



LITTLE ROCK CHAPTER  
N.R.H.S.

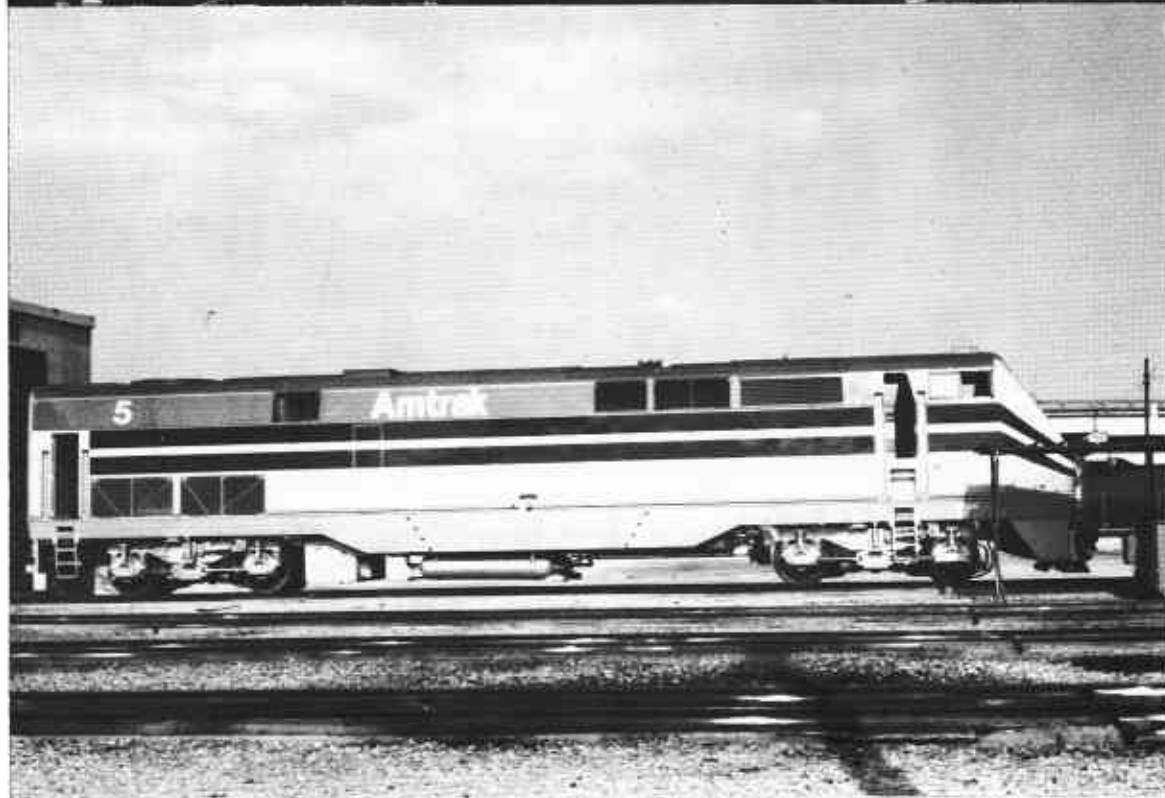
# ARKANSAS RAILROADER



VOLUME 28 NUMBER 3 MARCH 1997



**KANSAS CITY SOUTHERN F-unit No. KCS 1 leads a Sugar Bowl Special in New Orleans on January 2, 1997. Also in New Orleans at that time was a 22-car Norfolk Southern Special carrying members of the 1946 North Carolina University football team and their families. Including in the 22-car consist were a UP car (#200) and two former CNW cars (Lake Forest and Lake Geneva). (Chuck Crisler photo)**



**TOP** - Amtrak's No. 21, the *Texas Eagle*, headed by P-42 #13 in Little Rock December 23, 1996. This train had several State of Connecticut commuter cars in it bound for Dallas' new Metro system. (*John Jones photo*). **BOTTOM** - P-42 #5 on the *City of New Orleans* in New Orleans in late October, 1996. This may have been the first P-42 to come south out of Chicago. (*Chuck Crisler photo*)

### 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)

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)

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)

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)

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 on SUNDAY, MARCH 9 at the Mercantile Bank on Main Street in North Little Rock, right across the street from the Riverfront Hilton. Time will be 2 p.m. The program will be given by PETER SMYKLA. It will be on various rail subjects over the past year or so. Refreshments will be served, and the public is invited.

Future programs include: April - Presented by Alan Wagoner, who is General Manager for the Little Rock & Western RR. He is a former Rock Island employee and was a member of our club a few years ago.

Also, our vice president Leonard L. Thalmueller is asking for anyone to volunteer for future programs. Most of the year is open. If interested, contact him at 21 Hanover Dr, Little Rock AR 72209-2159 or call him at 501-562-8231.

MEETING NEWS - BILL CHURCH is doing the same and is still living at the Rehab Center at the V.A.'s Fort Roots in North Little Rock. - POLLY HAMILTON, our former secretary, is still having heart problems and is under treatment. FAYE ROYCE, whose husband and former NRHS national director for our club Jonathan died in December, is asking for advice in disposing of Jonathan's large train collection of models, books, you name it.

ANOTHER STREAM EXCURSION? - Union Pacific may once again have a steam excursion in this area later this year using the 844 steam engine. The train will be in Texas for Bush Library dedication functions and may run public trips out of Dallas, Houston then north to Tyler and from Tyler to North Little Rock through Pine Bluff. Should these trips occur, we would join the Houston Chapter in sponsoring trips on the various segments, ours being Tyler to North Little Rock. Dates would be late October and early November, the Tyler segment on November 8 or 9. We'll keep you posted (check my web site, <http://www.netcom.com/~ken.z.rw/weather/trains.html>, for latest information, plus we'll mail out flyers whenever and if things get organized.)

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

MARY COHOON, 1710 17th Cir, Russellville AR 72801-7008, 501-967-2981

MAIN STREET RUSSELLVILLE, PO Box 694, Russellville AR 72811-0694

CITY OF RUSSELLVILLE, PO Box 428, Russellville AR 72801-0428

JUDITH DEANE BALDWIN, 34 Riverwood Cove, Maumelle AR 72113-6459

ARKANSAS RAILROADER

**MEMBER NEWS** - Member MONTY MANN, 6209 Kavanaugh Blvd, Little Rock AR 72207-4252, traveled for years on steam trains in his business, between Dallas, New York, Ponca City, OK, etc. He is 90 years old and retired after 63 years in business.

