 6.

GERALD HOOK of the KCS and a club member, retired June 30 after 28½ years of service. He plans to pursue more photography (send some train pictures to us!) as well as do some historical writing. One long range wish is to write a KCS history from inception to its purchase by L&A in 1939. His last work day was June 9, after which he used vacation time until the end of the month. Gerald was the KCS's Marketing Account Director and worked out of Baton Rouge, Louisiana.

OUR INTERNET WEB PAGE - As a reminder, I am personally hosting a site for our club on the Internet, which has the current issue of the *Railroader* on it, plus any announcements (and Lots of weather information). This doesn't cost the club anything. The address: <http://www.netcom.com/~ken.z.rw/weather/trains/road.html>

JULY BIRTHDAYS: JIMMIE M. WAKEFIELD (7/06); BILL D. DONOLEY (7/07); RONALD L. GARLING (7/08); RANDY TARDY (7/08); J. CARY NETTLES (7/08); DONALD E. STEVENS (7/10); DAVID L. BRIGGS (7/12); BRUCE E STAIR (7/15); GEORGE W. SCHMIDT (7/17); EVERETT E. THOMPSON (7/22a); ROBERT F. READ (7/22); HOWARD R. BRANDES (7/24); WILL A ROGERS (7/26); DR. WILLIAM L. SCHMIDT (7/30); BOB McMANUS (7/31).

1999 CALENDARS are ready! See order blank elsewhere.

E-MAIL CORRECTION - Change Bruce Stair's e-mail address to: bes@arkansas.net

DONATIONS WANTED - The South Carolina Railroad Museum is asking for donations to help fund its operating passenger line as well as it's museum operations. It's the official railroad museum in South Carolina. To help, write to the South Carolina Railroad Museum, Inc., PO Box 7246, Columbia SC 29202-7246.

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 - 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.

CT - BOSTON & MAIN - To abandon 0.48 mile of line on the Watertown Industrial Track between Engineering Station 19+50 (m.p. 0.94) and Engineering Station 44+66 (m.p. 1.42) in Waterbury, CT. Effective July 3, 1998. (STB Docket No. AB-32, Sub No. 84X, decided May 22, 1998, served June 3, 1998)

COLORADO - UNION PACIFIC - To abandon 1.8 miles of the Leadville Branch from m.p. 274.3 near McWethy Drive to the end of the line at m.p. 276.1 at the rail yard near U.S. Highway 24, in Leadville, Colorado. Effective July 4, 1998. (STB Docket No. AB-33, Sub No. 117X, decided May 28, served June 4, 1998)

ARKANSAS - UNION PACIFIC - To abandon 26.0 miles on the Stuttgart Branch from m.p. 236.0 near Ricusky to the end of the line at m.p. 262.0 near Indiana, Arkansas. Effective July 5, 1998. (STB Docket No. AB-33, Sub No. 121X, decided May 27, served June 5, 1998)

TEXAS - UNION PACIFIC - NOT to abandon 12.53 miles between m.p. 117.6 near Suman and m.p. 105.07 near Benchley, Texas. Southern Pacific had requested the abanonnement on August 12, 1996 but UP said it now needed this line and asked the STB to vacate the abandonment exemption. The STB agreed to let UP keep the line open. (STB Docket No. AB-12, Sub No. 185X, decided June 8, 1998, served June 12, 1998)

ARKANSAS RAIL NEWS

None received this month.

GENERAL RAIL NEWS

FIRST HIGH SPEED ACCIDENT

(Germany) - After 36 years of accident-free high speed rail, at least 93 were killed when a German ICE train derailed May 28 in Germany. Evidence shows that the lead locomotive split from the train after a damaged wheel on the first car behind the engine had broken several miles before. Then when the train hit a switch, it derailed. All ICE trains were temporarily taken off line. High speed trains in the U.S. will be safer, however. Here, cars are rated to withstand 800,000 pounds of lateral force, while in Germany they were only 450,000 pounds. Also (and I didn't know this before), U.S. trains use a coupling system which direct cars away from each other in wrecks, so they won't pile up like they did in Germany. That's why when trains derail here, the cars are seen in a zig-zag pattern. *(Via Dan Barr, from USA Today)*

