



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



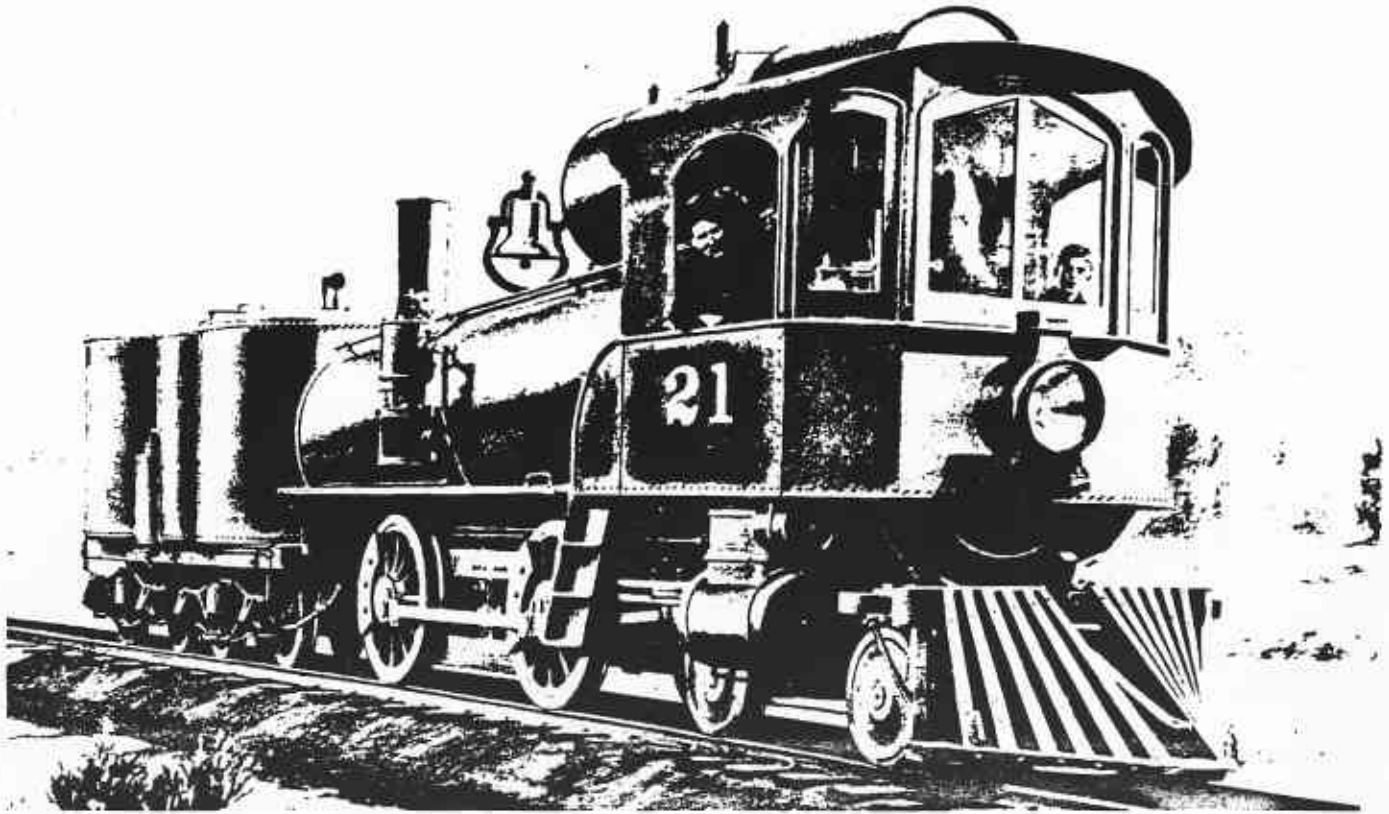
VOLUME 27 NUMBER 5 MAY 1996



One of Union Pacific's new SD90MAC locomotives, #8016, as seen in North Little Rock on March 14, 1996. This is one of 75 of these locomotives from General Motors that will come on line this year. These are UP's first alternating-current units. They have 4,300 horsepower (to be converted to 6,000 hp later), are 80 feet long, weighs 420,000 pounds, have tractive effort of 147,000 pounds, braking effort of 96,000 pounds, and individual air conditioning controls for the engineer and conductor. *(John C. Jones photo)*

