



LITTLE ROCK CHAPTER  
N.R.H.S.

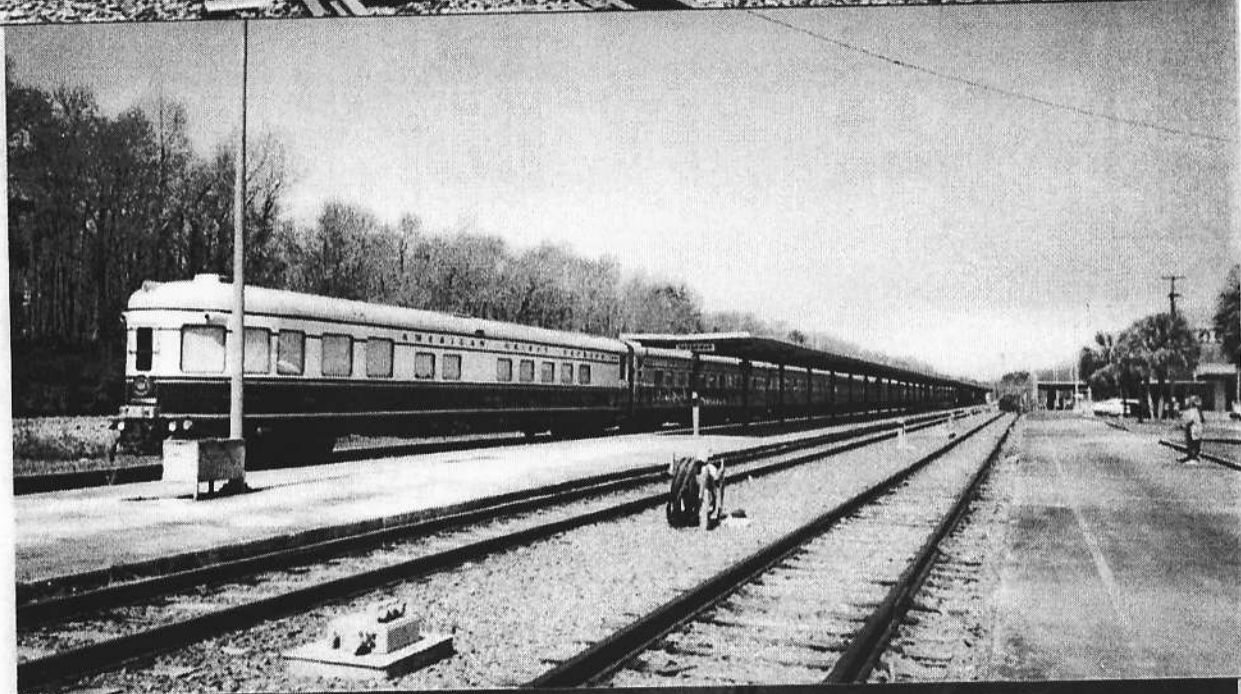
# ARKANSAS RAILROADER



VOLUME 30 NUMBER 5 MAY 1999



**DINNER IN THE DINER.** Closeup of a set table on the American Orient Express while parked in Savannah, Georgia, March 18, 1999. The train was on its way to the Washington, DC area after one of its "Antebellum South" tours between Washington, DC and New Orleans. This luxury train has scheduled 21 tours (9 itineraries) for 1999 across the US and Canada. Single ticket prices for the Antebellum trip ranged from \$2,690 to \$4,690, including all meals and tours. Excursions generally run between 7 and 10 days. **NEXT PAGE:** The American Orient Express at the Savannah, Georgia Amtrak station, March 18, 1999, headed by Amtrak F40-PH's No. 281 and 275 followed by Baggage-Crew #800643 "San Antonio," Crew-Sleeper #2233 "Pacific Star," #800668 "Grand Canyon," Sleeper-Diner #800050 "San Francisco," Sleeper #800298 "Paris," Sleeper #800231 "Monte Carlo," Diner #800301 "Zurich," Club Car #800310 "Seattle," Sleeper #800297 "Istanbul," Sleeper #800258 "Washington," Sleeper #800255 "Berlin," and Parlor-Lounge #800321 "New York." Notice the woodwork in the diner. For information, call 888-759-3944. (Purely accidental photos taken by Ken Ziegenbein, thanks to a maintenance person letting me and my wife Sarah and a friend onboard while the passengers were all touring Savannah - taken March 18, 1999)



## PANAMA'S TRANSCONTINENTAL RAILROAD - continued from last month

by: Gene Hull

Graft and corruption continued, but the canal was being dug. Up in the cordillera the crest was lowered by 161 feet and removal of 60 million cubic yards of dirt.

