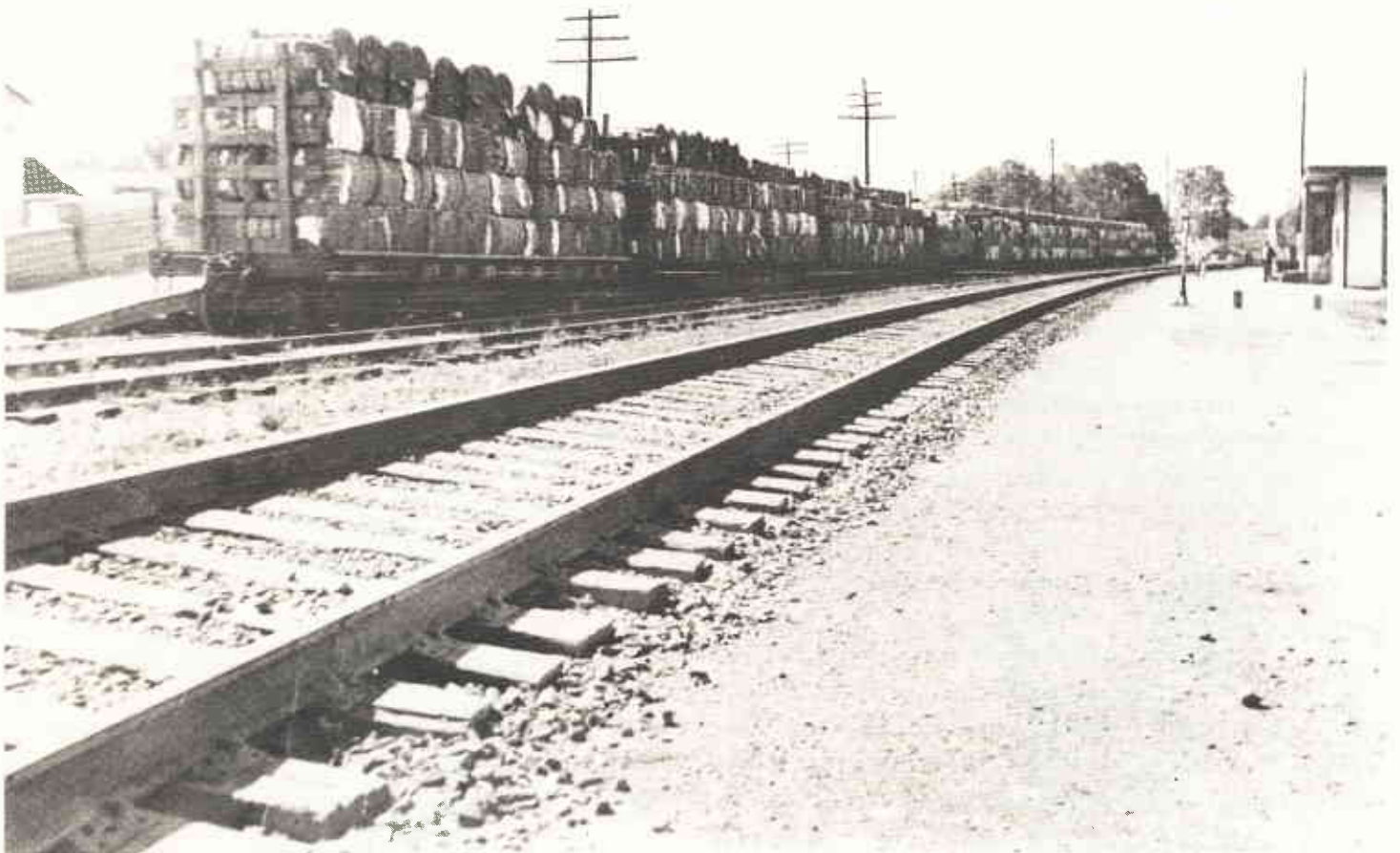




LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER

VOLUME 27 NUMBER 6 JUNE 1996



COVER PHOTO

Southbound view of Altheimer Cotton Belt Depot taken during World War II. Note main line next to depot, with siding next, then the team track with a cotton platform behind that. Note the high poles with telegraph and telephone lines. There is a mail crane just before you get to the depot. Note the fact that the rail opposite the depot is much higher than the side next to the depot. This grade difference makes the train lean in at an angle towards the depot which made it very difficult to hand up train orders there. (Some call this type of curve a "reverse curve"). The train order signal is very high in the air due to this station being in a curve. Not seen in this photo was the House track behind the depot, which was at the end of the Wye. When leaving for Pine Bluff, trains from the Little Rock Branch would back their train into the wye and (sometimes) the House, prior to departing on the Jonesboro SubDiv. Also, not shown in photo, is the switch south of the depot where trains from the Little Rock Branch entered the main track. The most interesting part of the photograph, though, is the cotton loaded on flat cars. Due to the wartime boxcar shortage, Agent Bryan Garrett came up with the idea of using flats, which were available, to get the cotton to the compress in Pine Bluff. Guess who used to have to change the light bulb in the train order signal? Yes, that right, the night-telegrapher. (Lynn N. Gaines, Jr. photo)



REMEMBERING ALTHEIMER

by: Lynn N. Gaines, Jr.

I first worked Altheimer about 1949 or 1950. Alton McMurtrey, now retired, was the agent. Having received the message to work there, late in the afternoon, and further because the Chief Dispatcher did not like to pay bus tickets, I caught Lone Star train #2. Upon arrival at Pine Bluff, the Chief Dispatcher gave No. 2 a message to let me off at Altheimer, which was not a scheduled stop. When I got off, the only person in sight was the mailman, who allowed me to stay the rest of the night in the warm waiting room.

My father told me that when he worked there during the twenties, Agent Fred Goodgame got married. Roadmaster Wilbur, in the spirit of the occasion, reached up and pulled the town's "fire alarm bell," which was then located at the station. My father said that "...everyone in town turned out that night to see what had happened..." Old man B. E. Wilbur, of Stuttgart, was quite an interesting gentleman, an old timer, the pattern from which the others were cut.

One day during the 1970's while visiting my neighbor Engineer Lee O'Banion, I chanced to mention that I had worked for Agent Bryan B. Garrett at East St. Louis. Lee replied "...that man saved my life one morning..." Lee continued with the following story. O'Banion was coming south that day on a second class freight train, probably working as fireman. This train, powered by