A BACKWARD LOCOMOTIVE

by: Gene Hull



North Pacific Coast RR 4-4-0 No. 21, first cab-in-front locomotive in America; built 1896. - (Gene Hull collection)

The North Pacific Coast Railroad was a narrow gauge road chartered 19 December 1871, and built 73 miles of track from Sausalito, California, at the entrance to San Francisco Bay, northward to Duncan Mills on the Russian River. This route today is followed by State Highway 1. In 1886 the track was extended northward seven miles to Cazadero to reach the huge redwood trees. The first train reached Duncan Mills 21 May 1877. This was lumber country, but passenger traffic was pretty good.

Things were a bit unusual on this little road. In April of 1875 a windstorm picked up the rear of the train and rolled it over a few times. A few of the seventeen passengers were bruised, but most were unhurt.

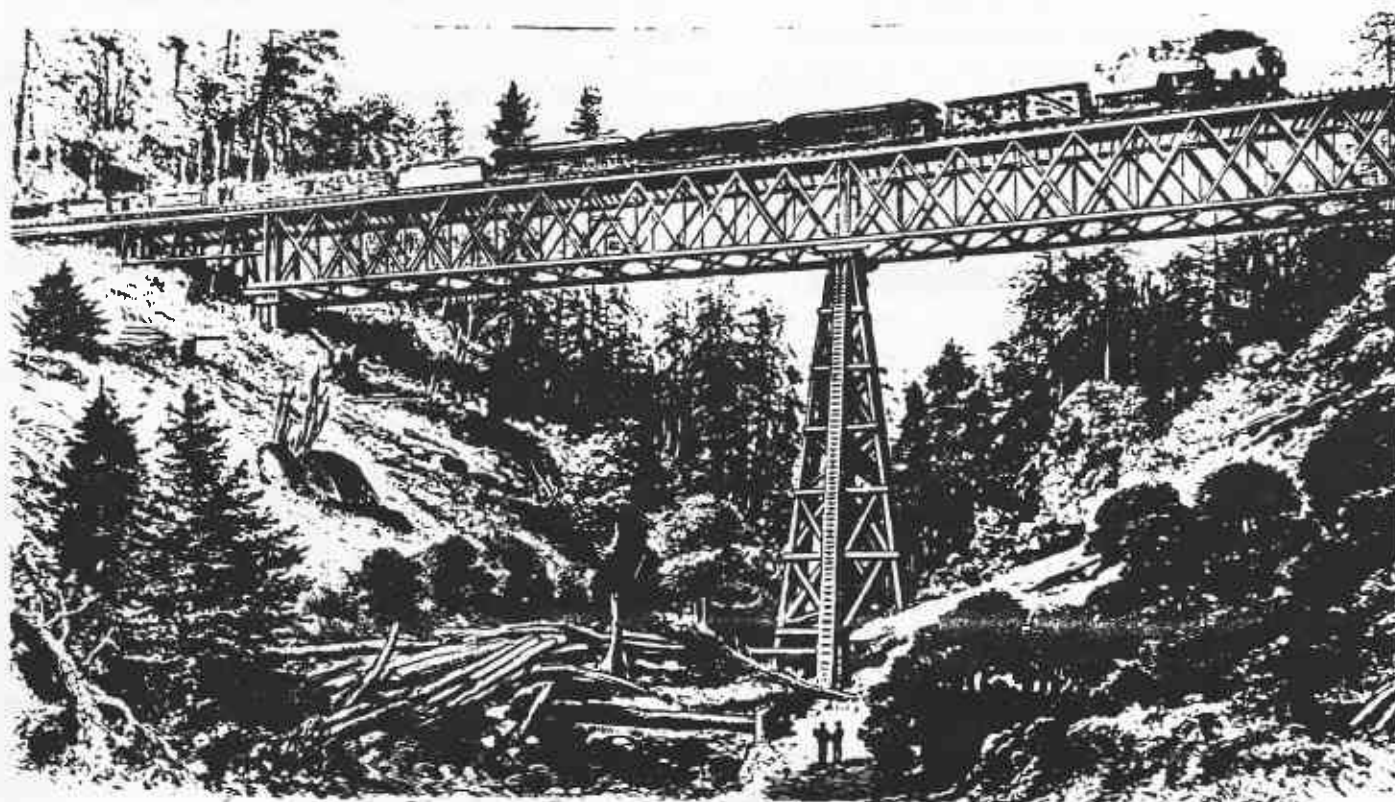
On 17 April 1882 a southbound passenger train was running on a branch line from San Rafael to San Quentin. The engine crew failed to see a big bull standing between the rails, challenging this snorting little pipsqueak that was invading his territory. The collision sent the engine, tender and two coaches tumbling off the track. The bull was shaken up a bit.