Motive power was improved in 1880, when two 4-4-0 type engines were purchased from Baldwin Locomotive works, numbered 22 and 23. An 0-4-0 switch engine came from Baldwin in October 1880 and was numbered 24. In 1882, two 4-4-0 road engines, numbers 26 and 27, plus an 0-4-0 switcher number 25, were ordered from Baldwin.

Improvements on the railroad were being made. New ties, new rails, more ballast and bridge repairs came in 1882. There were 13 stations in '82 and next year there were 24.

Out of 21 locomotives on the road in 1883, 15 were road engines and 6 were switchers; of these the canal company owned 7 road engines and 2 switchers. It has become difficult to separate locomotive rosters of the Panama Railroad and the Panama Canal during the period of French control. There was a great mixture of locomotives by 1884. The French ordered quite a few engines, then turned them over to the railroad.

In 1886 the amount of freight hauled was greater than ever - 320,928 tons. Passenger tickets were introduced to replace cash fares. In '86 there was a record 799,264 passengers.

In addition to the stable of locomotives, the canal company was operating 281 boxcars, 164 coal cars and 393 flat cars. The railroad company operated 345 boxcars, 40 coal cars, and 89 flat cars. There also were nine cattle cars, eight cabooses, two funeral cars and two specie (bullion) cars.

The money spending spree could not continue. On 14 December 1888 the canal company went into receivership, and went bankrupt 5 February 1889. Work on the canal stopped, but the railroad was in good condition.

Through political finagling in France, Colombia and the U.S., on 28 June 1902 the United States bought the canal company for \$40 million. The next move was to get Colombia out of the picture.

The people of Panama wanted to be free of domination by Colombia. The U.S. could not take part in a revolution, but if Panama revolted and declared independence, U. S. armed forces (under an 1846 treaty between U.S. and Colombia) could be sent to maintain order along the railroad.

The U.S. cruiser "Nashville" sailed into the bay at Colon and armed marines were landed to protect the railroad. The Panamanians revolted. More marines came ashore. Colombian troops withdrew.

There was a big celebration in Panama on 4 November 1903 and two days later U. S. president Theodore Roosevelt recognized the new government of Panama.

Just before the U.S. took over at the end of 1903, the railroad had 35 engines, eight first class coaches, five special cars, two composite first-second class coaches, nine second class coaches, seven baggage cars, 584 boxcars, 173 coal cars, 151 flat cars, 22 local express cars, one wrecking car, five cabooses, two specie cars, nine water cars, 11 service cars and a steam shovel.

