



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 25 NUMBER 3

MARCH 1994



**COVER PHOTO** - Rock Island #312 at Haskell, Arkansas in 1968 with L. T. Walker, conductor, at its side. (See another one of L. T.'s Rock Island stories inside). (*L. T. Walker's photo*)



Below is a copy of member A. B. SIMPKINS' (conductor) final Union Pacific and Southern Pacific train orders on his final run made August 8, 1990. The run went from Wendel, California to Carlin, Nevada over SP (OTC) and UP (CTC), a total of 288 miles. He says he had all green lights with Hotshots all in the hole for him. He would get calls on his radio asking "What was so hot for a lumber train?" "Boomer" Simpkins' reply was, "Oh, have a good one." Mr. Simpkins now lives in Carlin, Nevada.

TRACK BULLETIN FORM C

BULLETIN NO. 40649

AUG 08 1990

TO

7326 EAST CONDR. SIMPKINS

AT SP WENDEL

- 1: THIS ORDER IS ACKNOWLEDGEMENT OF YOUR VALUED COOPERATION BOTH
- 2: IN SERVICE AND PERSONAL CONTACT OF WHICH YOU MAY BE PROUD
- 3: MAY THIS LAST TRIP IMPART TO YOU AS PLEASANT A MEMORY AS THE
- 4: SPLENDID RECORD YOU HAVE LEFT GIVES US
- 5: MAY YOU FIND ENROUTE NOTHING BUT HEALTH, HAPPINESS AND CLEAR SIGNALS
- 6: THE TRAIN DISPATCHERS OF SACRAMENTO ARE PROUD TO HAVE WORKED WITH YOU
- 7: AND WISH YOU AND YOURS THE VERY BEST FOR THE FUTURE
- 8: THIS TRACK BULLETIN MAY NOT BE VOIDED
- 9: OK: 643PM JPB  
(640)

OK 0640PM 08/08/90

AUGUST 8, 1990

CONDUCTOR A. B. (BOOMER SIMPKINS) WENDEL, CA.

IT'S BEEN A PLEASURE WORKING WITH YOU OFF AND ON OVER THE PAST FEW YEARS. HOPE THIS FINAL TRIP WILL BE BETTER THAN SOME YOU HAVE HAD IN PAST. HOPE YOU HAVE MANY YEARS OF RETIREMENT AND GOOD HEALTH.

FRED A. FARROTT  
1ST. BRANCH SPATCH  
WR-44

END

### 1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>PRESIDENT</u> -	Matt Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627	<u>VICE-PRESIDENT</u> -	Tom Shook 1716 Alberta Dr Little Rock AR 72207-3902 501-225-8955
<u>TREASURER</u> -	Dick Byrd 12 Flintwood Dr Little Rock AR 72207 501-225-7354	<u>SECRETARY</u> -	Sharon Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627
<u>EDITOR</u> -	Ken Ziegenbein 905 Valerie Dr N Little Rock AR 72118-3160 501-758-1340	<u>NATIONAL NRHS DIR</u> -	Dick Davis PO Box 45316 Little Rock AR 72214-5316 501-568-4857
<u>HISTORIAN</u> -	R. W. McGuire 114 Rice St Little Rock AR 72205 501-375-1738	<u>BOARD</u> -	Stanley Wozencraft '94 PO Box 1938 Little Rock AR 72203-1938 501-664-3301
<u>BOARD</u> -	Robin Thomas '95 10980 Rivercrest Dr #26 Little Rock AR 72212-1412 501-225-1952	<u>BOARD</u> -	Peter Smykla '96 2800 West 37th Pine Bluff AR 71603 501-535-4724
<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128

## NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on Sunday, March 13 at 2 p.m. at Twin City Bank in North Little Rock. The program will be given by DICK BYRD, our treasurer. Dick's program will be on the Colorado Narrow Gauge lines. As always, refreshments will be served. The public is invited.

**FUTURE PROGRAMS** - Vice President TOM SHOOK has some exciting programs lined up this year, including: April 10 - Walter Walker on railroad china; May 15 - MEETING IN PINE BLUFF at the Union Station with a program of Cotton Belt stories, using the Cotton Belt singers (Willie McClendon, Samuel Rice, Washington Ficklin and Theo Rodgers).

**WELCOME NEW MEMBERS** - This month we welcome:

CLIFF FERRELL, HC 64 Box 162 B2, Star City AR 71667-9802

JAMES G. WESTBROOK, 610 West Conway, Benton AR 72015-2432



**MEMBERSHIP CARDS** - I've been including membership cards inside the monthly newsletter mailings, once your 1994 dues have been paid. Be sure to check your envelopes closely. If you missed yours, drop us a line. I've also sent out feelers to other surrounding clubs about the feasibility of them mailing us their flyers for inclusions with our mailings, in return for them getting our flyers to mail with their newsletters. So far, the Central Oklahoma Railfan Club and the Memphis Chapter have agreed to this, so you may be seeing more from surrounding clubs. This would not increase our mailing costs one bit. Using envelopes makes this feasible. NRHS cards will be mailed when all have been received.