A very serious accident occurred on 14 January 1894. It had been raining several days, and the streams were raging on their way to the coast or the Russian River. The passenger train had reached the north end of its run at Cazadero on Saturday evening, and was to be there until Monday morning at 5:00 a.m.

About 8:00 p.m. on Sunday the crew and a few fellows from Cazadero climbed into the cab of No. 9, a Baldwin 4-4-0, named M.S. LATHAM, built in March 1876. Later it was claimed they were going on an inspection trip, but they probably were going to a jamboree at Duncan Mills to relieve the monotony of Sunday night at Cazadero.

The engine was stopped at Austin Creek. The conductor climbed down with a flickering "hayburner" lantern on his arm, and began walking across the bridge. The hogger waited for a signal that all was well, then he would bring the engine across. The conductor was moving along slowly when he heard a terrific crash. He started back and found a section of the bridge gone, and so was the engine.



North Pacific Coast RR. Brown's Gulch. (Gene Hull collection)

Several days later the water had dropped 15 feet, and the engine was found buried in the mud, with six bodies in the cab. No one ever knew why the hogger didn't wait for a signal. It probably would have made no difference, because the conductor had passed that part of the bridge and walked on, seeing nothing

wrong

The engine was taken to Sausalito and repaired. It was given Number 17, and put back in service. Before long it was demolished in another wreck, and taken back to the shop. The master mechanic, Wm. J.

Thomas, decided to try some ideas he had about locomotive design. The engine would have to be rebuilt anyway.

He had ridden over the road several times on the pilot of various engines. Each trip he had thought the engines should have a better view of the track, especially around the many sharp curves. With the wrecked engine in the shop, he would have an opportunity he might never have again.

Thomas swapped places with the cab and smokestack, putting the engine crew up front where they could see. They also were at the point of impact in case of a collision. This took the fireman away from the coal in the tender. Thomas solved this problem by making the engine an oilburner. Railroads in France had been experimenting with oil as a fuel since about 1870, and Bill Thomas decided to use it in 1900.

He also used a water-tube type boiler having 63 three-inch tubes running through a corrugated firebox. The boiler was slanted toward the smokestack end to facilitate water circulation. An unusual tender was devised. It was a flat car with two large round vertical

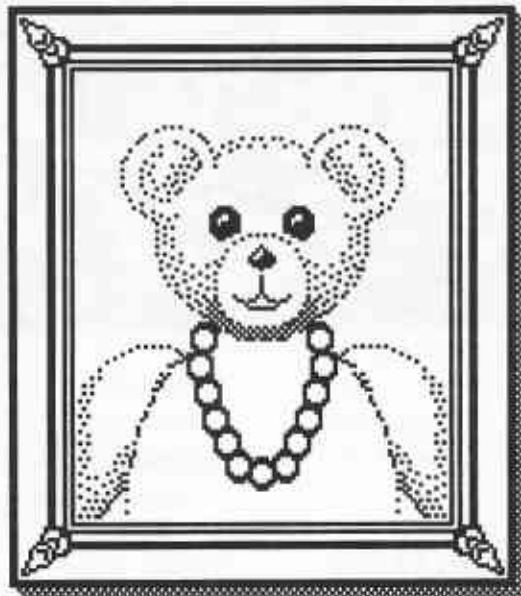
tanks, one containing oil and the other water. The normal steam dome was replaced with a cylindrical tank lying horizontally on top of the boiler.

Thomas name his "backward" locomotive THOMAS-STETSON, in honor of himself and J. B. Stetson, head of the management group which took over the railroad on 20 May 1893. There was very little about the engine that was normal, except it was powered by steam and it ran on flanged wheels.