Member GEORGE JONES, 100 B J Place, Pottsville AR 72858 sent in a very interesting article from the Russellville Courier of January 5, 1997 regarding retired Missouri Pacific worker RANDALL HENDRIX. Mr. Hendrix worked for MoP for 31 years, from 1941 to 1972, doing various work from track laying to hauling bricks. He remembers wood burning cinders getting in his eye in the early years. He is currently involved in getting the Russellville depot preserved. He said the last passenger train to stop at Russellville was on March 28, 1960.

Member J. R. GRAY, 136-Brown St, Columbus MS 39702, was conductor on the C&G Rwy, which bought six 2-8-0's in 1939 from the Fort Smith & Western Rwy (Nos. 23-24-25-26-27-28). Number 25 was in two separate wrecks on the C&G in 1946 and in both wrecks, the engineer was killed. The #25 was C&G 506 and he has pictures of this wreck.

**RAILROADER ON THE 'NET** - I now put the text portion of the *Arkansas Railroader* on the Internet, along with the latest railroad abandonment news and latest weather maps. I'll include any news of the possible 844 trip next November on this web page as well. The address is: <http://www.netcom.com/~ken.z.rw/weather/trains.html>

**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.

**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.

**NMRA INFORMATION** - If you want information on the National Model Railroad Association convention in Little Rock June 19-21, contact Tom Shook, PO Box 7650, Little Rock AR 72217.

**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).

**NRHS CONVENTION SCHEDULES** - Tuesday, June 24 - Heber Valley Railroad. Trips at 10 a.m. and 2 p.m. --- Wednesday, June 25 - Nevada Northern Railroad. Buses depart 7 a.m.. Limited to 200 seats. ALSO, UP E-9 excursion from Salt Lake City to Lyndyil, via the Provo Subdivision. Departs 8:30 a.m. --- Thursday, June 26 - Golden Spike Monument and Ogden Union Station Museum. Buses depart 8 a.m. --- Friday, June 27 - Board of Directors Annual meeting; Salt Lake, Garfield & Western Rwy trips run at 10 a.m. and 2 p.m. Limited to 100 seats each trip; Annual Banquet. --- Saturday, June 28 - UP 844 trip to Cache Junction and return. Limit 500 persons.

For more information, write to 1997 Convention Committee, Promontory Chapter NRHS, 1965 W Lindsay Drive, Taylorsville UT 84119.

**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,

**ARKANSAS RAILROADER**

---

total dues are \$37. Please use the membership form in this newsletter and mail it in. IF I DON'T HAVE YOUR DUES BY MARCH 12, YOU WILL BE TAKEN OFF THE LIST.

## 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.

## 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.

**TEXAS - SOUTH PLAINS LAMESA RAILROAD LTD** - To abandon 49.06 miles of line between m.p. 5.00 near Slaton and m.p. 54.06 near Lamesa, Texas. Effective February 3, 1997. (FR January 3, 1997)

**IDAHO - UNION PACIFIC** - To acquire right of way and trackage rights over Idaho Northern & Pacific Railroad Company's line between m.p. 1.0 near Weiser and m.p. 84.1 at Rubicon, Idaho. Union Pacific has to plans to reactivate the line for rail service. UP stated in its notice that if trail use negotiations were unsuccessful, UP would abandon the line, as it was authorized to do in December 1995. (FR January 3, 1997)

**MICHIGAN - LUDINGTON & NORTHERN RAILWAY INC** - To abandon its entire line of railroad from the south line of Michigan Highway 116 in Hamilton Township south and east through Pere Marquette Township to terminus in the city of Ludington, Michigan, a distance of 2.54 miles. Effective February 5, 1997. (FR January 6, 1997)

**KANSAS - SOUTH KANSAS and OKLAHOMA RAILROAD INC** - To abandon 9.2 miles of line between m.p. 257.2 at Oxford and m.p. 266.4 near Wellington, Kansas. Effective February 8, 1997. (FR January 9, 1997)

**WEST VIRGINIA - CSX** - To abandon its line between m.p. BUI-28.40 at Elkins and m.p. BUK-121.7 at Bergoo, West Virginia. Effective January 9, 1997 (abandonment was exempt from use procedures). (FR January 9, 1997)

**WEST VIRGINIA - CSX** - To abandon 15.27 miles of line between m.p. CAF-43.7, Valuation Station 1240+00 at Russ Junction and m.p. CAF-58.97, Valuation Station 436+00 at Peters Junction, West Virginia. Effective February 9, 1997. (FR January 9, 1997)

**FLORIDA - FLORIDA CENTRAL RAILROAD COMPANY INC** - To abandon 0.2 miles of line between m.p. F-1.1 and the end of the line at m.p. F-0.9 in Forest City, Florida. Effective February 12, 1997. (FR January 13, 1997)

**CALIFORNIA - UNION PACIFIC** - To abandon 0.44 miles of line known as the San Jose Industrial Lead from m.p. 22.45 (West Carlos Street) to the end of the line at m.p. 22.89 (West San Fernando Street) in West San Jose, California. Effective February 15, 1997. (FR January 16, 1997)

**MISSISSIPPI - ILLINOIS CENTRAL RAILROAD CO** - To abandon 21.70 miles of line between m.p. H-0.20 at Aberdeen Junction and m.p. H-21.90 at Kosciuska, Mississippi. Effective February 12, 1997. (FR January 17, 1997)

**MISSISSIPPI - OLD AUGUSTA RAILROAD CO** - To abandon its entire 2.5 miles between m.p. 0.0 at Augusta and m.p. 2.5 at New Augusta, Mississippi. Effective February 20, 1997. (FR January 21, 1997)

**SOUTH CAROLINA - NORFOLK SOUTHERN** - To abandon 1.5 miles of line between m.p. AB-0.0 at Edgewood and m.p. AB-1.5 at Escambia Junction, South Carolina. Effective February 28, 1997. (FR January 27, 1997)

**PENNSYLVANIA - CONRAIL** - To abandon 1.60 miles of line between m.p. 0.0 to m.p. 1.60, the Mt. Union Industrial

Track, in the Borough of Mt. Union, Pennsylvania. Effective March 5, 1997. (FR February 4, 1997)