an 800 class engine, was approaching Altheimer at a pretty good clip, and had just whistled for the street crossing at the north end of town, when suddenly the train order board went from clear to red. Lee's engineer realized that this meant only one of two things, either we were to meet a northbound train there, or that another southbound train had just left Altheimer, and if this was the case, the Agent was late in putting out his board to "block" behind them. At any rate, when the sudden appearance of the red board, with no one out to hand up train orders, the engineer made emergency applications of the brakes, stopping just inches short of the engine of the Little Rock Branch local. This engine had failed on the main track just south of the depot, at a point not visible because the depot, being in the middle of a curve, blocked the view.

Agent Garrett had noticed that the local engine was stopped on the main track, so when he heard the southbound train whistle at the north end of Altheimer, he realized that due to short time, it would be useless to run for the door with a red flag. So, he did the only thing that he could do -- he threw the lever of the semaphore (train order) board to the "Stop" position.

O'Banion stated that if Garrett had not been alert and taken the action that he did "...all or both engines would have perished, as would have anyone else in or around the Altheimer depot..."

Cotton Belt timetable rule at that time provided that trains from the Little Rock Branch, would come out on the main track expecting trains from the Jonesboro Subdivision to be on the main track; the Uniform Code (Rule 99) would have then provided that they come out under flag protection against the time of the second class train.

Later, Bryan Garrett was appointed Agent, East St. Louis, then General Freight Claim Agent, and later Administrative Assistant to the President, of the Cotton Belt. Garrett, now retired, owns and operates the Whistle Stop Ranch at Flint (near Tyler), Texas.

(Anyone heard of the Sunnyside Railroad of the Sunnyside Plantation? It was located in Chicot County, Arkansas at one time. A Delta Cultural Center (Pine Bluff) poster shows cotton loaded on flats owned by this railroad. According to Lynn Gaines, this railroad has probably never been mentioned before by anyone, including Gene Hull or Bill Pollard.)



NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be on SUNDAY, JUNE 9, beginning at 2 p.m. at the Mercantile Bank on Main Street in North Little Rock, just across the river from Little Rock. The program will be given by JONATHAN ROYCE and will be on the Civil War and railroads. It should be quite interesting. Refreshments will be served and the public is invited.