The strange engine was completed in 1901, and Thomas applied for a patent on it. For some reason the patent was denied. This was very unfortunate, because this engine was the forerunner of the famous cab-ahead locomotives on the Southern Pacific.

The THOMAS-STETSON never was popular with the enginemen - they were too much "out front." She was too light on her feet, weighing only 24 tons, and didn't have the adhesion to lift her trains over the hills.

At the tender age of four years, this engine was scrapped in 1905. ~~1905~~



Mother

NEXT MEETING/PROGRAM

NOTICE - DATE CHANGE - The next meeting of the Arkansas Railroad Club will be on SUNDAY, MAY 19 at the Mercantile Bank on Main Street in North Little Rock, beginning at 2 p.m. This date is one week later than normal due to the second Sunday being Mother's Day. The program will be given by JOHN HODKIN. He will have something on railroads, I bet (I predict slides). Refreshments will be served.

Looking ahead to June, Jonathan Royce will have Civil War videos and more.

OCTOBER UP EXCURSIONS - Pacific Limited has signed the contracts with Union Pacific (in cooperation with the Arkansas Railroad Club) for round-trip excursions out of Little Rock on October 26 and 27, as well as the Branson Fall colors trip from St. Louis to Little Rock to Branson to Kansas City. These excursion will consist of Union Pacific's E's and Northern #844 and their streamlined equipment.

The train will run from St. Louis to Little Rock on October 25 (?) using the 844; a round-trip Little Rock to Russellville using the E-units on October 26 (leaving at 7:45 a.m. possibly); a round-trip Little Rock to Bald Knob Sunday, October 27 using the 844 (leaving at 1 p.m. possibly); on display Monday, October 28; one-way Little Rock to Branson, Missouri Tuesday, October 29 with the E's (over M&NA's White River Line); two days, three nights in Branson with shows, some meals, bus transfers and hotels included; one-way Branson to Kansas City Friday, November 1.

Costs: Little Rock-Russellville, \$69 economy, \$99 coach, \$129 dome. Little Rock-Bald Knob, \$59 economy, \$89 coach, \$109 dome. There are 140 economy, 204 dome and 204 coach seats available on each train. One of the dome cars will be the theater car, with seats facing the back of the train enclosed with glass. (Not sure how PLG will handle dome requests - at this time, specific dome cars are not being assigned).

Costs for the entire St. Louis to Little Rock to Kansas City tour, including Branson, start at \$1499. Blake Tours of Branson is handling the Branson package.

Remember - THE ARKANSAS RAILROAD CLUB GETS 10% OF ANY TICKET WE SELL, even the whole Fall Color package. PLG wants us to have checks made out to the Arkansas Railroad Club, deposit them in our account, then write a composite check to PLG for 90% of the total. Your editor will do the local flyers (see the one enclosed), which PLG will reimburse printing costs for. WE WILL NOT BE OUT ANY MONEY.

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.

1996 SHOW & SALE - Our annual Show & Sale will be held on Saturday, May 18, 1996 at the Robinson Center in Little Rock (setup May 17). Prices for tables: \$25 for one, \$20 for second, \$15 third. Admission will be \$3 adults, children are free. If you'd like a table, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. (Our 1997 show may be in conjunction with the NMRA convention here).

ARKANSAS RAILROADER INDEX AVAILABLE - GENE HULL has put together a good index of *Arkansas Railroader* main articles covering Volume 21, No. 1 through Volume 26, No. 1 (January 1990 to January 1995). You can get a copy of this from Gene for \$2. Contact him at 3507 E Washington #31, North Little Rock AR 72114 or call 501-945-7386). Index for Volume 1, No. 1 to Volume 20, No. 12 by James Fair is no longer available.

INTERNET ADDRESSES - For those of you who have access to the Internet and World Wide Web via computer, John Hodkin suggested putting in a few Internet address you might want to use. I have a few listed here, including your editor's (and Arkansas Railroad Club's) e-mail address (ken.z.rw@ix.netcom.com) and John Hodkin's e-mail (railsme@ix.netcom.com). Other Web addresses are:

UNION PACIFIC (get daily status reports, frequent press releases, download historical photos, etc) -

<http://www.uprr.com>

CONRAIL (get somewhat frequent press releases) - <http://www.prnewswire.com/cnoc/exec/menu?202150>

BNSF (get history, some photos, but no press releases as of April 14) - <http://www.bnsf.com>

CSX (press releases, photos) - <http://www.csx.com>

NEXRAD DOPPLER WEATHER RADAR (get access to 108 National Weather Service doppler radars via WSI, including the Little Rock radar, with data only about 6-10 minutes old) - <http://aspl.sbs.ohio-state.edu/nexrad.html>

WEATHER FORECASTS FOR ARKANSAS (or any other state, in text form, directly from the National Weather Service) - <http://www.rwin.nws.noaa.gov/iwin/textversion/state/ar.html> (substitute other states for ar if you want them).