**OHIO - WHEELING & LAKE ERIE RWY CO** - To abandon 2.3 miles of line between m.p. 55.3 and m.p. 53.0, the Carey Spur Line, in Wyandot County, Ohio. Effective March 5, 1997. (FR February 4, 1997)

**SOUTH CAROLINA - NORFOLK SOUTHERN** - To abandon 13.0 miles of line between m.p. V-58-0 at Conrad and m.p. V-71.0 at Brickdale, South Carolina. Effective March 9, 1997. (FR February 7, 1997)

## ARKANSAS RAIL NEWS

### RIDERSHIP UP

Amtrak's *Texas Eagle*, which is slated to be eliminated May 10, recorded the highest rate of ridership gains among the nation's long-distance trains during the last three months of 1996. The *Eagle* carried 27,545 passengers during those months, up 18.3% from 1995. Amtrak spokesman Marc Magliari said "It showed the success of the promotional campaign we mounted in the fall after Congress acted." (What a revelation!)

### TICKETS THREATENED

(*Siloam Springs*) - Siloam Springs police may soon issue tickets to Kansas City Southern trains that block city streets longer than a few minutes. There have been numerous complaints. (*The Morning News of Northwest Arkansas, February 5, via Bob Oswald*)

### SP OFFICE RAZED

(*Pine Bluff*) - John Jones reported at the

February 9 meeting that the former Superintendent's Office, Dispatcher's Office and coach shop of the Southern Pacific were supposed to be razed, beginning in early February. He also said that there is no more piggyback service in Pine Bluff as of January 31, 1997. All car work will now be done at UP's DeSoto, Missouri shops.

## GENERAL RAIL NEWS

### DOWNING B. JENKS

Downing B. Jenks, former CEO of Missouri Pacific, died October 26 after a long illness. The Downing B. Jenks UP Shops in North Little Rock is named after him. He graduated from Yale and began his railroad career in 1937 with the Pennsylvania Railroad before joining the Rock Island in 1950. Jenks became president of Rock Island in 1956, then moved to Missouri Pacific as president and CEO in 1961. He served as MP president until 1971 and as MP chairman until his retirement in 1983, a year after he had helped engineer the merger with UP.

Commentary by Bill Pollard: Jenks was of the management era when an autocratic, militaristic style was in vogue. While pushing relentlessly for modernization of the railroad, he seemed to often neglect the employee side of the property, and the relationship between management and agreement employees deteriorated significantly during the early years of his tenure. Many branch lines, structures, and passenger trains were not part of his vision

for the "Modern MoPAC" and an aggressive program of elimination further alienated employees and the public.

One of Jenks' rules, at least in the 1960s, was that all male employees would wear a dress hat, in addition to customary business suit, to work in the Missouri Pacific building in St. Louis. Entering the elevator in the building one morning, Jenks was joined by a man -- bare headed, along with several other rail official clones in the "prescribed" dress. Jenks asked the bareheaded man if he had his hat, and then severely berated him for not following company dress code. The man was rather taken aback, and the two parted company when the elevator doors opened. Shortly thereafter, Mr. Jenks was surprised to see the man ushered into his office as his first appointment of the day. The man was not an employee after all, but the president of a cement manufacturing firm, which was a major shipper on the MoPAC. According to reports, the shipper was less than amused, and the mandatory hat directive gradually disappeared soon thereafter. (*Bill Pollard*)

### DART COMMUTER SERVICE

(*Dallas*) - Dallas Area Rapid Transit continues to grow. Its' third major expansion began on time January 10 when a line from downtown Dallas to Park Lane opened. More than 15,000 people ride this system each day, above DART' projections by as much as 33 percent. One day had over 30,000 riders when the north line opened. Since the whole system began in June 1996, more than 50,000 train trips have been run. Most of the complaints have been the West End entertainment district on weekends - apparently, public intoxication is a problem at that time.

DART has also filed a notice with the STB on January 25 to acquire and operate about one mile of former Missouri Pacific track between m.p. 750.75 and m.p. 749.75 near Garland, Texas for its commuter service.

(*Dallas Morning News, January 9, 1997 via Dub Moore and the Houston Chronicle, February 3 via Dan Barr and the Federal Register*)

**OTHER COMMUTER NEWS**

(Austin, Texas) - Amtrak operated a new lightweight diesel rail car in Austin for tests beginning February 14. It's called the "RegioSprinter" and plans to test it in other locations nationwide. This car hauls up to 100 passengers and offers a new generation of rail technology. It is built by Siemens Transportation System. The test runs were to be made over the Austin-Giddings-Llano (former SP) lines. (*Railspot literv on the Internet*)

Old Sayings Worth Remembering:

"If you can't do anything about it, DON'T."

"Eight people will do 10 people's work better than 12 people."

"Criticize behavior, not people."

"One of the hardest jobs for a parent is making a child realize that 'no' is a complete sentence."

(From *Hope Health Letter*, September 1994)

**ON THE RIGHT TRACK?**

An editorial in the *Arkansas Democrat Gazette* on November 23, 1996 by Robert Samuelson stated, among other things, "If Americans think of railroads at all, they wonder why there aren't any superfast passenger trains...Railroads haul 41 percent of intercity freight...they're taken for granted unless there's a disaster...Government regulation prevented them from being competitive before deregulation took place in 1981...Between 1980 and 1995, freight traffic increased 42 percent; the number of railroad workers declined by 59 percent from 488,000 to 188,000; the amount of track dropped 33 percent, from 270,000 miles to 180,000 miles; the number of locomotives decreased from 28,094 to 18,812; and the number of freight cars decreased from 1.7 million to 1.2 million.

"A typical train crew in the early 1970's had five members, now it has two. Railroad profits increased more than three times since 1980. Accidents also decreased - in 1980 there were 11 accidents for every million miles, now there are less than four. Freight rates declined 53 percent. Rail mergers have helped productivity. However, how many more mergers can take

place without having a major impact on competition? Could there be too much of a good thing?"