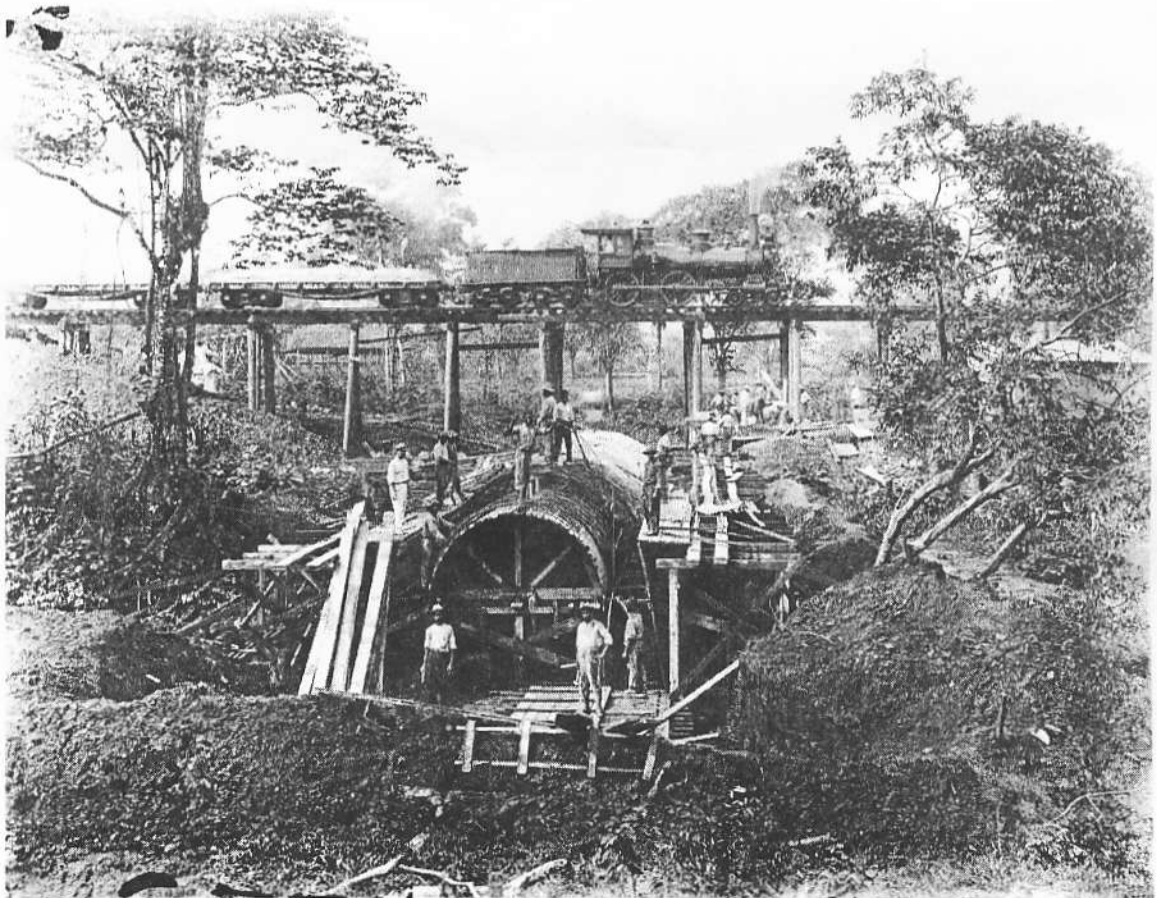
In May 1904, Pres. Roosevelt appointed the Isthmian Canal Commission to build the canal. The French

flag came down and the U.S. Stars and Stripes began waving above the headquarters. The railroad was under the jurisdiction of the Commission. John F. Stevens was named chief engineer.

There are two conflicting reports on the condition of the Panama Railroad at that time. Mr. Stevens stated in his report - "The Panama Railroad is practically nothing more than a right of way with a fair roadbed which has, however, already proven unequal to the heavy traffic it was called to bear. — Its' rolling stock is limited in quantity, in capacity and of an antiquated type. — No telegraph stations, except at the terminals, and no lines over which a train order could be sent with any certainty that it would reach its destination inside of 24 hours.":

At a later date, Mr. Alexander Saunders wrote a brief history of the road as Bulletin 78 of the Railway & Locomotive Historical Society. He read all annual reports of the railroad from 1888 to 1904 and interviewed old employees of the French era.. "----There is no mention whatsoever as to the removal of any telegraph stations — there were thirteen telegraph stations in operation when the United States ICC took over. — None of the records consulted by the writer indicate that the road was unable to handle its end of the work ---."

Perhaps the middle ground between these extremes would be more appropriate. A far more serious problem appeared. The canal was to be dug where much of the railroad lay! The rails would have to be moved while handling an enormous amount of traffic due to the canal construction.



*Old 4-4-0 for Isthmian Canal Commission relocating railroad due to Panama Canal; 14 Nov. 1907. Note rear pilot wheels spoke type. (Courtesy National Archives, Gene Hull collection)*

The portions of track to be moved got far less maintenance. About five miles out of Panama City the track entered the foothills and a short tunnel 736 feet long was required. Before the concrete lining could be poured, the rainy season came. About 200 feet of the south end began slipping, twisting the shoring timbers inside. Work stopped until the dry season.

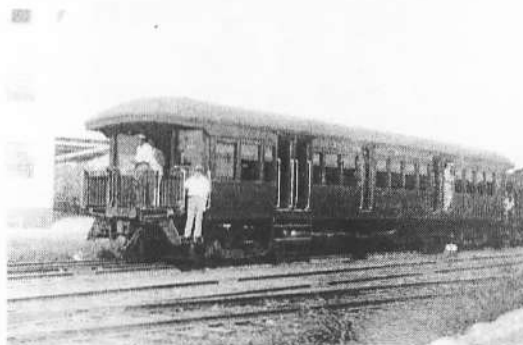


*Station at Empire, looking north about 1910.  
(Courtesy Jim Harrison, Gene Hull collection)*

the entire road cost 65 years earlier. Some of the old lignum vitae cross ties were as solid as when new. The move was completed 25 May 1912. The old road was abandoned in 1913. The five-foot gauge remains today.