MEETING IN TEXAS

(Pasadena, Texas) - In a continuing battle of words, UP critics in Texas met June 10 to discuss exactly what proposals to make to the Surface Transportation Board about UP's 85% dominance of railroads in the Houston area. Meeting were KCS, BNSF, large customers, politicians. They were to discuss an eight-point proposal to open Houston factories to more than one railroad, permanently extending trackage rights to other railroads and forcing sale or lease of some UP facilities in the area. UP, on the other hand, was not invited to the meeting and says the congestion of last year is gone. *(Dallas Morning News, June 10, 1998 via Dan Barr)*

A fully loaded tractor-trailer has an impact 150 times greater than a standard automobile. (Tennessee DOT)

CONRAIL PURCHASE APPROVED

The Surface Transportation Board approved the purchase of Conrail by

Norfolk Southern and CSX on June 8. This purchase would have the opposite effect of the UP/SP merger in that it would INCREASE the number of railroads in the northeast to two from the one Conrail. The purchase will not officially take place until late August.

NEW PASSENGER TRAIN

(Lima, Ohio) - On June 2, the Surface Transportation Board allowed the Indiana & Ohio Rail Passenger Corporation to get trackage rights over the Indiana & Ohio Railway for 146.02 miles, between Diann, Michigan and Lima, Ohio. (Does anyone know about this passenger rail corporation? Is it really getting into long distance passenger service?) *(From STB ruling FR-4915-00-P, Docket No. 33591, June 2, 1998)*

COMMUTER RAIL

(Olathe, Kansas) - The Olathe to Union Station (Kansas City) commuter rail

proposal got more support in late May after Congress passed the \$167 billion ISTEA bill. The county applied for a \$20 million

grant to start the project, which would use existing BNSF tracks. (Olathe, Kansas

Daily News via Jim Johnson

AMTRAK NEWS

EXPRESS O.K.

The Surface Transportation Board gave Amtrak the right to haul a wide array of express, including packages and time-sensitive freight shipments. The ruling should expand Amtrak's Express significantly. Union Pacific and other railroads had asked the STB to limit Amtrak to no more than 8,000 pound

shipments, but the ruling gives Amtrak the right to have up to 30-car trains (including passenger cars). Last year, Amtrak made \$70 million from express, most of it mail. As late as 1959, express on the old Railway Express Agency provided up to 46% of total intercity passenger train revenue.

The following was sent in by Dan Barr

from *USA Today* of May 28 and I thought some of their quotes were interesting, including: "Encouraged by increased ridership, Amtrak and several states are investing in improvements to cut down train travel times. -- A quite railroad revival in under way in many parts of the country."

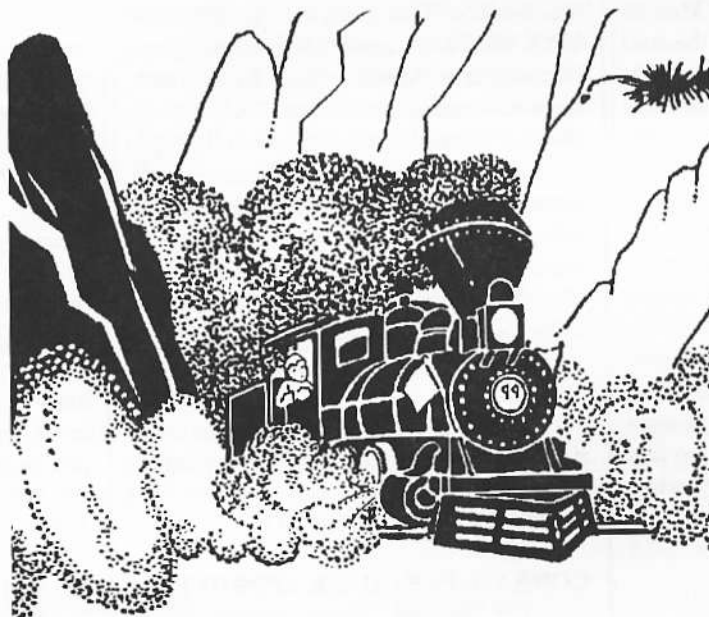
EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

WATERLOO, IOWA - August 13-16, 1998 - 19th Annual Meeting of the Illinois Central Historical Society. This will be held at the Waterloo Holiday Inn Convention Center, 205 West 4th Street from 9 a.m. to 4 p.m. Free admission. Dealer tables \$30. Contact Mark L. Miller, 111 Scott St,

Marion IL 62959-7102 or call 618-997-5788 evenings.

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.