OCTOBER UP EXCURSIONS - Here are the specifics of Pacific Limited's/Arkansas Railroad Club's October 1996 trips St. Louis-Little Rock-Branson-Kansas City.

SEGMENT	Economy	Coach	Dome	Deluxe
1. <u>St. Louis to Little Rock</u> <u>Branson and Kansas City</u> (This full package with Branson adventure - see note below - is priced based on double-occupancy)	\$1499	\$1549	\$1649	\$1849
2. <u>St. Louis to Little Rock</u>	255	284	335	(includes motel at Poplar Bluff, Missouri)
3. <u>St. Louis to Little Rock</u>	569	589	649	(includes Embassy Suites, St. Louis, Poplar Bluff motel, Excelsior Hotel in Little Rock)
4. <u>Little Rock to Kansas City</u>	819	849	899	(package with Branson, one-nite Little Rock hotel)
(Only a limited number of St. Louis to Little Rock and Little Rock to Kansas City tickets will be available)				
5. <u>Little Rock to Russellville</u>	69	99	129	(roundtrip with E-9s)
6. <u>Little Rock to Bald Knob</u>	59	89	109	(roundtrip with 844)
(Segments 5 and 6 are not included in the segment 1 package)				

The complete St. Louis to Kansas City package includes:

Wed. Oct 23 - Stay at Embassy Suites, St. Louis. Includes hospitality hour, get acquainted meeting.

Thu. Oct 24 - Complimentary breakfast. Train to Poplar Bluff, 844, Poplar Bluff motels.

Fri. Oct 25 - Train, 844, Poplar Bluff to Little Rock. Stay at Excelsior Hotel (AAA, 4-Star).

Sat. Oct 26 - Roundtrip Little Rock-Russellville, E9s.

Sun. Oct 27 - Roundtrip Little Rock-Bald Knob, 844.

Mon. Oct 28 - Train and 844 on display in North Little Rock. Variety of tours in Little Rock area, rooms at Excelsior

Tue. Oct 29 - Train, E-9s, Little Rock to Branson. Lodging at Settle Inn (AAA, 3-Star), buffet dinner on arrival at the hotel, then the Boxcar Willie show. (Rumors have it that the 844 will haul a freight Little Rock to Van Buren and westward starting on this date, also)

Wed. Oct 30 - Breakfast included, sightseeing, afternoon show, shopping, prime rib dinner, choice of three evening shows.

Thu. Oct 31 - Breakfast included, choice of cruise on Table Rock Lake, fishing excursion, Wayne Newton Show. Then dinner cruise on the Branson Belle showboat.

Fri. Nov 1 - Breakfast included. Train to Kansas City, stay at the Kansas City Airport Marriott.

As usual, photo stops are planned for each day.

ORDER ANY OF THESE TICKETS/EXCURSION PACKAGES FROM THE ARKANSAS RAILROAD CLUB! We get 10% of the roundtrips out of Little Rock plus a commission rate of \$100 St. Louis to Kansas City or \$40 St. Louis to Little Rock. We'll also get 10% on the rail fare on any of Pacific Limited's C&NW trips if we sell the tickets. Our

address is the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

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

NRHS TRIP CHANGES - Because Amtrak and CSX failed to reach agreement on two proposed trips over CSX at the June NRHS convention in Charlotte, North Carolina, these trips have been canceled, being replaced by a part train/part bus trip to various museums in the area and rides on a few shortlines. (I thought Amtrak could run any trips it wanted on member railroad lines???)

ROCK ISLAND TECH SOCIETY TO MEET - On August 16, 17, 18, the national Rock Island Technical Society will have its annual meeting in Little Rock for the first time. It will be held at the Riverfront Hilton in North Little Rock. A RITS board meeting will be held Friday, August 16 - Saturday, August 17 will be a swap meet at the hotel, open to the public, a model contest, several tours to events, including the 819 in Pine Bluff, layout tours, Jenks Shop tour. Saturday evening will be a banquet with a Rock Island speaker and a slide presentation of the Rock in Arkansas.

For registration information or swap meet forms, send a SSAE to Bill Pollard, 3005 Baxter Drive, Conway AR 72032. RITS Internet address is: <http://storm.simpson.edu/%7erits/>

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 TRADE - Passes, tickets, old photographs of KCS, Frisco, etc and wax sealers for trade. Contact P. L. Moseley, 6621 Springlake Circle, Shreveport LA 71107-8778 or call 318-929-2433 for copy of

current list.