**BNSF STARTS NEW SERVICE**

BNSF started a new service between Houston and Memphis over Union Pacific trackage rights in mid January. Two daily trains will run on this corridor (which goes through Arkansas and Pine Bluff). BNSF received trackage rights, after the UP/SP merger, of over 3,550 miles of UP's lines. BNSF has purchased two UP/SP lines so far -- Dallas to Waxahachie, Texas and Iowa Jct to Avondale, Louisiana. (*BNSF News Release January 16, 1997*)

**CONRAIL SHAREHOLDERS SAY NO**

On January 17, 1997, Conrail shareholders refused to opt-out of the Pennsylvania Control Transaction statute which would have allowed the Conrail/CSX merger to proceed. CSX says that this will not alter their plans to merge with Conrail. Norfolk Southern lobbied the shareholders to vote against this measure. NS wants to merge with Conrail, too. John W. Snow, chairman and CEO of CSX said that the apparent "no" vote simply postpones the eventual merger with Conrail. "There is not now, nor will there be, a viable alternative to the CSX-Conrail merger."

Meanwhile, NS said the shareholders have sent a powerful message to the Conrail board that they will not be rushed into making a decision. NS will keep trying to buy Conrail stock and says their merger with Conrail would make more sense. It said after the vote that it now has the green light to take over Conrail. CSX disagrees, however.

In early February, representatives of all three railroads apparently met to discuss the issues.

Conrail's address: 2001 Market Street, PO Box 41419, Philadelphia PA 19101-1419; CSX Corp, 901 East Cary Street, Richmond VA 23219. (*Part via news releases, part via Dan Barr*)

**HOW MANY ENGINES?**

Freights on the Union Pacific are limited to 8 units, not to exceed 21,000 HP (24,000 HP on stack trains). Power transfers can contain up to 25 locomotives. The engine

max include those dead in the consist, dead in train, or isolated. (*Jud Powell via the Internet*)

**SUPER BOWL SPECIALS**

There were a few Super Bowl specials this year to New Orleans, generally running from January 20 through January 28. Among them:

KCS (someone please send me the consist).

UNION PACIFIC: As seen over the Cotton Belt line through Stuttgart, Arkansas January 27, 1997 at 10:17 a.m. by Jim Bennett - UP951, 963B, 949 (E-9 locomotives), UP208 (power car), "Cabarton" (staff car), "Portola" (crew sleeper), "Wyoming" (executive sleeper), "Powder River" (executive sleeper), "Walter Dean" (dome/lounge), "Overland" (diner/lounge), "St. Louis" (business car).

BNSF: BNA 23 (baggage), 53 "John S Reed" (open platform business car), 3 "Red River" (open platform business car), 1 "Mississippi River" (open platform stainless steel business car), 6 "Missouri River" (open platform business car), 26 "Lake Superior" (diner), 62 (low-level lounge), 24 "Glacier View" (full dome with theater seating), 30 "Snoqualmie Pass" (power car?), 65 "Regal" (sleeper?), 64 "Regal Hunt" (sleeper), 22 "Deschutes River" (?), 51 "Topeka" (open platform business car).

Member Chuck Crisler of New Orleans said it was a real treat, a "field of dreams" for railfans, seeing the power and cars at Union Station of four major railroads (IC, KCS, UP, BNSF) plus lots of private cars.

**FORMER KATY SEGMENT TO BE TORN UP**

(Houston, Texas) - The Union Pacific (ex-MKT) line between Eureka Jct in Houston and Katy, Texas will be taken up in August 1997. This line parallels Interstate 10 (the Katy Freeway) in Houston and the UP sold it to the city 5 years ago for expansion of that freeway. (This line runs westward to Smithville, Texas through my hometown of New Ulm). Light rail advocates are appalled, since this line would be perfect for commuter trains after separation from numerous grade crossings took place - (Houston is a backward-thinking town, in

some respect. Dallas has proven it can make rail commuter work - the people of Houston kiss asphalt).

The line from Katy westward will remain open with UP and BNSF trains operating over it from Sealy to Smithville (using BNSF/SP connections from Sealy to Houston).

### EPA CRACKS DOWN ON LOCOMOTIVES

The Environmental Protection Agency has already lowered emissions from cars, trucks, tractors, etc., and now is taking aim at railroad locomotives. The agency says a single locomotive puts as much nitrogen oxide into the air as do 3,000 cars. In busy rail hubs, these pollutants could account for up to 10% of all pollutants in the area. New regulations could reduce locomotive pollutants by 600,000 tons a year in the next decade.

The Association of American Railroads says it will cost as much as \$80,000 for each engine to be upgraded to the new standards, which won't begin until the year 2000. (*USA Today, February 6, via Dan Barr*)

### 1997 UP CAPITAL SPENDING

Union Pacific plans to spend \$2.2 billion in 1997 for its railroad operations. Included in the planned spending are: \$615 million for 260 new locomotives and upgrading of existing units; \$103 million for 1,023 new

freight cars, including more than 500 new hi-level auto racks; \$1 billion for engineering projects, such as 1,100 miles of new rail and 3.4 million ties. (*UP news release*)

### DeSOTO REPAIR FACILITY

(*DeSoto, Missouri*) - A new \$10.5 million railcar paint shop at Union Pacific's DeSoto, Missouri railcar repair facility has increased overall efficiency since opening in December. Also, as of January 31, 1997, UP closed all of the former SP repair facilities in Pine Bluff - everything will be moved to DeSoto. At DeSoto, the facility will prepare and paint eight boxcars, grain hoppers or gondola cars per shift in the new 720-foot building. Cars are blasted with either steel shot or a coal slag byproduct. More than 500 auto racks can be upgraded each year. (*UP news release and local sources*)

### OPERATION LIFESAVER QUESTION

Does anyone know if Union Pacific plans to operate an Operation Lifesaver special train this summer from Boise to New Orleans to commemorate 25 years of OL? Send the answer to PO Box 9151, North Little Rock AR 72119. Thanks.

### NEW AAR CHAIRMAN

Union Pacific President Jerry R. Davis has been elected chairman of the

Association of American Railroads, succeeding John W. Snow, chairman and CEO of CSX. (*Cinders, January, 1997*)

### ENGINEER TRAINING CENTER CLOSES

(*Lenexa, Kansas*) - The former Southern Pacific Training Center in Lenexa, Kansas is shutting down. This originally was the joint Santa Fe-Southern Pacific Locomotive Engineer Training Center when it started years ago. SP has been to only user the past two years. Now the whole thing is closing down with the last engineer class graduating January 31. SP and SF both have simulators there, SP has two and SF one. The SF unit is for sale for \$1 million.