CYBERSPACE WORLD RAILROAD (one of the best railroad sites on the Net with links to many other rail-related sites) - <http://www.mcs.com/~dsdawdy/cyberoad.html>

SANTA FE TOWER 19 HELP NEEDED - The Age of Steam Railroad Museum in Dallas has accepted donation of old Santa Fe Tower 19 and is in need of restoration funds. If you would like to contribute, send your donation to Age of Steam Railroad Museum, PO Box 153259, Dallas, TX 75315-3259 or call 214-428-0101.

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.

WEST VIRGINIA - CSX - To abandon 6.23 miles of line between m.p. CAQ-13.72 at Stotesbury and m.p. CAQ-19.95 at Stone Coal Junction, in Raleigh County, West Virginia. Effective April 20, 1996. (FR March 21, 1996)

KENTUCKY - CSX - To abandon about 3.23 miles of line between m.p. WC-262.3 at Cumberland and m.p. WC-265.53 at the end of CSXT ownership near Lynch, in Harlan County, Kentucky. Effective April 24, 1996. (FR March 25, 1996)

MINNESOTA - SOO LINE - To abandon 60.22 remaining miles of the Brooten Line between m.p. 104.00 near Brooten and m.p. 164.22 near Genola (end of line) in Stearns and Morrison Counties, Minnesota. Effective April 26, 1996. (FR March 27, 1996)

GEORGIA - GEORGIA & FLORIDA RAILROAD CO. - To abandon 5.45 miles of track in Mitchell and Colquitt Counties in Georgia. The line runs between m.p. 93.0 and 94.6 near Camilla, Georgia and between m.p. 23.25 and 27.1 near Moultrie, Georgia. Effective April 27, 1996. (FR March 27, 1996)

CALIFORNIA - UNION PACIFIC - To abandon 5.20 miles of the Yuba City Branch extending from m.p. 0.00 near Colusa Jct to the end of the line at m.p. 5.20 near Sutter, in Sutter County, California. Effective April 28, 1996. (FR March 29, 1996)

NEW JERSEY - J.P. RAIL INC., T/A SOUTHERN RR CO - To abandon 3.38 miles of line known as the Linwood Industrial Track, from the point on the line near Pleasantville to the end of line near Wilson Avenue and Poplar Avenue in Linwood, New Jersey. Effective May 3, 1996. (FR April 3, 1996)

KENTUCKY - NORFOLK AND WESTERN RAILWAY - To abandon 1.25 miles of line between m.p. MN-0.95 at Nampa

and m.p. MN-2.20 at Pounding Mill, in Pike County, Kentucky. Effective May 5, 1996. (FR April 5, 1996)

KENTUCKY - PADUCAH & LOUISVILLE - To abandon about 12.70 miles of line between m.p. J-133.3 at Greenville and m.p. J-146.0 at White Plains, in Muhlenberg and Hopkins Counties, Kentucky. Effective May 5, 1996. (FR April 5, 1996)

NORTH DAKOTA - BURLINGTON NORTHERN - To abandon 25.09 miles of line between m.p. 26.19 near Hannaford and m.p. 51.19 near Binford, including the stations of Shepard at m.p. 32.5, Cooperstown at m.p. 36.5 and Binford at m.p. 51.0. Effective May 10, 1996. (FR April 10, 1996)

NORTH DAKOTA - BURLINGTON NORTHERN - To abandon 65.70 miles of line between m.p. 0.90 near Devils Lake and m.p. 66.60 near Hansboro, including the stations of Webster at m.p. 11.8, Garske at m.p. 17.0, Startweather at m.p. 23.4, St. Joe at m.p. 28.7, Olmstead at m.p. MP-39.4, Crocus at m.p. MP-46.0, Rock Lake at m.p. 53.0 and Hansboro at m.p. 66.0 in Ramsey and Towner Counties, North Dakota. Effective May 10, 1996. (FR April 10, 1996)