WANTED - Photo of KCS depot at Waldron, Arkansas. Contact Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944.

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.

WISCONSIN - FOX VALLEY & WESTERN LTD. - To abandon 14.0 miles of track between m.p. 83.5 in Rockwood and m.p. 97.5 in Denmark, Wisconsin. Effective May 16, 1996. (FR April 16, 1996)

KENTUCKY - CSX - To abandon 5.22 miles of line known as the Yellow Creek Branch between m.p. WE-208.39 at Ponza and m.p. WE-213.6 at Amru in Bell County, Kentucky. Effective May 16, 1996. (FR April 16, 1996)

NEBRASKA - BURLINGTON NORTHERN - To abandon 22.91 miles of line between m.p. 0.33 near DeWitt and m.p. 23.26 near Tobias, including the stations of Swanton at m.p. 8.3 and Western at m.p. 15.6 in Saline County, Nebraska. Effective May 21, 1996. (FR April 19, 1996)

NEW YORK - CONRAIL - To abandon 1.76 miles of line called the Erie Running Track between m.p. 5.54 and m.p. 7.30 and a portion of its Black Rock Industrial Track between m.p. 392.80 and m.p. 393.67 in the City of Buffalo, Erie County, New York. Effective May 22, 1996. (FR April 22, 1996)

NEBRASKA - BURLINGTON NORTHERN - To abandon 12.15 miles of line between m.p. 24.00 near Bruning and m.p.



32.20 near Hebron, including the station of Hebron at m.p. 26.2 in Thayer County, Nebraska. Effective May 23, 1996. (FR April 23, 1996)

INDIANA - CENTRAL RR COMPANY OF IN - To abandon 2.3 miles of line between m.p. 22.4 near Lawrenceburg Junction to m.p. 24.7 near Dearborn Junction, Indiana. The CIND will acquire trackage rights from CSX to cover this abandoned right-of-way, which will become a public highway. Effective April 30, 1996. (FR April 23, 1996)

ARKANSAS - ASHLEY, DREW & NORTHERN - To abandon its entire line between m.p. 0 at Crossett and m.p. 40.5 at Monticello, Arkansas, in Ashley and Drew Counties, Arkansas. Effective May 24, 1996 (see story in Arkansas News). (FR April 24, 1996, Docket No. AB-455X)

NEW JERSEY - CONRAIL - To abandon 1.03 miles of line called the Sound Shore Industrial Track from m.p. 0.29 to m.p. 1.32 in Linden, Union County, New Jersey. Effective May 29, 1996. (FR April 29, 1996)

MINNESOTA - SOO LINE - To abandon 40.39 miles of line between m.p. 410.70 near Gully and m.p. 370.31 at Bemidji, Minnesota. Effective June 5, 1996. (FR May 6, 1996)

ARKANSAS RAIL NEWS

CROSSING "IN" STREET

(Russellville) - One of the Union Pacific crossing gates on Phoenix Avenue in Russellville sits right in the middle of the road. Back in 1993, the city widened the road to 4 lanes, but the gates were set up for the old 2 lane road. Now, it has yet to be determined whether the city or Union Pacific should pay the \$56,000 to relocate the gates. Meanwhile, one of them is in the middle of the right 2 lanes of traffic.

The City Council approved on April 25 to pay U.P. the \$56,000 to move the signal, but Mayor Phil Carruth said that would hamper on-going negotiations he had with U.P. In those negotiations, U.P. would be allowed to close the crossing at Glenwood Avenue and the city would obtain the depot to be used as a museum. A Union Pacific spokesman said, "We will not arbitrarily move the signals. The signals are functioning as designed. We didn't widen the street. Russellville did." He said that UP would have moved the signals within 6 months had the city followed through with its contract negotiations. (Russellville Courier, May 4, 1996 via George D. Jones)

AD&N OFFICIALLY ABANDONED

(Crossett) - The Ashley, Drew & Northern Railway Company announced April 29 that it has received approval from the Surface Transportation Board to abandon its rail line

between Crossett and Monticello. It is anticipated that the final day of operation for the historic railway company will be **JUNE 30, 1996**. The actions will result in the loss of about 40 jobs, according to S. Russell Tedder, President of the AD&N. Although the Surface Transportation Board did not impose protective labor provisions in connection with its authorization for abandonment, the Railroad voluntarily agreed to provide up to six years of pay and benefits for covered employees.