There was an open house there Saturday, January 25, and Jerry Nunn, a club member, attended. In fact, he spent 9 hours on the simulator with his wife Lynda, making three "trips" from Emporia to Topeka. (*Jerry Nunn*)

### KCS INAUGURATES NEW SERVICE

(*Dallas-Atlanta*) - Kansas City Southern and Norfolk Southern started service between Dallas and Atlanta on February 4, 1997, with trains #19 and #20. It's symbol should be I-DAAT and will be a mostly intermodal train. The first train out of Dallas, #19, departed at 5:30 p.m. on the 4th and had 33 loads. (*Nathan Bailey*)

## AMTRAK NEWS

### TEXAS EAGLE AGAIN THREATENED



After May 10, Amtrak plans to take off the *Texas Eagle* along with three other trains despite large increases in ridership.

As John Brummett said in a September *Democrat-Gazette* editorial, "What's good enough for an airport in Northwest Arkansas or Little Rock ought to be good enough for ... train service to Arkansas. A

thrice-weekly passenger train through Arkansas isn't going to break the federal budget. We needn't be penny-wise and pound-foolish, less we wind up with a big budget deficit and nothing but a car, a plane and a cruise missile to show for it."

Bill Pollard, of the Arkansas Association of Railroad Passengers and Amtrak expert, had the following comments about the proposed cuts:

"Neither (Amtrak President) Mr. Downs, nor Amtrak Intercity President Mark Cane offer any explanation as to why Arkansas

and Texas should provide state funding for a long-distance, interstate train, when state support of this nature is not provided to any other long-distance train in the system. Numerous other long-distance routes lose far more money (according to Amtrak's own convoluted and highly suspect cost allocation process), but these routes are inexplicably seen by Amtrak as having growth potential, while the *Texas Eagle* is seen as little more than a parasite to the system. --- Amtrak management is likewise unimpressed by the fact that Texas has



become the number two tourism destination in the nation (second only to Florida, a state where Amtrak in November 1996 added a fourth daily train from the northeast).

"For much of the year, the train's capacity, arbitrarily limited by Amtrak, is unable to accommodate additional riders due to sold-out conditions. Unless EVERY state on EVERY route is required to contribute funding for routes serving those state, the demands made upon Arkansas and Texas are discriminatory, inappropriate, and amount to little more than an amateur blackmail attempt.

"The Amtrak memorandum from Mark Cane contains numerous factual errors which tend to distort various *Texas Eagle* route modifications (see later). The most blatant misstatements involve a proposal to handle the *Texas Eagle* from Memphis to Texas, with service between Chicago and Memphis handled by an existing Amtrak train, the *City of New Orleans*. For almost six weeks during the massive Mississippi River flooding of 1993, the *Texas Eagle* operated north of Little Rock to Bald Knob, Arkansas, where a detour was made over 90 miles of Union Pacific mainline trackage to Memphis. --- Then, the *Texas Eagle*'s Little Rock-Chicago travel time via Memphis was often equal (or less) than then Little Rock-St. Louis-Chicago schedule. Because of the obvious success of this detour movement, the Memphis option has been viewed as a possible opportunity to reduce expenses while maintaining reliable Chicago-Little Rock-Texas service. Amtrak claims that 'the absence of a direct connection at Memphis makes it impossible to consistently, safely and cost effectively route the *Texas Eagle* through Memphis.' In fact, however, the same connection exists in Memphis as was present in 1993.

"(Amtrak says) that the line is not presently engineered for passenger train speeds. Referring to the current Union

Pacific employee timetable governing train movement over the Memphis subdivision, freight trains are authorized to operate at 60 mph. This is the same speed allowed freight trains on other portions of Union Pacific trackage currently used by the *Texas Eagle*. If indeed the Memphis line is in as poor condition as alleged by Amtrak, the various cities along the route would be well advised to request track inspections by the Federal Railroad Administration...

"Amtrak claims that a two-car, coach-only train operating between Chicago and Fort Worth is the most economical train service which can be provided. In other words, the entire station costs, crew costs, and other operating costs which are independent of train size, are borne by a two-car coach train which could accommodate a maximum of 150 passengers per trip. Amtrak further states that '...our analysis concluded that losses increase with the addition of passenger cars, or operating the service daily.' In other words, when an additional car is added to this two-car train, the incremental expenses incurred by adding the car outweigh the incremental revenue produced by the car. Remember that the basic costs of the train, those costs not affected by train length, are the same whether the train is two cars or twenty cars; only the revenue producing capability of the train is changed.

"This argument by Amtrak directly illustrates the fallacy of the corporation's cost accounting system, whereby a myriad of corporate overhead costs are arbitrarily assigned to long-distance routes based, not on actual expense figures, but upon a car-mile average.

"If you don't have a national network, you don't have a system that generates connectivity revenues, ... the system starts to fall apart." - Tom Downs, President of Amtrak, February 1997 "RailNews"

"The proposal for a two-car train is itself less than amazing, considering the very strong sleeping car ridership which prevails on the *Eagle*. Sleeping car accommodations on the *Eagle* must be reserved weeks or months in advance, and each sleeping car ticket provides at least three to five times the revenue of a comparable coach ticket. Although *Eagle* supporters have for 18 months asked for more equipment to handle the business, it was not until the Christmas season of 1996 that Amtrak belatedly added one car - a sleeping car - to help alleviate sold-out conditions.

"Amtrak claims that a four-car train operating tri-weekly between Chicago and Fort Worth (1023 miles) would cost \$15.9 million, and that the same train operating tri-weekly between Memphis and Fort Worth (550 miles) would cost \$14.3 million. It seems remarkable that there is only an 11% fluctuation in the alleged cost of these two trains, despite the fact that there is a 46% difference in the end point distances of the two routes. --- Shouldn't the bulk of the expense now prorated to long-haul trains be more properly reassigned to corridor services which actually generate the expense?

"There is obviously no interest on the part of Amtrak in operating a successful *Texas Eagle*. --- If the train does not survive, other routes will be targeted for discontinuance as the loss of connecting services cause the remnants of the national system to self-destruct." (Bill Pollard)

Meanwhile, Amtrak says it wants Texas and Arkansas to pay to keep the *Eagle* running past May 10. That would mean Texas pays 88% and Arkansas 12% (based on ridership). Amtrak is also pursuing various options, such as mail and express business, for this train.