**MEMBERSHIP ROSTER TO BE MAILED** - We will be sending out our annual membership roster with the April Railroader (moved back one month), deadline being March 15. Should you NOT wish your name, address or phone number to go out to all our members, please let me know by March 15. These will only be mailed to members, not other clubs or newspapers. Which brings me to another point:

**DUES ARE PAST DUE** - Look at your mailing label. If it says 12/93, that means your Arkansas Railroad Club membership has expired. Please renew as soon as possible (a coupon is enclosed). This is your **LAST NOTICE!** This will be your *FINAL Railroader* unless I have your 1994 dues by March 15. Consider joining the NRHS as well.

**SHOW & SALE** - Flyers have been run off (2,500) for the April 30 show and sale at the Hall of Industry. Pick some of these up at the March meeting to hand out and give to stores. If you can't make the meeting, run off the one enclosed and distribute to local merchants. Also, WE NEED HELP in planning, laying out, and other things related to this event. To volunteer, contact our club president, MATT RITCHIE at 967-6627. We plan to make money this year. Plus, IT'S FUN TO ATTEND! Matt also needs volunteers set up to help with the tables, registration, etc.

**CALENDAR SALE!!** - We still have some 1994 Arkansas Railroad Club calendars for sale and we want to sell them. The Board of Directors has authorized selling these at **HALF PRICE**. If you'd like one, send \$5(postage included) to "Arkansas Railroad Club," PO Box 9151, North Little Rock AR 72119 - this price is below cost, by the way. They will be collectors items.

**1995 CALENDAR PHOTOS WANTED** - The Board of Directors has also given the go-ahead to start producing a 1995 calendar, since we've now begun to make a small profit on our 1994 calendar. The format and picture types will be similar to last years . . . that is, we will have a contest of photo entries, picking 13 to go into the 1995 calendar (there will be a cover photo this time).

Photos can be either color or black and white, 3½ x 5 inches or larger. Photos only, please. If you have a slide, have a print made first. You must be a member of the Arkansas Railroad Club to enter the contest. If you are not a member, you must join before we will accept your photo. Like last year, photos can be of any railroad-related subject in Arkansas, past or present. Photos in your collection, but not taken by you, may also be entered, but must be of Arkansas subjects (the actual photographer must then give his/her permission to publish the photo).

Like last year, there will be a committee formed to pick the 13 winners (the cover shot will be voted on by our membership at the July 10th meeting). **DEADLINE** for entries will be **JULY 10** at the club meeting. Judging will be done that day.

Send your entries to Photos, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. They will be returned after the calendar is printed.

**MEMORIALS FOR HAZEN MAYOR** - On January 21, KATHERYN ORLICEK, former mayor of Hazen, died. She was instrumental in securing the Hazen Rock Island depot as a restoration site, along with keeping a section of the original Rock Island tracks in place through town. L. T. Walker worked with her in getting this project off the ground. The Hazen mayor's office told me that memorials in her name can be made to the Depot Project Fund, Hazen First State Bank, PO Box 783, Hazen AR 72064. Contact the Mayor's office by writing to Sue Livesay, Box M, Hazen 72064. (*Thanks to L.T. Walker for advising me of this event and to the Hazen Mayor's office*)

**NOTES FROM BART** - Here's an update on the NRHS convention in Atlanta: Bart says to ignore the printed schedules of excursions - they are 100 percent wrong! According to a NS January 13 release, the following is the schedule for the convention: 6/22 - Georgia Northeastern trip from Marietta to Ellijay and back; 6/23 - NS Atlanta to Macon via the ex-Central of Georgia line with 611 or 4501; 6/24 - no trips, but tours, etc.; 6/25 - 4501 to Athens via Lula; 6/26 - 4501/1522/611 tripleheader to Rome with 611/1522 going on to Chattanooga with 4501 turning back to Atlanta. - Bart heard that D&R 18 is now at the nuclear plant at Russellville. He wants to know if it glows now? What F-stop do we use? What about night photography (Yep, Bart hasn't changed a bit). - 50% of coal moved by barges starts or ends with rail - 25% of the US rail network is now operated by Class II or III railroads. (*Barton Jennings is a past president of the Arkansas Railroad Club and now lives in Tennessee*)

**ATLANTA CONVENTION** will be held June 20-26 in Atlanta. \$20 registration fee. Contact the Atlanta Chapter NRHS, PO Box 66, Decatur GA 30031. You must give your NRHS number to register.

**PRESCOTT & NORTHWESTERN ITEMS WANTED** - Bill Prescott, 211 56th St, Downers Grove IL 60516 would like old timetables, passes or other things pertaining to the Prescott & Northwestern Railroad in Prescott, Arkansas. He'd like to purchase these items.