Five miles of the AD&N track is being sold to the Fordyce and Princeton Railroad. The remaining 35 miles of track will be dismantled or sold. (News release via Russell Tedder)

The following was in the May 1996 *White Flags and Full Steam* newsletter of the North Alabama Railroad Museum and could just as easily have been written about the AD&N abandonment. It's by R. H. West as published first in the NC&StL Ry Bulletin about the abandonment of the Duck River Valley Narrow Gauge line in Tennessee some while back.

No railroad company ever finds pleasure in instituting abandonment proceedings on any part of its line.

Regardless of how remote the branch is or how far short of earning the right to exist, there is always a tender feeling for the line concerned and the communities it has so long served - a feeling that touches the heart strings and makes final decision to abandon ever one of deep regret. For, say what you will, railroads do not abandon lines for the fun of it; it is always a last resort and after every means has been tried to maintain life and continue operation.

In the drama of the growth of transportation in this part of the country, we are content to know only that (the AD&N) too was an actor, and, despite the "small speaking part" fate gave it, the play was the better for the actor having performed its role.

A strong and hearty last cheer then for this little line, counterpart of so many like it throughout the nation, which came upon the stage, bravely spoke its words in the drama of this country's amazing development in transportation, and gracefully passed to the wings. The nation owes them more than it realizes.

LONG LIVE THE ASHLEY, DREW & NORTHERN!!

C.T.M. (Cherish The Moment) - Editor

GENERAL RAIL NEWS

OLYMPIC CAULDRON CAR

On April 11, Union Pacific, Northern Railcar Corp. and the Atlanta Commission for the Olympic Games unveiled a specially-built "cauldron car" to carry the Olympic Torch on part of its journey across the country this spring and summer. The Olympic Torch Relay's 15,000 mile journey between Los Angeles and Atlanta will be done by rail part of the time, the first time this has happened in the U.S. The car carries a 40 1/2-inch diameter cauldron, which can be raised and lowered. A

custom burner has two settings, which allows for a 4-foot and a 2 1/2-ft flame. The flame is protected from the wind as the train moves by a vertical air curtain. This keeps the one-million BTU flame from lapping the sides of the cauldron. The car has presentation podiums and was tested to operate at 70 mph.

Besides Union Pacific, other railroad involved in the 11 rail segments are: BNSF, CP, Soo, IC, KCS, Memphis Area Transit Authority, SP and Washington Central Railroad Co. The rail segments are: Yuma-

Phoenix, Arizona (April 30); Las Vegas, NV-San Jose, CA (May 1,2); Sacramento, CA-Eugene, OR (May 5); Yakima, WA-Ogden, UT (May 8,9); Echo, UT-Henefer, UT (May 11); Cheyenne, WY-Denver, CO (May 12); Oklahoma City-Fort Worth (May 19); Jackson, MS-Little Rock-Memphis (May 26); Memphis-Cape Girardeau, MO (May 27); St. Paul, MN-Milwaukee, WI (June 2); Milwaukee-Chicago (June 3).

The trip is sponsored by Coca-Cola.

UNION PACIFIC EXCURSIONS 1996

Officially from Union Pacific, here's their 1996 excursion schedule as posted on their Internet site (www.uprr.com/uprr/graphics/uprr_hp2.map?431,51). Do NOT call Union Pacific or Amtrak about these trips. Contact the Arkansas Railroad Club and I will give you more details. Many are sponsored by Pacific Limited.

MOTIVE POWER

LOCATIONS/DATES

3985	July 4, Denver to Greely, CO
3985	July 20, Denver to Cheyenne - Frontier Days
844	August 24, Omaha to Cedar Rapids, IA
844	August 25, Cedar Rapids to Chicago
844	August 31, Chicago to Milwaukee and return
E9	September 1, Chicago to Belvidere and return
844	September 2, Chicago to Clinton, IA
844	September 7, Des Moines to Boone, IA and return
E9	October 19, 20, St. Louis to South Pekin, IL and return
844	October 24, St. Louis to Poplar Bluff, MO
844	October 25, Poplar Bluff to Little Rock, AR
E9	October 26, Little Rock to Russellville, AR and return
844	October 27, Little Rock to Bald Knob and return
E9	October 29, Little Rock to Branson, MO
E9	November 1, Branson to Kansas City, MO