Following is Amtrak's official proposals for *Eagle* service, right from their Web page:

Texas Eagle Service Options (\$ in Millions)

Options	Scenario	Frequency	Operating Total		P(L)	Comments
			Revenue	Cost		
1	CHI-FTW	Tri-Weekly	\$2.7	\$(13.0)	\$(10.3)	2 coaches
2	CHI-SAS	Tri-Weekly	3.1	(14.5)	(11.3)	2 coaches
3	CHI-FTW	Tri-Weekly	4.5	(15.9)	(11.5)	4-car-train
4	CHI-SAS	Tri-Weekly	7.8	(22.2)	(14.4)	7-car-train
5	CHI-FTW	Daily	3.6	(20.4)	(16.8)	2 coaches
6	CHI-SAS	Daily	13.1	(32.0)	(18.8)	4-car-train
7	CHI-FTW	Daily	9.4	(29.2)	(19.8)	4-car-train
8	CHI-SAS	Daily	4.2	(24.0)	(19.8)	2 coaches
9	CHI-SAS-LAX	Tri-Weekly	10.3	(39.4)	(29.1)	Current Operation
10	CHI-SAS	Daily	13.8	(44.0)	(30.1)	7-car-train

CHI = Chicago  
 FTW = Ft. Worth  
 SAS = San Antonio  
 LAX = Los Angeles

Attachment II

Texas Eagle Service Options (\$ in Millions)

Options	Scenario	Frequency	Operating Total		P(L)	Comments
			Revenue	Cost		
1	CHI-MEM-LRK-FTW	Tri-Weekly	\$4.4	\$(14.3)	\$(9.9)	4-car-train
2	CHI-MEM-LRK-FTW-SAS	Tri-Weekly	5.6	(16.1)	(10.6)	4-car-train
3	CHI-MEM-LRK-FTW	Daily	10.4	(25.8)	(15.5)	4-car-train
4	CHI-MEM-LRK-FTW-SAS	Daily	12.9	(30.4)	(17.5)	4-car-train

CHI = Chicago  
 MEM = Memphis  
 LRK = Little Rock  
 FTW = Ft. Worth  
 SAS = San Antonio

**TEXAS EAGLE RIDERSHIP - 1996**

Here are station-by-station boardings/deboardings for various cities along the route in 1996:  
Walnut Ridge (740 on, 807 off); Little Rock (4,319 on, 4,383 off); Malvern (473 on, 510 off); Newport (104 on, 121 off); Arkadelphia (239 on, 425 off); Texarkana (2,010 on, 1,874 off).  
 In Texas, Longview (9,120 on, 9,177 off); Dallas (11,495 on, 11,806 off); Fort Worth (4,652 on, 4,991 off); Temple (1,377 on, 1,361 off); Austin (5,412 on, 4,700 off); San Antonio (16,401 on, 15,801 off)

Total of both on and off for Arkansas in 1996 was 14,063 and Texas 106,882.  
 How does this compare in Arkansas with air travel? Well, if you look at ALL flights, there is no comparison. Of course, the airlines would have more passengers. However, it wouldn't be fair to compare dozens of flights a day to only six trains a week (three-times a week in each direction). So, I picked some airlines and prorated it so that only six flights a week came to Little Rock. Here's what I found (I used

boardings only, since that's all I had for the airlines):

**Amtrak** Little Rock Boardings 1996 (six trains/week): 4,319

**American Airlines** Little Rock Boardings 1996 (prorated to 6 flights/week):

**Southwest Airlines** Little Rock Boardings 1996 (prorated to 6 flights/week):

**Delta Airlines** Little Rock Boardings 1996 (prorated to 6 flights/week):

**Continental Express** Little Rock Boardings 1996 (prorated to 6 flights/week):

**TWA** Little Rock Boardings 1996 (prorated to 6 flights/week):

**Northwest Airlines** Little Rock Boardings 1996 (prorated to 6 flights/week):

NEXT MONTH

**FLEXILINERS COMING**

(St. Louis) - Amtrak will begin experimental running of Danish-built Flexiliners on its St. Louis to Kansas City Mule route on April 8. The coaches have

audio systems at every seat, outlets for laptop computers, wide aisles, panoramic windows and food service from a cart. The cars don't need to be pulled by a locomotive, either, as every third coach has its own diesel engine and fuel. This would allow the train to separate to serve different locations. The train set can go up to 112 mph, but won't go faster than 79 mph in Missouri. (Via Dan Barr)

**HALF-PENNY UPDATE**

Apparently, Congressman Bud Shuster of Pennsylvania has reversed his previous opposition to a dedicated half-cent of the Federal gas tax to go to Amtrak. He now thinks it may be a good idea, along with putting the highway trust fund off budget. Currently, 4.3 cents per gallon of the fuel tax goes to deficit reduction. UTU members were urged to write their representatives to support Shuster's efforts to get the half-cent dedicated to Amtrak.

**EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS**

**FILLMORE, CALIFORNIA** - March 14-16 - Fillmore Steam Festival featuring SP Baldwin 2-8-0 #51 running on the Fillmore & Western Railway. There will be special barbecues trains and bus chases. The Northern California Railroad Museum invites you to attend. Contact Richard Mitchell, 438 Ave Del Oro, Box 112, El Granada CA 94018-0112 or call 415-726-2626.

**PINE BLUFF, ARKANSAS** - April 5 -

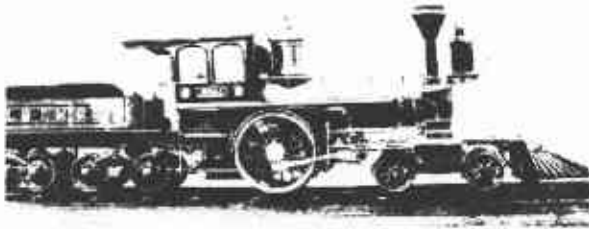
Second Annual Railroadiana and Model Train Meet in the Arkansas Railroad Museum in Pine Bluff. The 819 will be steamed up. For more information, call Robert Worlow, 21515 No. Mill Rd, Little Rock AR 72206, 501-888-5655 or Mike Selligman, 5 Rockwood Dr, Conway AR 72032-2906, 501-327-5933..