TRAIN ORDERS

by: P. B. Wooldridge

The Cotton Belt used three types of train orders to facilitate the movement of trains. Form 19, green in color, consisted of oil impregnated thin tissue. Form 19-A was like Form 19 but was longer by several inches to accommodate schedules for Passenger Extras. Lastly Form 31, yellow in color, was to further restrict a train, and required the signatures of both Engineer and Conductor.

Train orders were copied with a stylus. Double faced black carbons were used. Until the 1950s we were not allowed to use a typewriter in copying train orders. We made 5 copies when copying for one train, 9 copies for two trains, and thirteen for three. When you copied orders for six trains, as during World War II, you had to re-copy the order, and repeat it again to the Dispatcher to prevent error.

Telegraph was widely used until the 1950s. All the branch lines used the telegraph exclusively, as did the 62 mile Shreveport Branch, which was a misnomer as it was actually a busy main line. On the main line the Dispatcher's phone was used for train orders except when it failed, and telegraph had to be used. At Fordyce Tower, all communication was via telegraph on the Rock Island.

Then there were the double-headers. Each Engineer and each Fireman, as well as Conductor and Flagman, were required to receive clearances and orders.

Back about 1975 the L&A detoured a 150-car freight over the Cotton Belt, from Stamps, Arkansas to Shreveport, Louisiana. Chief Dispatcher at Pine Bluff Shops called me long distance, and I met the Cotton Belt pilot at the bus stop at Stamps and carried him to the L&A Extra. All received orders passing thru Lewisville, including an extra set for the SSW Pilot. The orders were to meet two SSW freights at Bradley, but the second freight derailed leaving Shreveport yard. The L&A train, not being equipped with radio, could not be notified, so I jumped in my car and delivered further orders to him at Bradley. I handled the switch when he hi-balled and left town.

The Cotton Belt furnished steel pointed styluses with which to copy train orders, but most operators purchased and used their own styluses, ones with a polished agate point.



(The order on the next page is from P. B. Wooldridge's collection. The one on the page following that is from the Arkansas Railroad Club's newly acquired Eakles Hille Train Order collection (from the estate of Berdene Mullen).

St. Louis Southwestern Railway Lines

TRAIN ORDER NO.

179 March 9 1940

To C. & E.

Extra 761 North

At

Lewisville

Five Extras 761 and 782 and 770 and 768 and 803 North have right over Extra 583 South Washburn yard to Fordyce and hold Main train at Fordyce against Extra 583 South

Extra 583 South has right over five extras 761 and 782 and 770 and 768 and 803 North Pine Bluff Shops to Fordyce

Wm

Conductor, Engineer, Fireman and Flagman must each have a copy of this order.

Made Complete

Time

6:53 P.M.

M.

W. V. ...

Opr.

The Missouri Pacific Railway Co.

TRAIN ORDER.

No. 278

NOV 22 1889

Train orders must not be delivered to nor accepted by Conductors and Engineers until they are signed, repeated back to dispatching office, and O K with correct time and name of Operator receiving, put on them. Conductors and Engineers in person are required to read aloud and sign all orders addressed to them in presence of the Operator, without exception. Operators must keep a supply of this form on hand and use it for train orders only.

A. W. DICKINSON, Gen'l Supt.

St. Louis
OK to No 4th no 131 Valley Park

No 126 Eng 972 will take siding

& meet 4th 131 Eng 974 at Carter

instead of St Paul.