G.W.G.W. (*Go With God's Will*)

AMTRAK NEWS

1997 BUDGET

President Clinton's 1997 budget request for Amtrak totals \$919 million, 22 percent more than the 1996 value. The biggest part of the increase was for the new high speed trains that will start running along the northeast

corridor in the next few years. (*Cinders, Philadelphia Chapter, May 1996*)

NEW CONTRACT SIGNED

Amtrak surprised the industry in April when it signed a 10-year contract to run its trains

over Conrail. Relations with Conrail had been strained. (*Cinders, May 1996*)

POLICE NUMBER

Amtrak's railroad police 24-hour toll-free number is: 1-800-331-0088. Use this to



report any suspicious activities along any of Amtrak's routes.

DAY RESTORED

Amtrak announced in mid-April that it will restore a 6th day to its *City of New Orleans* schedule between Chicago and New Orleans. The train was cut back to 5 days a week last year to save money, but now Ray Lang, Amtrak spokesman, said the railroad discovered it can achieve the same savings by running six days instead of five. With the new schedule, the train serves Memphis northbound everyday except Tuesday and southbound everyday except Wednesday. (*Memphis Commercial Appeal, April 17, 1996 via Don Weis*)

PERMANENT REROUTE

(*Phoenix, Arizona*) - Effective June 1, 1996, Amtrak will permanently reroute Trains 21 and 22, the *Sunset Limited*, over Southern Pacific's Gila Subdivision - the main freight line between Tucson and Yuma, Arizona - and will no longer directly serve Coolidge, Tempe, or Phoenix, which are located on a secondary line. Phoenix will remain staffed and will be served by dedicated Thruway buses to and from Tucson. The last train to serve Phoenix directly will originate in Los Angeles, Chicago and Miami on Tuesday, May 26. This change is being brought about because SP is abandoning its secondary line between Phoenix and Yuma. Amtrak is the SOLE

remaining user, and would have to assume complete maintenance costs for this 100-plus mile line if they didn't move. (*Does anybody know of any other line that had passenger trains only before they were abandoned? All I've heard about is lines losing the passenger trains but continuing freight operations - Ken Z*)

RENOVATED DEPOT

(*Walnut Ridge, Arkansas*) - Amtrak's *Texas Eagle* passengers now have a renovated depot to wait in at Walnut Ridge. The restoration is complete and the depot was dedicated on April 12, 1996. (*Arkansas Democrat-Gazette, April 12, by Sandy Davis*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

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

ST. LOUIS, MISSOURI - July 27, 7 p.m. - Annual meeting of the Terminal Railroad Association of St. Louis Historical and Technical Society at Union Station - Greg Stout, author of *Route of the Eagles*, will have a book signing. For reservations, contact TRRA at PO Box 1688, St. Louis MO

63188-1688.

LITTLE ROCK, ARKANSAS - August 16-17-18 - The Rock Island Technical Society's ANNUAL national meeting, to be held in Little Rock for the first time with the newly established local Rock Island group hosting - swap meet on Saturday, August 17 with other activities on other days - see article on page 5 for more details.

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

LITTLE ROCK, ARKANSAS - October 26, 27, 1996 - Union Pacific roundtrips out of Little Rock both days, using the E's and steam engine 844 - sponsored by Pacific Limited with Arkansas Railroad Club getting

10% of these sales - contact Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

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

CHATTANOOGA, TENNESSEE - Weekends much of year - sixteen trips scheduled by the Tennessee Valley Railroad, many into northwest Georgia on the Chattooga (not a misspelling) & Chickamauga Railway shortline - uses steam engines 610 and 4501 as well as diesel 1829 - these *Dixie land Specials* will be daylong, roundtrips and includes lunches - call 423-894-8028 or write TVRM, 4119 Cromwell Rd, Chattanooga TN 37421. ~~AR 72634~~



(From Russell Tedder)

Ashley, Drew & Northern Railway Company

TIME TABLE NO. 11

TAKING EFFECT 12.01 A. M., JUNE 23rd, 1930.