GEORGIA - CENTRAL OF GEORGIA RAILWAY CO - To abandon service over 35.8 miles of line known as the Nashville-Douglas Branch Line, extending between m.p. GF-57.2 near Nashville, Georgia and m.p. GF-93.0 near Douglas. Effective May 10, 1996. (FR April 10, 1996)

WEST VIRGINIA - CSX - To abandon about 2.6 miles of line between m.p. CAW-2.0 at Siltex 1 and m.p. CAW-4.6 at the end of the line near Siltex 2 in Fayette County, West Virginia. Effective May 15, 1996. (FR April 15, 1996)

ARKANSAS RAIL NEWS

PARIS SUB TRACKS TAKEN UP

(Paris) - C. B. Foster finished taking up the tracks of the Fort Smith Railroad (Arkansas Central) between Chaffee and Paris on March 19, after beginning January 18. Frank Graves of United Railroad of Denver dismantled the last track in the Paris yard that day. Douglas

Harley, a club member, stated that he took pictures of the last of the line. For your information, Harley said that the last train to run to Paris on this line ran on August 30, 1994 with engineer Jim Littlejohn and conductor Al Lovett. The engine was #1902.

ARKANSAS RAIL NEWS NEEDED

We need you to send in rail news of your local Arkansas community. Send us the newspaper clippings. This would preserve rail news in this format for future historians.

GENERAL RAIL NEWS

FRISCO MIKADO MOVED

(Riverside, Missouri) - Ex-Frisco Mikado 1352 was moved its first 400 feet April 11, on its way to the Illinois and Midland enginehouse at Taylorville, Illinois. The locomotive had been stored at Intercontinental Engineering-Manufacturing Company in Riverside, MO for many years and was about to be cut up, but was saved by volunteers. L.L.C. and Gateway Western RR executed contracts for the move by BNSF on April 11, 1996. The actual move date was yet to be determined. (Via Internet)

UP/SP MERGER WARS

Union Pacific continues to issue press releases touting its planned merger with Southern Pacific. The merger has won the endorsement of seven labor organizations in UP and SP. The president of the International Brotherhood of Locomotive Engineers, Ron

McLaughlin, said "We are convinced that the combination of SP and UP to form a strong competitor to BNSF is in the best interest of rail labor in the future." Six other unions, including the UTU, endorsed the merger. Nearly 1,900 support statements were filed with the Surface Transportation Board by the deadline, 1,200 of them coming from customers.

MEANWHILE, the Texas Railroad Commission voted to oppose the merger. They oppose it because of competition concerns. UP said, however, that BNSF would be stiff competition and that trackage rights between the merged UP/SP and BNSF would guarantee competition. UP also said that a recent study by Texas A&M concludes that the merger will ultimately lead to an increase in 1,487 permanent jobs. Dick Davidson, Chairman of the UP, said that sixteen years after railroad deregulation,

shipper rates have decreased by 50% while numerous mergers have been approved. The railroad industry provides more and better service today than at any time this century.

MEANWHILE, Conrail and KCS still oppose the merger on an anti-competitive basis. A March 29 press release from Conrail said that U.P.'s plan for the UP/SP merger wouldn't ensure competition. Conrail has an offer to buy the SP east lines in Arkansas, Illinois, Louisiana, Missouri and Texas, but so far UP has refused it and says that if it is forced to sell off part of SP's lines, the whole merger would be off. Conrail says that this is the only way to ensure competition in the region. They also say that SP is not dying and does not need to be rescued by UP. Conrail said that SP made the same arguments 10 years ago when it tried to merge with Santa Fe, yet SP still operates independently and competes successfully.



Here's the proposed timeline of approval: November 30, 1995 - merger application filed; December 29, 1995 - Surface Transportation Board accepts application; January 16 to May 14, 1996 - Filing of notifications, responsive applications, comments, protests and rebuttals; June 3, 1996 - Briefs due; July 2, 1996 - Oral arguments before STB; July 3, 1996 - STB voting conference; August 12, 1996 - Final decision.