### ARKANSAS RAIL NEWS

**BRANSON SCENIC RAILROAD NEWS** - (Newport) - Doug Butts, Director of the Ozark Foothills Resource Conservation and Development Council told the Newport Chamber of Commerce on January 19 that the Branson Scenic Railroad excursion train would definitely be coming to Newport, but there were still problems to be worked out. He also said that the BSR's current operation out of Branson, resuming in March, already had 21,000 advanced reservations. (*Newport Daily Independent, January 20*)

**CABOOSE MOVED** - (El Dorado) - An old caboose next to the El Dorado depot on South Jackson Street was moved in early January to the Bernice Depot Museum in Bernice, Louisiana. Bruce Nelson, an Arkansas Railroad Club member, owned the caboose. (*El Dorado News-Times, January 4, 1994*)

**NEW RAIL LINK** - (West Memphis) - A new Union Pacific spur track to Roanoke Distributors in West Memphis was to be completed in late January. The track project, along



with the upgrading of the UP Tenn-Ark branch, was a cooperative effort of the city of West Memphis, Crittenden County and the Arkansas Industrial Development Commission and landowners in the port area. Six hundred additional feet to this spur will be added in the future after Tandem Leasing Corp opens its bleach plant along Port Road later this year. (*Evening Times, West Memphis, January 26 by Judy Sarles*)

**100 YEARS AGO, Feb 7, 1894** - Newport - At 10 this morning, the jury in the second trial of Albert Mansker, accused of killing conductor W. P. McNully in the Orphan train robbery, handed down a verdict of guilty of murder in the first degree. (*Arkansas Democrat-Gazette, Feb 7, 1994 via Jonathan Royce*)

### GENERAL RAIL NEWS

**NEW GEORGIA RAILROAD SHUTS DOWN** - State officials in Georgia have shut down the New Georgia Railroad, citing that the state-run excursions were losing money. Operating out of Atlanta, the New Georgia ran loop trains around the city and to Stone Mountain. This line was responsible for restoring Atlanta & West Point steam engine #290 as well as the Savannah & Atlanta #750. They also had a pair of ex-Southern FP7s and an E8. Much of this equipment belongs to the Atlanta Chapter, which plans to use some, including the 290, in its 1994 NRHS Convention. (*Cinders from the Smokestack, Heart of Dixie Chapter, January 1994*)



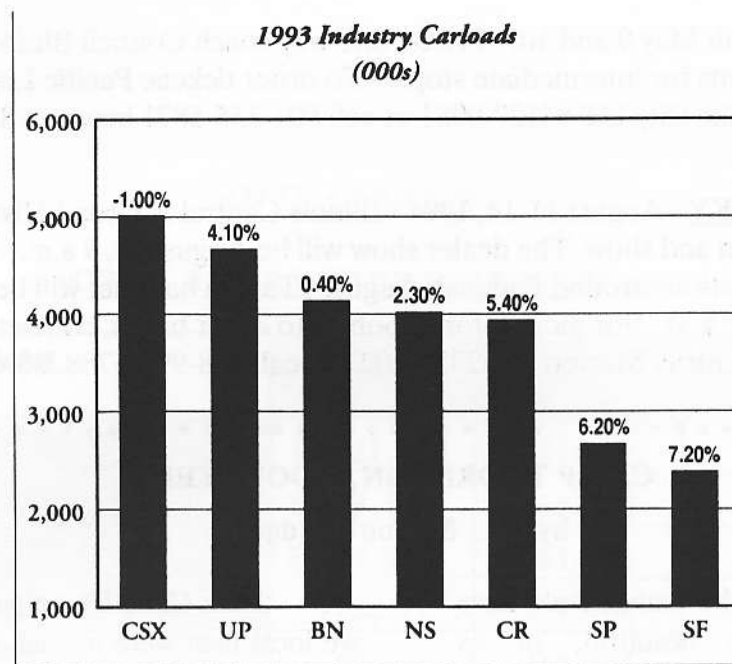
**KCS COLLISION** - (Anderson, Missouri) - Two Kansas City Southern freights collided head-on February 10 in Anderson, Missouri, just a few miles north of the Arkansas border. Five crew members were injured, at least one with a broken back. The accident occurred at 1:30 p.m. The northbound train carried 40 cars, the southbound 10 grain cars. The engines were heavily damaged. According to club member STEVE HILL of Fort Smith, unofficial reports say the accident occurred due to miscommunication between the dispatcher and train crews. (*Southwest Times Record, Fort Smith, Arkansas, February 11 via Steve Hill*)

**HIGH TECH LOCOMOTIVES** - Union Pacific on January 13 became the first freight railroad to take delivery of a locomotive totally fueled by liquefied natural gas. It's the first of two 1,350 hp engines. Burlington Northern on January 10 also took delivery of a new type of locomotive, the SD70MAC, which runs on AC traction instead of DC. Its 40% more powerful than conventional engines. There will be 349 more of these units for BN. (*Arkansas Democrat-Gazette, January 23 by Randy Tardy via Jonathan Royce*)



**CIRCUS WRECK CAUSE** - (Lakeland, Florida) - The Ringling Bros. circus train derailment in Florida January 13 was caused by a broken wheel. Witnesses say they saw pieces of a wheel fly off the train just before the derailment. Three pieces of a wheel were found near the accident site. A 28-year old circus clown and a 39-year old elephant trainer died in the accident. (*via Jonathan Royce*)





The above graph is from the February 1994 *INFO* Magazine of Union Pacific.

#### EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☞ ...note...these are listed sequentially by dates, earliest dates being first...

**RUSK, TEXAS** - March 5,6, 1994 - Texas State Railroad Railfan Weekend - featuring Tremont & Gulf 2-8-2 No. 30 - night photo sessions, runbys, barbecue dinner - cost is \$70 per person, limited to the first 100 paid passengers - send reservations to TSRR Railfan Weekend, PO Box 19651, Houston TX 77224-9651 or call 713-467-8197 - sponsored by the 610 Historical Foundation and Gulf Coast Chapter NRHS.

**HUNTSVILLE, ALABAMA** - April 9 - "The North Alabamian" one-day roundtrip excursion between Huntsville, Alabama and Chattanooga, Tennessee using Southern #4501 - departs Huntsville 8:30 a.m., returns at 7:30 p.m. - fare is \$75 all ages - order tickets from North Alabama Railroad Museum, PO Box 4163, Huntsville AL 35815-4163.

**AUSTIN, TEXAS** - April 15 - 17 - Katy Railroad Historical Society spring meeting - Two fantrips will be offered, one on the Georgetown Railroad and one on the Hill Country Flyer - registration is \$33 - contact: Tom Balzen, 4212 Prickly Pear, Austin TX 78731 before April 1.

**SPRINGFIELD, MISSOURI** - April 23 - Springfield Model Railroad Meet, 3319 North Grant Ave, Hillcrest High School - Clinics, swap meets - tables: \$12 - admission \$5 adults and \$1 6-12 - contact: Al Clair, 2366 S Dollison, Springfield MO 65807.

**COUNCIL BLUFFS, IOWA - OGDEN, UTAH** - May 4 - May 8, 1994 - Union Pacific 3985 excursion to mark the 125th anniversary of the driving of the Golden Spike - Train departs May 4 from Council Bluffs at Mile Post 0.0 (beginning of the Union Pacific mainline), arriving in Ogden at Union Station on May 8 at Mile Post 993 (historical junction with the Southern Pacific). There will be many stops for passengers and night layovers in route and

special activities in Utah May 9 and 10. - Prices: one-way coach Council Bluffs to Ogden is \$699 with lesser amounts for intermediate stops. - To order tickets: Pacific Limited Group, PO Box 27081, Salt Lake City UT 84127-0081 or call 801-355-5871 between 8 a.m. and 5 p.m. Mountain Time.

**PADUCAH, KENTUCKY** - August 11-14, 1994 - Illinois Central Railroad Historical Society's 15th annual convention and show. The dealer show will be August 13, 9 a.m. - 4 p.m. - There will be tours of rail locations around Paducah August 12 and a banquet will be held at 7 p.m. August 13. - Tables are \$20 - For more information or to order tables, contact Mark L. Miller, 1204A West Central, Marion IL 62959-1022 or call 618-997-5788. ~~Wool~~

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### CAMP THORNTON, GOODBYE!

by: P. B. Wooldrige

With apologies to the women, we have never seen anything as beautiful, or as fascinating, as a steam locomotive. Especially when it was struggling up a 3 or 4 percent grade with a heavy train.

Back in 1935 I was stationed at the Civilian Conservation Camp at Camp Thornton, way back in remote piney woods, earning \$30 a month. In all I worked in 5 CCC Camps.

Whenever I got a weekend pass, I'd make my way to Thornton hill on the Cotton Belt, and catch a freight to Camden, Arkansas, my home.

The Union Pacific had Sherman Hill, but the Cotton Belt had Thornton hill. Southbound freights would chug up this grade, and top it, if they were lucky, at a speed of 5 or 10 MPH. Occasionally they would stall, and have to double into Thornton. One January day, with drizzle and freezing rain falling and ice on the rail, I was on an 800 engine with a tonnage train and it was quite apparent we were losing the battle. With the 8 drivers slipping and spinning, we slowed to about 5 MPH. The fireman ran ahead of the engine with a bucket of sand on one side, and I on the other. But it was to no avail. We stalled, and had to double into Thornton.

Later Camp Thornton was abandoned, and we local men were moved to Camp Ivan, on the other side of Fordyce. On the last day, army trucks conveyed the enrollees, some 200 from Iowa, and their equipment to Fordyce, where a Cotton Belt Passenger Extra was in place, awaiting their arrival.

Camp Thornton, as the other CCC camps, had an Army First Lt in charge. We were very isolated, and occasionally on weekends a dance would be held, with Army trucks conveying girls from Fordyce.

On this final day, the station platform at Fordyce was very crowded and chaotic as the train awaited departure. Some of the girls, who were expecting, would walk up and down the train, with their mothers, and occasionally their fathers, trying to locate and converse with the girl's boy friends.

Finally, the train departed, amid a sea of hand-waving farewells, and an ocean of flowing tears, headed back to Iowa.