Supersedes Time Table No. 10

2ND CLASS 3	1ST CLASS 1	STATION NUMBERS		SIDING CAPACITY	1ST CLASS 2	2ND CLASS 4
	1:00 P. M. Lv.	41	D	MONTICELLO	WY 40	Ar. 11:30 A. M.
				MO. PAC. CROSSING		
	f	39		STATE SCHOOL	12	f
	f	36		OZMONT BLUFF	10	f
	f	32		LONE SASSAFRAS	18	f
	S 1.40	30	D	LADELLE	W 60	S 10.50
	f	29		VALLEY JUNCTION	30	f
	f	27		YOUNGSTOWN	8	f
	f	25		SCIPIO	8	f
	f	23		FOUNTAIN PRAIRIE	12	f
	f	22		ROARK	W 25	f
	N 2.20	20	D	FOUNTAIN HILL	S 30	S 10.10
	f	16		LONGVIEW	12	f
	f	14		BEECH CREEK	9	f
	f	12		MILO	W 24	f
	f	9		NORRELL SPUR	4	f
	f	8		PUGH	14	f
				C. R. I. & P. CROSSING		
2.15 P.M. Lv.	f 3.15 P. M.	5		WHITLOW JUNCTION	30	S 9.15
2.45 P.M. Ar.	3.30 P.M. Ar.	0	D	CROSSETT	CWY 150	Lv. 9.00 A.M.
DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY				DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY

Register at Monticello, Whitlow Jct. and Crossett. First Class trains not required to register at Whitlow Jct.

Trains Nos. 1 and 2 Mixed. Trains 3 and 4 freight only.

Freight and mixed trains will not exceed 25 miles per hour. Engines when backing up 12 miles per hour.

Northbound trains are superior to trains of same class in opposite direction.

Watch inspector and standard clock at Crossett.

Bulletin Board at Monticello and Crossett.

f—Flag. s—Stop.

This Time Table for use of employees only. The Railway Company reserves the right to vary therefrom as circumstances may require.

C. C. GATES, Vice President, Chicago, Ill.

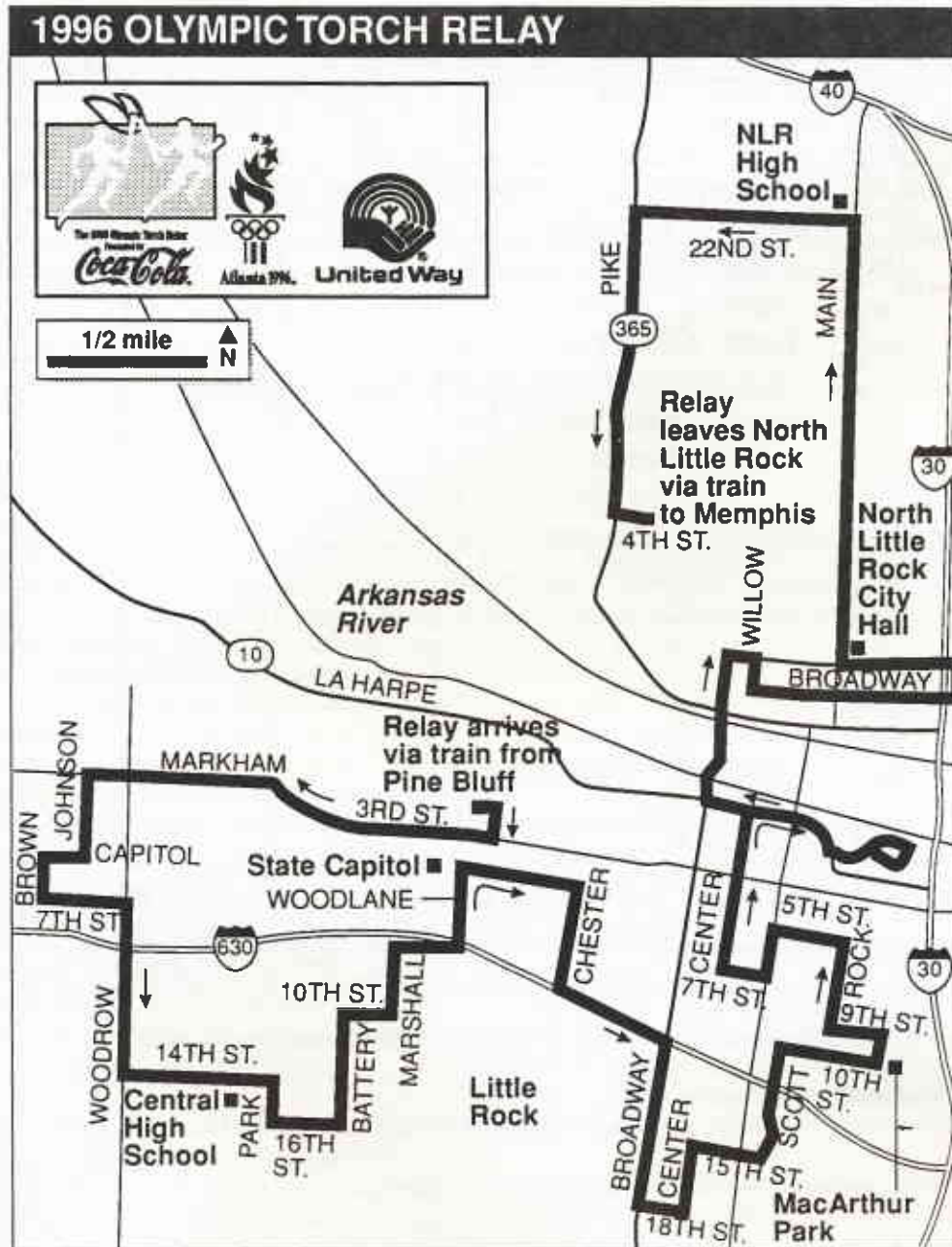
A. TRIESCHMANN, General Manager, Crossett, Ark.