St. Louis

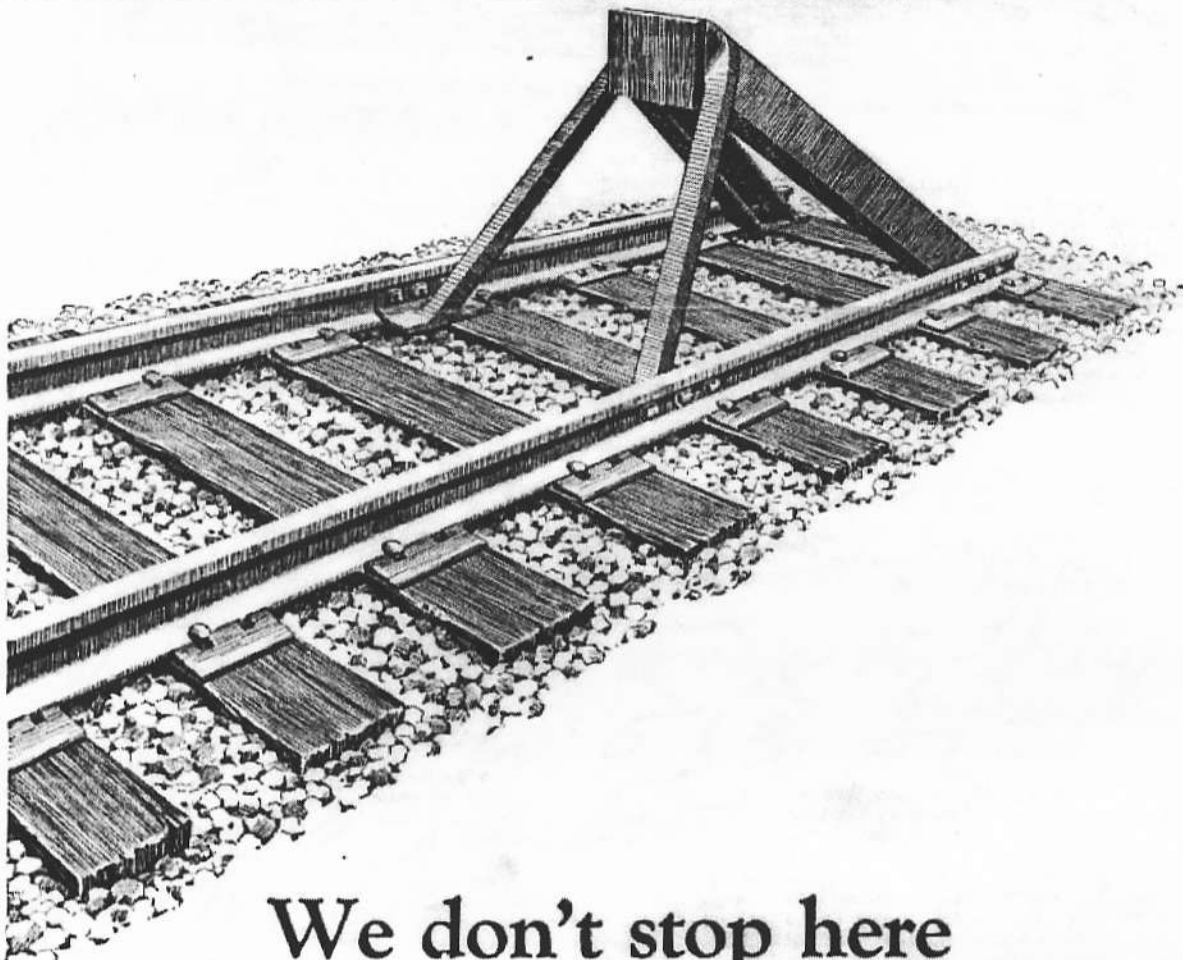
Conductor

Hille

OK N 278

*OK 8:20 am
St. Louis*

This November 22, 1889 Missouri Pacific Train Order is one of hundreds Eakles Hille collected over his lifetime and is from the Berdene Mullens collection, which is now the Arkansas Railroad Club Collection.



We don't stop here

End of the line?

For cars, yes. But not for the Southern Railway System.

We keep right on...serving the South in many ways beyond providing dependable, economical, all-weather transportation.

Our tax dollars help to build and maintain your public schools, police and fire departments and other governmental services and facilities... even airports, highways and waterways.

Our millions of dollars in "better-than-average"

wages... paid to our 50,000 employees... ring cash registers and swell bank accounts in every community we serve.

And our policy of buying all the materials and supplies we can in the South is a boon to local business, industry and agriculture.

Nor do we stop here... we go on and on. For we are your enthusiastic partner in the building of an even greater, more prosperous South.

Ernest E. Norris
President

SOUTHERN RAILWAY SYSTEM



Ad from Peter Smykla, Jr he got from the March 15, 1947 *Army and Navy Bulletin*.

May 11, 1998



Dear Friend:

This commemorates the **57th Anniversary** of the Inaugural Run of the Missouri Pacific's Streamlined, Diesel-Powered **DELTA EAGLE** which was placed in service on Sunday, May 11th, 1941 (Mother's Day), on a daily 518-mile round-trip between Tallulah, Louisiana, and Memphis, Tennessee, running as Train 334 Northbound and Train 335 Southbound, serving such on-line cities and towns as Sondheimer and Lake Providence in Louisiana; Eudora, Lake Village, McGehee, Watson, Snow Lake, Elaine, Helena, Lexa, Marianna and Hughes in Arkansas. The DELTA EAGLE's schedule allowed for a four-hour mid-day layover in Memphis, permitting passengers ample time for business and shopping, enabling them to return to their homes the same day. The trip was made in six and one-half hours in each direction at an average over-all speed of 40 MPH, a remarkable feat considering the more than twenty regular and "flag" stops en-route.