It was over, and all that remained were the goodbyes. ~~Wool~~





AMTRAK NEWS

AMTRAK RIDERSHIP BY ROUTE/AREAS

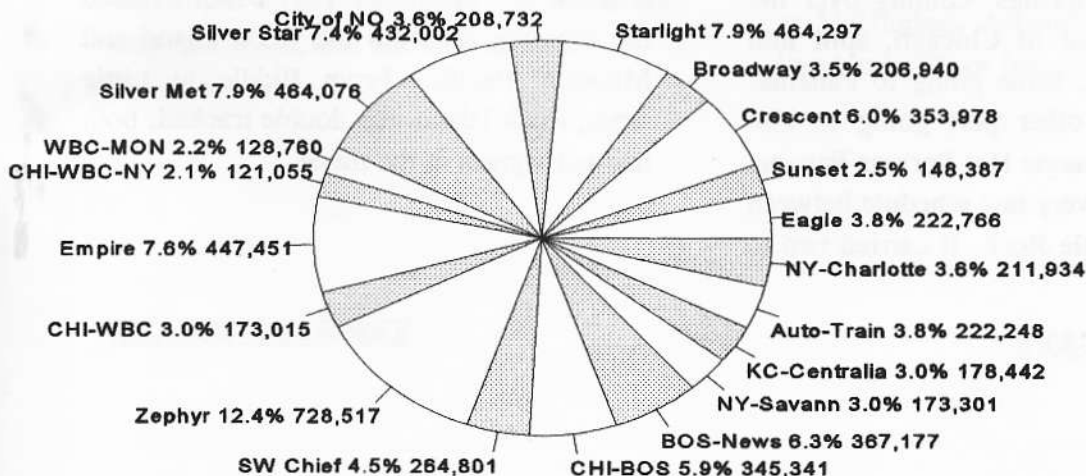
	OCT 91- SEP 92	OCT 92- SEP 93	%CHANGE
NORTHEAST CORRIDOR	10,121,700	10,278,621	+1.6%
SHORT DISTANCE	5,307,705	5,619,615	+5.9%
LONG DISTANCE	5,874,933	5,861,285	-0.2%
("Eagle")	206,471	222,766	+7.9%
("Sunset")	99,985	148,387	+48.4%
("City of New Orleans")	202,221	208,732	+3.2%
SPECIAL TRAINS/THRUWAY BUS	49,265	306,348	+521.8%
TOTAL	21,353,603	22,065,869	+3.3%

In September 1993, Amtrak was on time systemwide 75.1% of the time. The *Eagle* was on time 43.3% of the time.

The pie chart below shows the relationship of Amtrak's long distance trains in FY 1993 to each other, with total ridership and percent of total ridership each train had.

## Amtrak's Long Distance Trains

Fiscal Year 1993





THE HEADON COLLISION THAT TOOK TWO GOOD ENGINEERS' LIVES  
APRIL 4TH, 1943.

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

During World War II, all railroads across the country were busy hauling troops and freight helping to win the war. The Rock Island was running two to up to six troop trains a day besides the regular freight.

On April 4th, 1943, a troop train out of the west was called for the Arkansas crew at Booneville, Arkansas. The train had been handled by the Oklahoma Division into Booneville. The Arkansas crew was told at Booneville to be prepared to go on to Memphis, in case another crew would not be rested to take over at Biddle Yards in Little Rock. When the Booneville crew arrived at Biddle Yard, there was a crew made up, waiting to take the troop train on to Memphis. This crew took over and started on their way to Memphis.

On this same day, the Hot Springs Panama Limited, as the regular train was called, or No. 45, was running daily from Chicago to Hot Springs, coming over the Illinois Central out of Chicago, split into parts at Memphis, some going to Panama, Florida and the other part going to Hot Springs (thus the name Hot Springs Panama Limited). It had a very fast schedule between Memphis and Little Rock. It carried two to

three Pullman cars, two chair cars and a diner-lounge, plus a Railway Express and Railway Postoffice car. It was a very good train. It only spent an hour in Hot Springs. (I was told that it was the fastest steam train in the United States at that time between Memphis and Little Rock). The track between Memphis and North Little Rock was mostly straight, also.

The troop train was running as a passenger extra. As they got to Little Rock, at the east H-H Tower, they received a register check stating first class trains had arrived or left at a certain time. Also, a train order to meet another train coming west out of Memphis.

The register check did not clear the Hot Springs Limited. The crew on the passenger extra overlooked this train which had a right of track over them. Also, the H-H Tower operator gave them the pot signal to cross the M.P. Railroad. H-H Tower handled the crossing for both the Rock Island and Missouri Pacific. From Biddle to Little Rock, Rock Island was double tracked, both had pot signals at the tower.

The passenger extra carried his white flags on front of the Rock Island Class 1700 steam engine (an oil burner - on the Southern Division, Rock Island had only oil burners on the steam engines.)

About milepost 131 (or as railroad men called it, "Top Hat Curve" because of a night club in a curve was called Top Hat). The troop train had got up speed to about 45 mph. They had just left Tie Plant and out of the yard limits. I don't have the investigation to follow on the men who served. I was told that just before entering the curve, here came the Hot Springs Limited. I was told by the fireman who jumped that they had been running around 75 mph when they saw the troop train.