L. R. WILCOXEN, Superintendent, Crossett, Ark. O. A. LOVENTHAL, Train Master, Crossett, Ark.

M. Z. ANDERSON, Chief Dispatcher,

Monticello, Ark.

1996 Olympic Torch Relay is coming to Little Rock & North Little Rock! Sunday, May 26 during Riverfest



Route Highlights

- 10:25 Arrive at Union Station Little Rock
- 11:00 Billy Mitchell Boys Club
- 11:03 Woodruff School
- 11:17 Central High School
- 11:20 Centennial Park
- 11:26 Ark. Children's Hospital
- 11:29 Arkansas State Capitol
- 11:39 Philander Smith College
- 11:44 Mount Holly Cemetery
- 11:51 Governor's Mansion
- 11:55 Villa Marre
- 11:59 MacArthur Park
- 12:13 Henry Moore Statue
- 12:20 Old State House
- 12:24 Territorial Restoration
- 12:25 Riverfront Park
- 12:27 **Riverfest Stage for Celebration**
- 12:53 Leave Park/Right on Cantrell
- 1:00 Cross Broadway Bridge
- 1:07 Riverfront Drive
- 1:19 North Little Rock City Hall
- 1:28 North Little Rock Boys & Girls Club
- 1:35 North Little Rock High School
- 1:43 Left on Pike Avenue
- 1:55 Union Pacific
- 1:59 Reboard train
- 2:14 Train leaves for Memphis

Coca-Cola is a trademark of The Coca-Cola Company. The torch and pictograms are trademarks of ACOG. 36 USC 380
SOURCE: Atlanta Committee for the Olympic Games

Come on Out to Line the Route!

For more information, phone the United Way, 376-4567

1996 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
VICE-PRESIDENT - Craig Gerard, 2011 Aztec Dr, Bldg 16 #6, N Little Rock AR 72116-4470 (501-835-4057)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)
NATIONAL NRHS DIR - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
HISTORIAN - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
BOARD '96 - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)
BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)
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)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JUNE 9 at Mercantile Bank on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The **ARKANSAS RAILROADER** is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$20/year for Arkansas residents and also \$20/year for out-of-state. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year. The **RAILROADER** is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119.

Editor of the **ARKANSAS RAILROADER** is Ken Ziegenbein. Everything having to do with the **ARKANSAS RAILROADER** should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as **NEWSLETTERS CANNOT BE FORWARDED**.

Arkansas Railroad Club mail should also be sent to the address below.



ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Newsletter and FAX phone: (501)-758-1340
(Leave message on recorder if I'm not there)
E-mail address: ken.z.rw@ix.netcom.com



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$20/year per individual. Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$34 per year).

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

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TOP - Union Pacific's Torch Relay engine #1896, just out of U.P.'s Jenks Shops in North Little Rock on April 16, 1996. **BOTTOM** - Torch Relay engines #1896 and #1996 facing off later that day. This photo is rather unique and not many people got this pose, perhaps only John Jones. (John C. Jones photo)