The colorful blue and gray DELTA EAGLE consist was made up of No. 7100, a 1000-HP General Motors Diesel-Electric Locomotive with Baggage Compartment, and two DeLuxe Streamlined Chair Cars, these built to Missouri Pacific specifications by The St. Louis Car Company. The first car, numbered 760, designed for the accommodation of colored passengers, had seats for 60, with spacious rest rooms for men and women, and had a special RPO-Mail compartment in its forward end. The second car, numbered 732, seated 48 passengers and featured spacious lounge rooms for men and women, and a compact Grill serving complete meals and refreshments to passengers at tables, the grill-counter, or at tables set up at their seats in either car. Both of the luxurious, air-conditioned Chair Cars featured identical deluxe reclining, revolving seats, deep-pile carpeting, hand-loomed drapes and venetian blinds at the wide, shatter-proof windows, individually controlled lighting fixtures above each pair of seats, and (*new in 1941*) radio reception. The deep, rich hue of the blue carpeting and seat upholstery blended with the soft gray-blue of the walls and was set off by the pale yellow ceilings, with the cast-aluminum EAGLE insignia mounted on the blue bulkheads.

The highly popular DELTA EAGLE continued to run into the 1950's, until declining patronage forced discontinuance of portions of its run, first between McGehee and Tallulah in 1952, then between Memphis and Helena in 1954. The remaining Helena-McGehee service was then provided by Mo-Pac's ACF-built Single-unit, Bi-directional, Streamlined "EAGLET" Motorailer, Number 670, which seated 34 passengers and handled what little 'head-end' business that remained, running as un-named Trains 334 and 335, the DELTA EAGLE name having been quietly dropped.

Those who knew the beautiful DELTA EAGLE fondly recall pleasant memories of the luxurious and popular service provided by the proud little train, which Mo-Pac contemporary advertising grandly described in colorful and widely distributed DELTA EAGLE brochures as "*The South's Newest Streamliner*", providing "*Low-Cost Appetizing Meals*" and "*Club Car Comforts For Coach Passengers*", "*Marking*" (they stated) "*Another Progressive Step In The 89-Year History Of The Missouri Pacific As A Service Institution*".