He saw it first by being on the curve and jumped and rolled down the dump. The engineer jumped on the north but was killed. The engineer jumped from the troop train and was buried under the water and oil tank. They did not find him for several hours until the engines were cut up with torches.

The fireman on the troop train jumped and did not receive injuries. The head brakeman on troop train was riding in the first car with troops behind the buffer car, he said, when the train went into emergency. He went to the vestibule to see what was going on when they hit, crushing him in the vestibule, breaking his hand, and they had to cut him out with a torch.

The crew on the troop train got fired, but after about a year got to come back to work. The brakeman with the broken hand never come back - he said he had enough of railroading. So did the fireman on the troop train; he never came back.

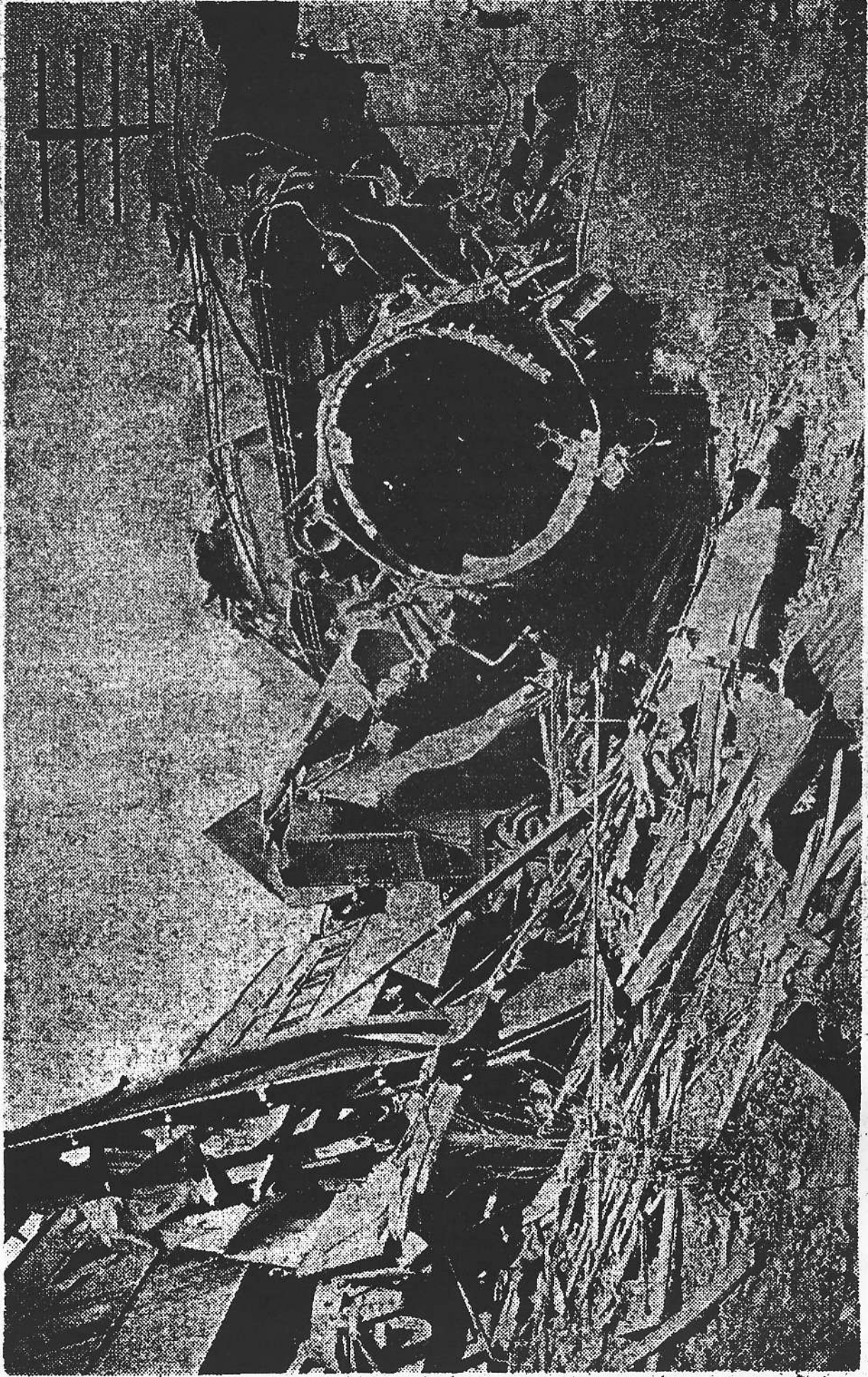
The engineer Jack Orear, on the Hot Springs Limited, was a mighty good man. So was D. R. Smith engineer on the troop train. I did not see the wreck because Uncle Sam had me up for examination for the army, but saw the locomotives after they were cut up in pieces. Uncle Sam turned me down for a few months then called again.

The track between North Little Rock and Brinkley at that time was a dark railroad. All trains operated on train orders and with maybe 40 to 50 orders between Little Rock and Memphis, train crews really had to keep on their toes . . . meets, slow orders, wait orders. I wonder sometime how we all survived. I worked with the fireman who jumped from the Hot Springs Limited several years after he was an engineer. His name was W.L. Armstrong. I worked with him on his last run on a local freight from Hot Springs to Biddle.