(Via the Internet)

A Federal Railroad Administration report released June 1, 1995, shows that at highway/rail crossings where train whistles are banned, the likelihood of highway/rail crashes is 84% greater than at similar crossings where train horns are routinely sounded. (Across Colorado, Operation Lifesaver newsletter, Summer 1995)

WHISTLE BLOWING

A new law which would require all trains to

blow their horns at all railroad crossings 24-hours a day is supposed to take effect in November 1996. This new law would overrule local laws outlawing whistles in some cities. This is angering some mayors in large metropolitan areas and a fight will occur to keep the blowing bans in effect. The FRA says that in states where such laws are in effect, crossing accidents rise 19 to 38 percent. (*The Washington Post, via Thomas B. Wilson*)

AMTRAK NEWS



NEWPORT STOP ENDED

(Newport, Arkansas) - Monday, April 15 was the last time Amtrak's Texas Eagle stopped at Newport, Arkansas due to low boardings. The Newport station is in the process of being renovated and at this time, there is no place for passengers to wait for

trains. Only 8 people boarded there in February, but yearlong totals were 800. The stop had been used mainly by retirees across northern Arkansas. The last Eagle stopped at 12:26 a.m. (*Arkansas Democrat-Gazette, April 9, 1996 by Randy Tardy*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

LITTLE ROCK, ARKANSAS - Saturday, May 18 - Arkansas Railroad Club's annual show and sale at the Robison Center on Markham Street in Little Rock - all kinds of railroad artifacts, model trains - admission is \$3 adults, children FREE - tables are \$25 for one, \$20 each for two, \$15 each for three or more - to rent tables, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

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; rare mileage trip via Amtrak on CSX from Monroe to Acme through Hamlet on June 20; seminar/train show/barbecue dinner on the grounds on June 21; rare mileage Amtrak trip on CSX from Monroe to Greenwood SC over the ex-SAL mainline on June 22; 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 - meeting place and times not yet determined.

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 (nc. 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. ~~423-894-8028~~

THE ARKANSAS RAILROAD CLUB PRESENTS ITS

16TH ANNUAL

RAILROAD
ANTIQUES &
COLLECTIBLES
SHOW & SALE

SATURDAY, MAY 18, 1996- LITTLE ROCK, ARKANSAS

ROBINSON CENTER, MARKHAM & BROADWAY STREETS

9AM - 4PM

ADMISSION: \$3 (children under 12 FREE)

Come and enjoy RAILROAD ARTIFACTS of all descriptions, including POSTCARDS, Railroad Books, both OLD and new Magazines Dining Car China, Timetables, Lanterns, Photographs, Videos, , Model Railroad Equipment and Operating Layouts. EVERYTHING related to the Golden Age of Railroading! Buy that once in a lifetime gadget for the railroad enthusiast in your life!

For more information, or if you'd like to know how to rent a table, write to:

Rail Show
Arkansas Railroad Club
P. O. Box 9151
North Little Rock, AR 72119



“But you’ve got to get here tomorrow!”



“I’m trying, hon!

“Been right on schedule—all the way from New Guinea. But now—I’m stuck.

“The only train home until morning is the All-Pullman Limited. And it’s sold out. So is the plane.

“There’s still a chance, though, that the railroad and Pullman people will get me on that train.

“I told them why it’s important and they’ve practically tied themselves in knots trying to help. That’s why I’m sweating it out right here in the station—while they watch for a cancellation . . .”

Will He Get To His Own Wedding?

THAT DEPENDS on whether someone realizes this:

Half the Pullman fleet of sleeping cars is still in troop service. The other half is carrying

more passengers than the whole fleet carried in peacetime. Prompt cancellation of unwanted space is necessary to prevent wasting accommodations that people need.

So please—when your plans change—cancel well in advance of train departure and make the Pullman bed reserved for you available to someone else—possibly a serviceman.