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 _____

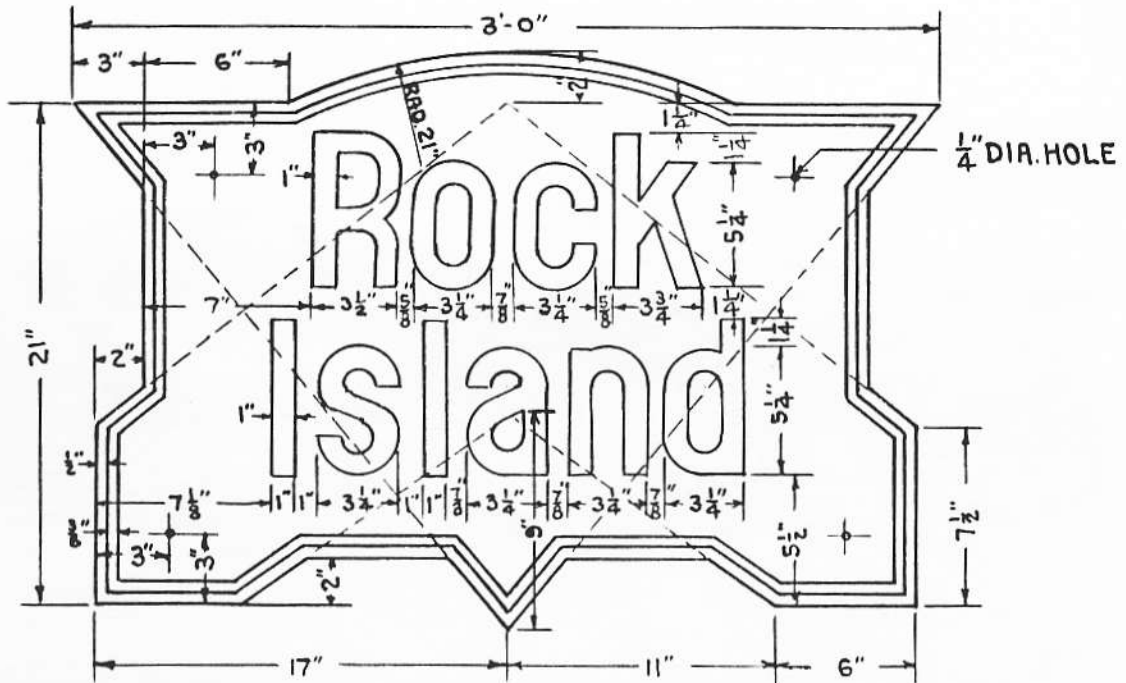
CITY _____ STATE _____ ZIP _____

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



**SIGN NO. 34
EMBLEM**

GENERAL NOTES

MATERIAL: EMBLEM TO BE MADE OF TEMPERED MASONITE AND FASTENED WITH 4- BRASS WOOD SCREWS 2" LONG.
PAINTING: FIELD AND OUTSIDE BORDER TO BE PAINTED MAROON NO. 185. LETTERS AND INSIDE BORDER TO BE PAINTED WHITE.
LOCATION: EMBLEM IS TO BE PLACED AT EACH END OF DEPOT BUILDING AS INDICATED.



HIP END



GABLE END

**ROCK ISLAND LINES
ROCK ISLAND EMBLEM
FOR PASSENGER DEPOT**

**OFFICE OF CHIEF ENGINEER
CHICAGO, ILLINOIS**

SCALE 1/8" = 1"