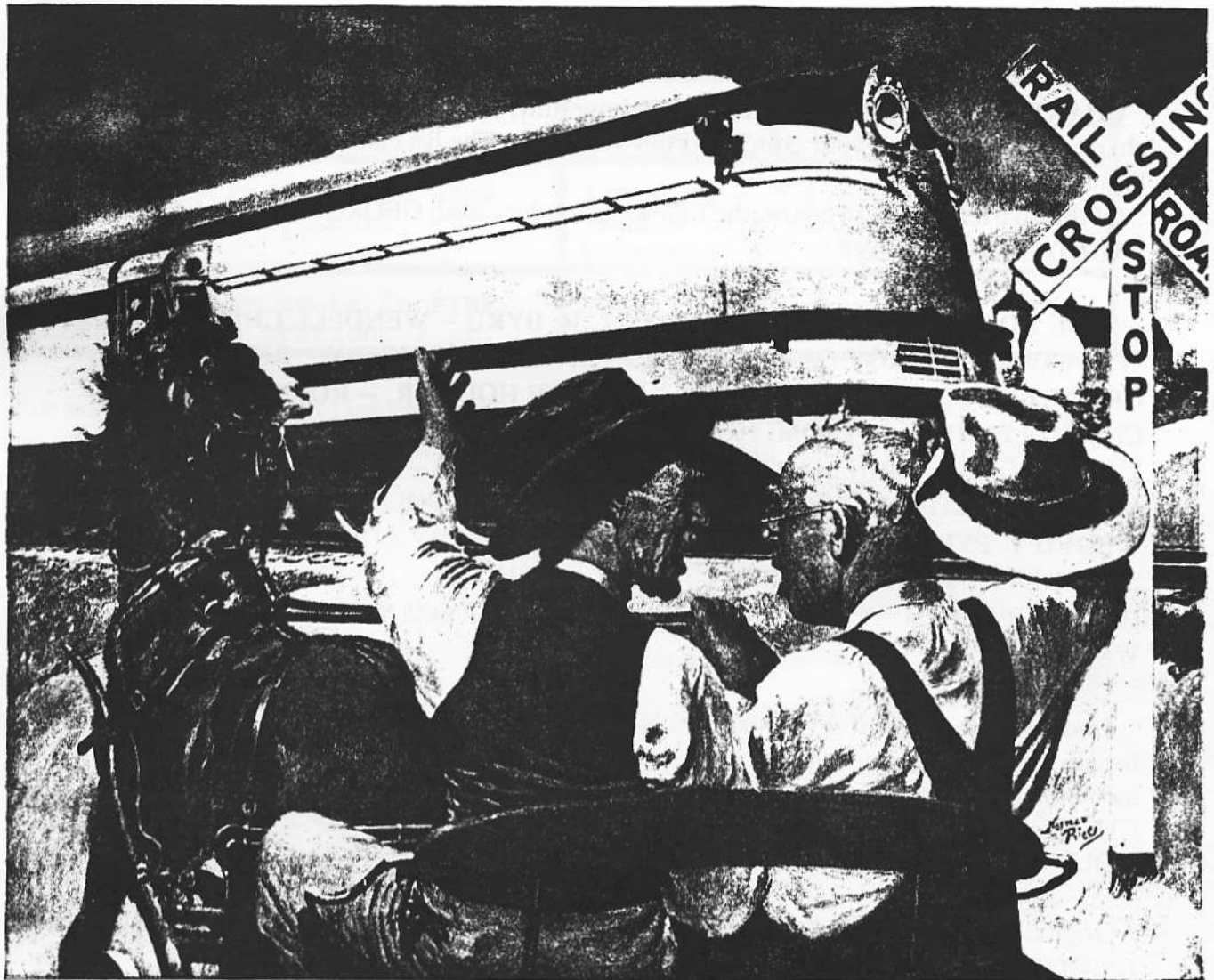
Engineer Armstrong was injured about his hand and was unable to write but he could operate the throttle and brakes as well as any engineer. He moved to his farm at McHughes, Arkansas, after he retired - lived to be 90 or better. ~~1934~~

# LITTLE ROCK RAIL GIANTS REDUCED TO JUNK

1943



—Photo by Army Signal Corps.  
Little was left of the two large Rock Island locomotives which collided two miles east of North Little Rock yesterday. The impact was so terrific the two big engines reared off the track and one of them fell on top of the other. They were thrown clear of the track and almost to the nearby Memphis highway.



## "You Durn Fool—It is a Steam Engine!"

"**S**TEAM-ENGINE, my aunt Sarah! A steam-engine's got a tall stack and big belly and wheels goin' round outside. Thet there is one of them streamliners!"

"Sure, Lem—but streamlinin' by itself don't tell you nothin'. *All* kinds of engines is bein' streamlined these days—you can't tell what's underneath. The station agent told me so hisself."