**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.

## ONE-AXLE LOCOMOTIVES REVISITED

by: Mike Adams



StL & IM No. 17 "Bessie" 4-2-0 blt 6/1868 at Grant Locomotive Works, Bldrs # 465, 5-ft gauge, cylinders 14"x22", drivers 60-ft. (Mike Adams collection by R.H. Carlson)

Referring to Gene Hull's story on one-axle locomotives in the February *Railroader*, Mike Adams recalls a pair of one-axle locomotives that the old St. Louis and Iron Mountain had. They bought several locomotives from a plant in St. Louis by the name of Palm and Robertson. They were apparently just getting started in the early 1850's when the Pacific Railroad was getting under way and laterally the Iron Mountain.

The Iron Mountain bought several engines, one of which was the Number 4 named COMET. This was a 4-2-0 and was delivered in August 1857 when the railroad was 5 foot 6 inch gauge. It was apparently used in light passenger service from St. Louis to DeSoto, 42 miles. DeSoto was where the grades started and this little job was strictly a "peanut roaster." In 1868, the Iron Mountain decided to reduce their gauge to 5 foot and the COMET was cut down. Construction started on the DeSoto Shops and a wise one decided to use the engine as a stationery boiler during the building operation. What happened to it later is unknown. Actually, it must have been of little use.

This didn't keep the Iron Mountain from ordering another 4-2-0, this was Engine No. 17, named BESSIE possibly for one of the director's wives, daughter or girl friend. She was built to the new 5-foot gauge and was, I suppose, used in the same light passenger service, possibly directors specials or the paytrain. Just when it was disposed of is not known. In 1879 the Iron Mountain again changed gauge, this time to 4-foot, 8 ½ inches or what was called standard gauge. I doubt they spent the money to cut this engine down. Incidentally, the BESSIE was built by Grant Locomotive Works in June 1868 and a builders photo has survived (see above). Not a bad looking little engine for all that. ~~W.H.H.~~

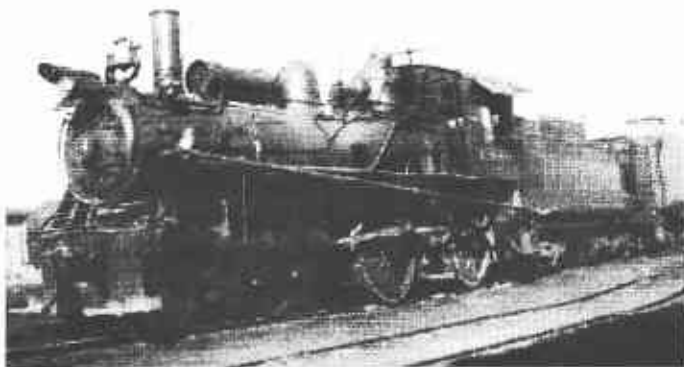
## MY FIRST TRAIN RIDE

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

Back in about 1930 I had an aunt and uncle who lived at Bokoshe, Oklahoma. My uncle was the city marshall there and deputy sheriff. That's when the bank robbers were all around.

My aunt and uncle invited me to come see them. They told me to ride the train out of Fort Smith and my uncle would meet me at the depot. It would be night when the train arrived. So I helped harvest cotton and corn to safe money for the trip. I spent lots of time helping my dad in his blacksmith shop. Only I did not get paid for my work. My dad had a job feeding us kids.

I finally had \$8.00 to make the trip. I walked 7 miles from Ione, Arkansas to Highway #71 and got a ride to Fort Smith hitchhiking. I went to the train station where there were passenger cars on the track. It was a pretty building. Went to the ticket office to buy my ticket. I was told to go to a long building from where I was. It had Fort Smith & Western on it.



F.S.&W. 4-4-0 #4 at Fort Smith, Arkansas, March 27, 1938. It was built in 1891 in New York. It was scrapped in 1940. (Charles Winters photo from unknown collector)

The man sold me a ticket for Bokoshe, Oklahoma. He asked me if I was coming back on the train, which I was. He said I could save 20¢ if I would buy a round trip ticket. I bought the round trip.

I waited a few hours before a man came to the waiting room and told us to get on the train. We got on the train, but before I got on I looked up beside train. We had box cars, coal cars and one long passenger coach and a big steam engine. I could smell the smoke all around. It was getting late in the afternoon when the train started. The conductor came in, taking up tickets. There were several people on the train. The conductor had a conductor cap on, but no uniform. He had a cotterage belt around his waist and a big pistol. He told us if we were to get robbed, let the robber take what they wanted because they might kill you.

That got me worried because I still had some money left.

The train stopped and switched coal cars to coal mines in the area and a few other places. Some of the people said they were going to Oklahoma City. I wonder how long it took them. The conductor said they would stop and eat someplace in route and another crew would get on.

We made it to Bokoshe that night. My uncle met me and I had a good week visit. I got to come back on the train in daylight. This trip was something to remember, which I'll never forget. I got back home with a little left out of the \$8.00 I started with. ~~None~~

A Service  Institution  
Ship and Travel by Rail



Mr. L. T. Walker, Brakeman,  
c/o Mr. C. G. Adams, Superintendent,  
Rock Island Lines,  
Little Rock, Arkansas.

PERSONAL;

*Beattie*

(The letter that was inside this envelop is printed on the next page)

# MISSOURI PACIFIC RAILROAD

R. C. WILLIAMS  
Superintendent

LITTLE ROCK, ARKANSAS

September 1, 1944  
A-2

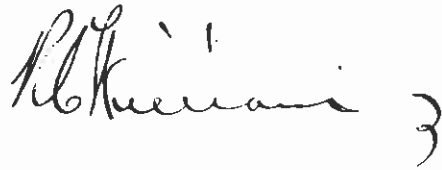
Mr. L. T. Walker, Brakeman,  
Rock Island Lines,  
Little Rock, Arkansas. c/o Mr. C. G. Adams, Superintendent

Dear Mr. Walker:

It has been brought to my attention that at about 7:30 PM on August 11, 1944, you were at Higginson while a Southbound Missouri Pacific train of ninety-five cars was passing, and that you observed a brake beam dragging on a car near the middle of the train, and signaled our Conductor to stop the train immediately and more than likely prevented an accident.

I want to assure you of my personal appreciation and thanks for your interest in this matter and it certainly is an indication of your ability to perform your work.