ADOPTED APR. 1, 1959

J. Engle
ENGINEER OF BUILDINGS

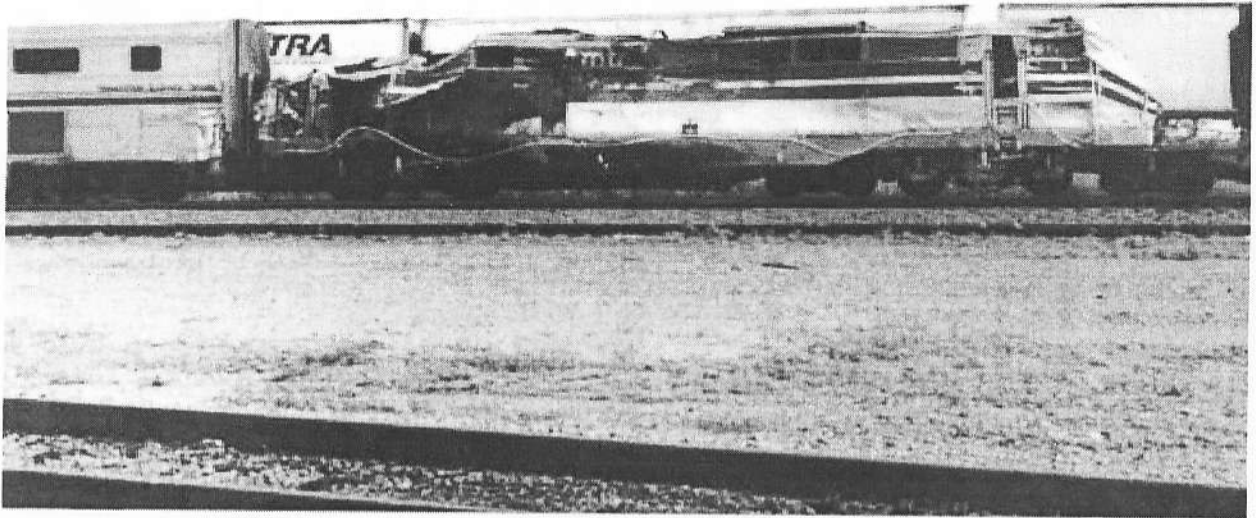
W.B. Hochmorton
CHIEF ENGINEER

R. Johnson
VICE PRESIDENT OPERATIONS

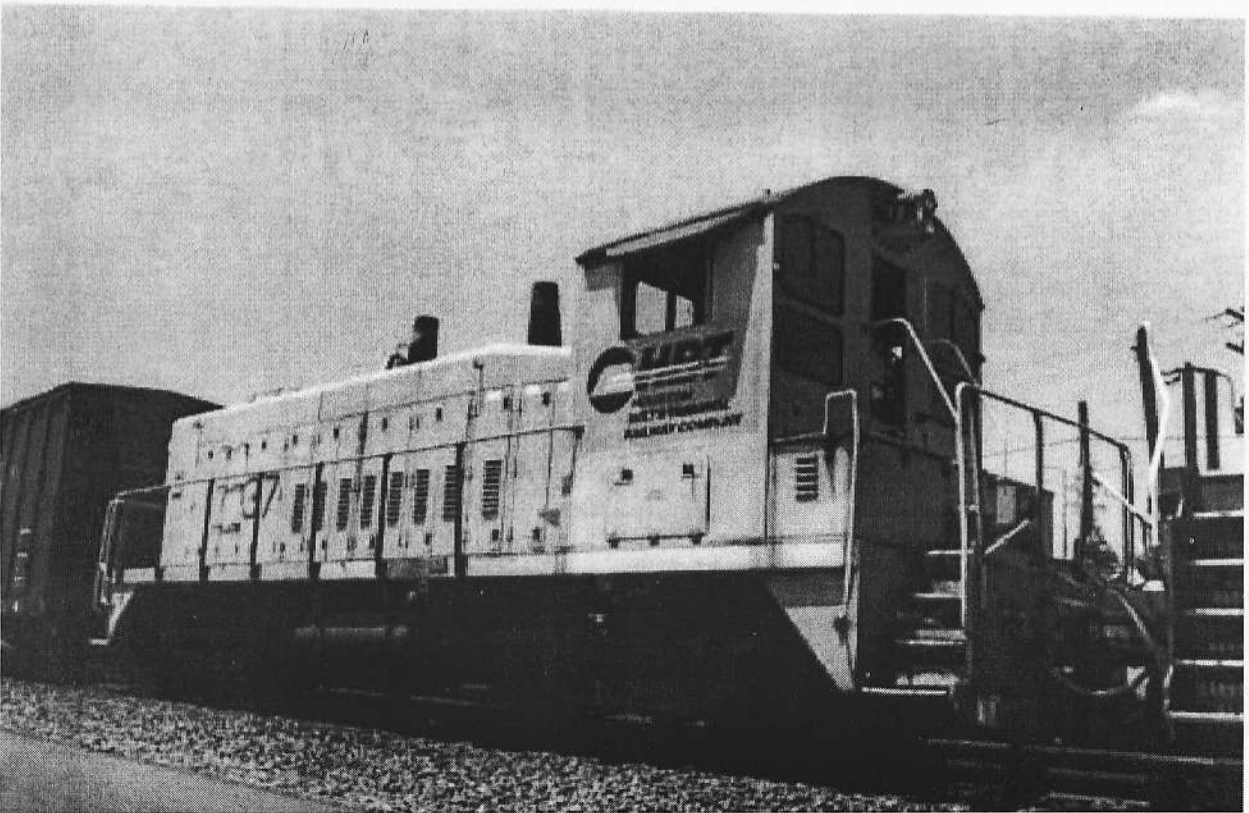
INDEX NUMBER	80-28
REVISION LETTER	
REVISION DATE	
DESCRIPTION OF CHANGE	

E	D	C	B	A

STEPHEN STEVEN EUDY
P.O. Box 25027
West Des Moines, IA 50265



TOP - A wrecked Amtrak Genesis locomotive as it was seen in North Little Rock in May 1998. This unit (Number 77) was the second unit on the *Texas Eagle* that wrecked after a garbage truck failed to yield at a road crossing in Round Rock, Texas on May 5. **BOTTOM** - A nice mixture of power in Pine Bluff, Arkansas in June 1998: BNSF freight MELOJ with SF2353 and BNSF6318 and the NLR Local of UP (MPBNLX 31) with units UP2244, UP6661, UP406, CNW4623 and NS2760. (*John Jones photos*)



TOP - UP 8276, UP 6758, UP 6868 on CBMTU passing Union Station in Little Rock June 10, 1998.
BOTTOM - A Houston Belt & Terminal Railway Company locomotive as seen in North Little Rock, Arkansas in June 1998. *(Both photos from John Jones)*



Green Bay & Western #320, leaving Winona, Minnesota at dawn on September 27, 1981. (Peter Smykla, Jr. photo)

This is the same photo that was on the June cover - in that issue, I had tried an experimental halftone technique and asked the printer to just print it as it was. It didn't turn out very good, so here's what the photo Really looked like, using our regular plate printing.