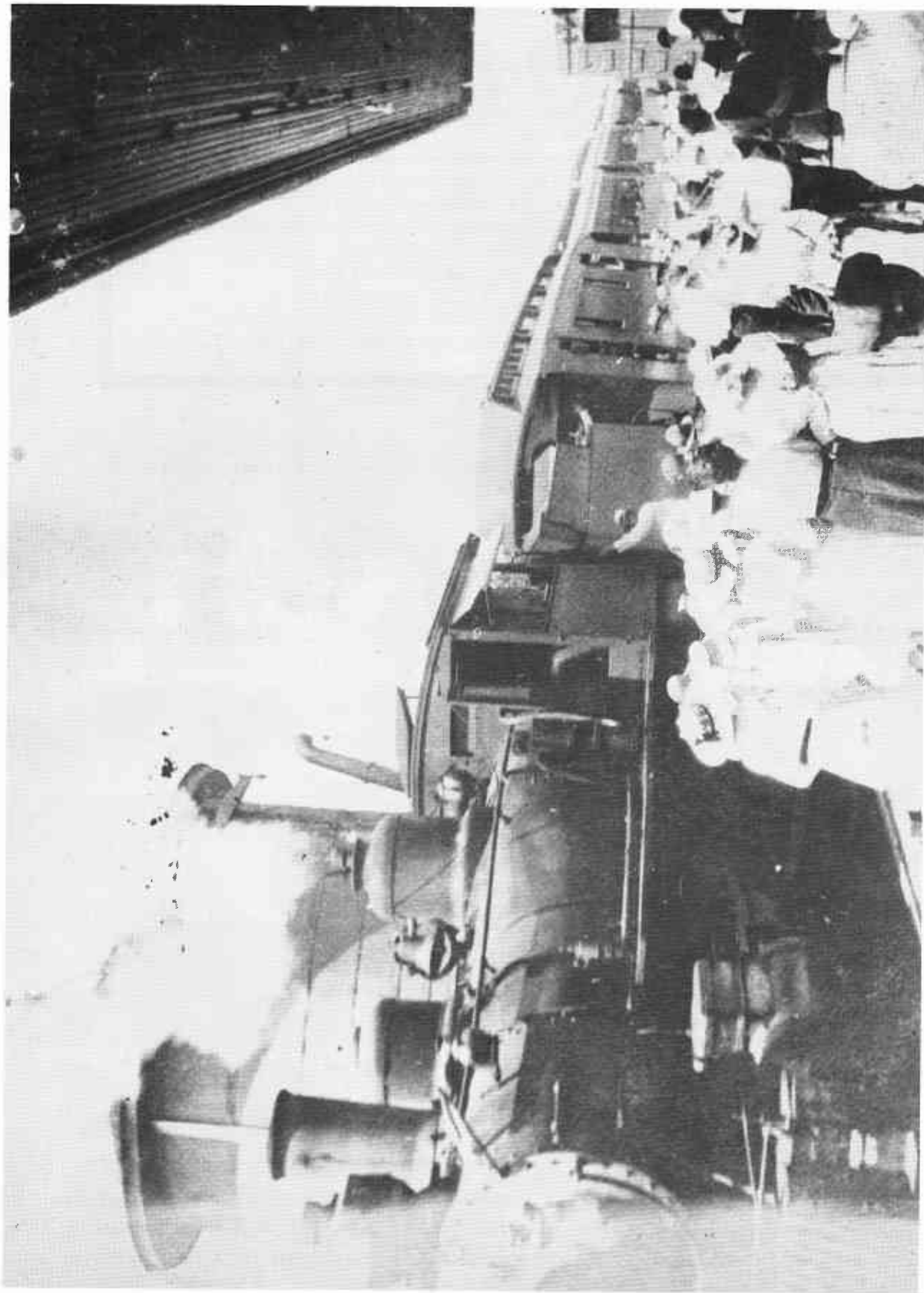
Pullman’s busy with its war job, now—but looking forward to the day when new-type cars go into service. In one of them—the Duplex-Roomette car—you’ll have a private room for little, if any, more than a lower berth costs now!

★ KEEP ON BUYING WAR BONDS—KEEP ON KEEPING THEM! ★

PULLMAN

For more than 80 years, the greatest name in passenger transportation

© 1945 The Pullman Company



Arkansas Central locomotive #3, a Rhode Island 4-4-0, at the Paris, Arkansas depot, circa 1915. These were much brighter days for railroads in Paris. The last rail was removed from this line on March 19 of this year - the last train to run to Paris was on August 30, 1994. *(Doug Harley collection)*

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. However, this month we will meet on the third Sunday, MAY 19 at the Twin City 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
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