Yes, streamlining today *does* make it difficult to distinguish between steam, Diesel, and electric locomotives. Speed doesn't give you much of a clue, either, for any

(Ken Ziegenbein collection)

ARKANSAS RAILROADER

of the three types can be built to pull any train at any desired speed.

Which type of locomotive is best for any one particular railroad depends on other factors. Here at American Locomotive we build *all three*—for we know from a hundred years of experience that only a careful study of a railroad's requirements can determine which type of locomotive is the modern locomotive for the job.

Today, a large percentage of America's crack passenger and freight trains are pulled by American Locomotive engines—

some steam, some Diesel, some electric. Each is unsurpassed at its particular job because each was built for that particular job.



**CHARTER MEMBERS** - Here is a list of, hopefully, correct Arkansas Railroad Club charter members, given your editor by Polly Hamilton. The list came from a 1974 list Polly has:

Of the charter members below, the following are deceased: GEORGE HOLT, JR. -- EARL SAUNDERS -- C.H. OST

W.M. ADAMS -- DAVID B. BOGARD -- C.R. BYRD -- WENDELL CHESHIR -- -- --  
 W.E. COUCH -- LeROY GARRISON, JR. -- ANTHONY GRIGSBY -- RICHARD  
 GRIGSBY -- JOHN BASKIN HARPER -- GEORGE HOLT, JR. -- RUBY HOLT, JR. --  
 CLIFTON E. HULL -- NAOMI HULL -- JOHN L. KEMPLE -- LOUIS R. KOEPPE --  
 T.W.M. LONG -- JOHN MARTIN, JR. -- R.W. McGUIRE -- JOHN A. MILLS -- PAUL F.  
 MOON -- WALTER J. O'ROURKE -- C.H. OST -- BILL POLLARD -- PHIL POWLEDGE  
 -- BOYD T. PYLE -- WILLIAM K. ROBBINS, JR. -- JERRY RUSSELL -- EARL  
 SAUNDERS -- JACK F. SEE, JR. -- THOMAS E. SHOOK -- JIM WAKEFIELD -- J.  
 HARLEN WILSON -- CAROL WILSON -- STANLEY WOZENCRAFT -- ROBERT B.  
 WRIGHT.

I would like to know if the list above is THE charter members of our club, settled once and for all. Please let me know if the list is complete. A few years ago I printed the charter members list, which also included the following: BILL CHURCH -- MRS. WILLIAM CHURCH -- WARREN PELTON (Deceased) -- RICHARD RYKER -- BRUCE L. YOUNG. Should these be on the charter list, also? Please advise. Thanks.

Original officers in 1969 were: President, J. HARLAN WILSON; Vice-President, CLIFTON E. HULL; Secretary, GEORGE HOLT; Treasurer, C. R. BYRD.

Original Board of Directors: RICHARD GRIGSBY - Chairman, W.M. ADAMS, ANTHONY GRIGSBY, EARL SAUNDERS. Newsletter editor was JIM WAKEFIELD.

**PAST PRESIDENTS OF THE ARKANSAS RAILROAD CLUB (1969-1994):**

J. HARLAN WILSON (1969-1974)	TOM SHOOK (1975)
WALTER WALKER (1976-1977)	BILL BAILEY (1978-1979)
BILL POLLARD (1980)	BILL ALESSI (1981)
JIM BENNETT (1982)	BILL MERCK (1983)
RANDY TARDY (1984)	FRED FILLERS (1985)
JIM WAKEFIELD (1986)	PETER SMYKLA (1987)
CAROLE SCHAFFER (1988)	FRED FILLERS (1989)
MATT RITCHIE (1990)	BART JENNINGS (1991)
JOHN HODKIN, JR (1992-1993)	MATT RITCHIE (1994)

## UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<b>MARCH 13</b> - Regular Club meeting, Twin City Bank.	<b>APRIL 10</b> - Regular Club meeting, Twin City Bank.
<b>APRIL 23</b> - Model Train Show, Springfield, Missouri.	<b>APRIL 30</b> - Our club's annual Show & Sale at the Fairgrounds, Little Rock.
<b>MAY 15</b> - Club meets in PINE BLUFF, Union Station, 2 pm.	<b>JUNE 12</b> - Regular club meeting, Twin City Bank.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



Rock Island's *Twin Star Rocket* (Minneapolis - Houston) about 1940 as it went through Minneapolis on CMSTP&P tracks near the Mississippi River. The Hubert Humphrey Metrodome now sits where the Rock Island yards once were in Minneapolis. (Lt. Eldon A. Behr, editor of the *Memphis Buff*)

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, March 13 at Twin City Bank in North Little Rock., our usual place. On January 1 you can show up at 8 a.m. and bring things to show. At 10 a.m. Barton Jennings will have his program on Russia's trains. On January 9, come at 2 p.m.

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 \$15/year for Arkansas residents and also \$15/year for out-of-state. The **RAILROADER** is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

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. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

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 phone: (501)-758-1340

(Leave message on recorder if I'm not there)

24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club

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**JOIN THE ARKANSAS RAILROAD CLUB**

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). 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 \$29 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly.

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**ARKANSAS RAILROAD CLUB - Treasurer  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119**