Yours very truly,



cc. Mr. C. G. Adams, Superintendent,  
Rock Island Lines,  
Little Rock, Arkansas.

**MISSOURI  
PACIFIC  
LINES**

# TEXAS Eagle

Train 21 Southbound, Train 22 Northbound

**The Only Completely Streamlined Train Between**  
**ST. LOUIS—AUSTIN—SAN ANTONIO**  
**HOUSTON—GALVESTON**

No Extra Fare—Dining-Lounge Cars and all Coaches Radio Equipped

Direct Connection at Houston with the Valley Eagle To and From

**CORPUS CHRISTI—LOWER RIO GRANDE VALLEY**

The Only Train Making Direct Connection at San Antonio To and From Mexico City

*Philip  
Moseley*

**SOUTHBOUND**

(Read Down)

5:30 PM Today	Lv. . . . . St. Louis	Ar. . . . . 8:20 AM Tomorrow
12:10 AM Tomorrow	Ar. . . . . Little Rock	Lv. . . . . 1:40 AM Tomorrow
3:00 AM Tomorrow	Ar. . . . . Texarkana	Lv. . . . . 10:50 PM Today
6:30 AM Tomorrow	Ar. . . . . Palestine	Lv. . . . . 7:20 PM Today
6:45 AM Tomorrow	Lv. . . . . Palestine	Ar. . . . . 7:00 PM Today
10:00 AM Tomorrow	Ar. . . . . Austin	Lv. . . . . 3:43 PM Today
11:40 AM Tomorrow	Ar. . . . . San Antonio	Lv. . . . . 2:10 PM Today

**SCHEDULES**

**NORTHBOUND**

(Read Up)

6:50 AM Tomorrow	Lv. . . . . Palestine	Ar. . . . . 6:55 PM Today
10:00 AM Tomorrow	Ar. . . . . Houston	Lv. . . . . 4:00 PM Today
12:01 PM Tomorrow	Ar. . . . . Galveston	Lv. . . . . 2:00 PM Today

Lv. Memphis 8:30 PM (Train 201 to Little Rock), same arrival as above at Texas points.  
 Ar. Memphis 6:30 AM (Train 202 from Little Rock), same departures from Texas points.



Texas Eagle, Train 21, makes direct connection at Houston with the Valley Eagle, departing 10:45 A. M., for Corpus Christi, Harlingen and Brownsville. Valley Eagle arrives Houston 3:15 P. M., making direct connection with Texas Eagle, Train 22.

**Through Sleeping Cars Between**

- St. Louis and San Antonio
- New York and San Antonio
- New York and Houston
- Washington and Houston
- St. Louis and Galveston
- \*Memphis and Houston

**Through DeLuxe Coaches Between**

- St. Louis and San Antonio
- St. Louis and Houston
- St. Louis and Corpus Christi (Via Houston)

**TWO THROUGH DINING-LOUNGE CARS**

- 32-Seat Dining-Lounge Between
- St. Louis—San Antonio
- St. Louis—Houston

\*From Memphis to Little Rock on Train 201,  
 from Little Rock to Memphis on Train 202

See reverse side for details of  
 sleeping car and coach consist.

**NO BAGGAGE HANDLED** on 21-22. Baggage  
 to Mexico points should be checked 48 hours  
 in advance so as to be available at border,  
 with passenger, for customs inspection.

**DIRECT CONNECTIONS AT ST. LOUIS**

SOUTHBOUND	ARRIVE		NORTHBOUND	DEPART
The National Limited No. 1	1:00 PM	B.&O.	The National Limited No. 2	10:05 AM
The Diplomat No. 3	4:10 PM	B.&O.	The Diplomat No. 4	1:20 PM
Train No. 12	1:48 PM	C.B.&Q.	Mark Twain Zephyr No. 43	8:30 AM
The Ann Rutledge No. 19	1:45 PM	G.M.&O.	The Abraham Lincoln No. 2	8:58 AM
The Alton Limited No. 1	4:55 PM	G.M.&O.	The Alton Limited No. 4	11:55 AM
The Daylight No. 19	4:00 PM	I.C.	The Green Diamond No. 22	9:00 AM
Dixie Limited No. 92	12:20 PM	L.&N.	Train No. 51	8:30 AM
		L.&N.	Dixie Limited-Georgian, No. 93	4:35 PM
The Knickerbocker No. 41	11:45 AM	N.Y.C.	Southwestern Limited No. 12	9:25 AM
Southwestern Limited No. 11	3:55 PM	N.Y.C.	The Knickerbocker No. 24	12:45 PM
"Spirit of St. Louis" No. 31	12:10 PM	Penna.	The American No. 66	9:00 AM
The Jeffersonian No. 65	1:40 PM	Penna.	The Penn Texas No. 4	10:15 AM
The Penn Texas No. 3	3:00 PM	Penna.	"Spirit of St. Louis" No. 30	12:30 PM
The American No. 67	4:15 PM	Penna.	The Jeffersonian No. 64	1:00 PM
		Wabash	Bluebird No. 24	8:55 AM
Banner Blue No. 11	4:35 PM	Wabash	Wabash Cannonball No. 4	9:00 AM
Wabash Cannonball No. 1	5:05 PM	Wabash	Banner Blue No. 10	12:00 N'n

**DIRECT CONNECTION AT MEMPHIS**

WESTBOUND	ARRIVE		EASTBOUND	DEPART
Florida Special No. 106	6:45 PM	Frisco	Florida Special No. 105	10:20 AM
City of New Orleans No. 1	5:15 PM	I.C.	Northern Express No. 26	7:30 AM
Southern Express No. 25	5:40 PM	I.C.	City of New Orleans No. 2	1:55 PM
Train No. 103	4:50 PM	L.&N.	Pan-American No. 198	7:55 AM
City of Memphis No. 6	7:15 PM	H.C.&S.L.	City of Memphis No. 5	7:45 AM
Train No. 35	4:50 PM	Southern	Train No. 36	8:00 AM

This is No. 2 of a series of information bulletins (revised 5-15-52) concerning principal Missouri Pacific Lines Trains, issued for the convenience of traffic representatives, ticket sellers, hotel porters and others.

**ONLY ONE COUPON NECESSARY TO ANY POINT SERVED BY THE TEXAS EAGLE**  
 Just Mark the Coupon "Sunshine Route"

# 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.