On the relocated road there were many spur tracks and branches to serve supplies and materials to the canal. While canal construction was underway, freight and passenger business continued, except in 1910 when an embargo was placed on large, bulky items, which could interfere with canal work. The canal opened 15 August 1914.

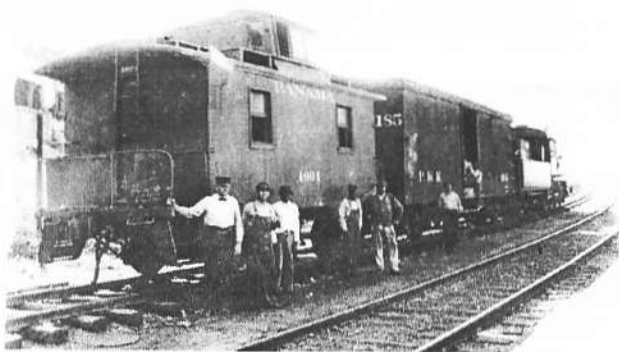
When the canal began operation, freight business on the railroad almost disappeared, except when the canal was blocked by landslides. Local freight also left the rails when a highway across the isthmus was completed in April 1943. The railroad lost most of its importance as a link in world commerce.



*Panama Railroad pay car backing into Balboa 1947. Conductor Carmody is on step. (Courtesy Tom McConkey, Clifton E. Hull collection)*

When it became necessary to relocate the railroad, the segment through the Divide would go through Culebra Cut on a shelf well above water level of the canal. The earth was unstable and would not support the shelf. The entire railroad south of Gatun was moved. A survey was begun in 1906 and the actual relocations started in June 1907. On the swampy land between Gatun and Gamboa it was necessary to build 167 high embankments from 58 to 74 feet high. There were 16 million cubic yard of dirt used in the fills.

The relocation cost \$9 million, one million more than



*Train crew posed by wooden caboose. Note flags instead of marker lamps. About 1910. (Courtesy Jim Harrison, Clifton E. Hull collection)*

In the 1930s, maintenance costs for the older locomotives rose and became prohibitive and they were replaced by the most modern equipment. By the time of World War II, practically all the old stuff was gone.

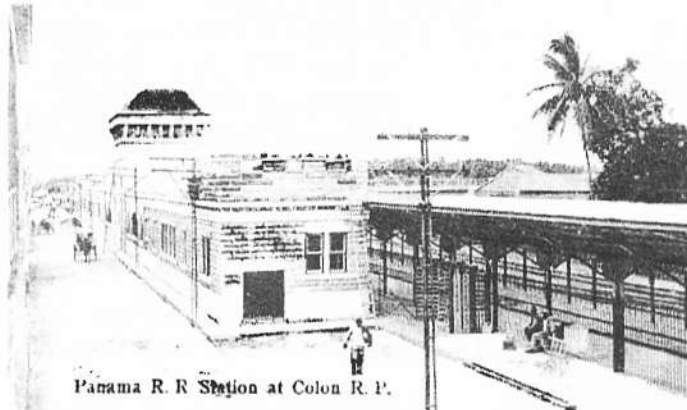
Most of the road had automatic block signals and was laid with 100-pound rails, or heavier. Diesel electric locomotives appeared in 1940, when five center-cab switchers came from General Electric. Car shops were erected where cars could be built or repaired at a fraction of the cost of America's manufacturers.

In about 1938 some of the old engines were sent to Holabird Railroad Repair Shops in Baltimore, Maryland, the army's

largest permanent rail shops, to be scrapped. However, shortly after World War II began, a desperate motive power shortage brought orders to rebuild all the old engines for heavy service. In spite of missing parts, and heavy rust, ten engines were rebuilt.

As late as 1948, trains made up at Colon (Aspinwall) had the baggage car between first class and second class coaches, which were open platform, kerosene lit, wooden cars.

The station at Colon was a stone and tile structure built in 1897, under French ownership. At line stations waiting rooms were areas under canopied shelters. All Ticket sales were made prior to train time.

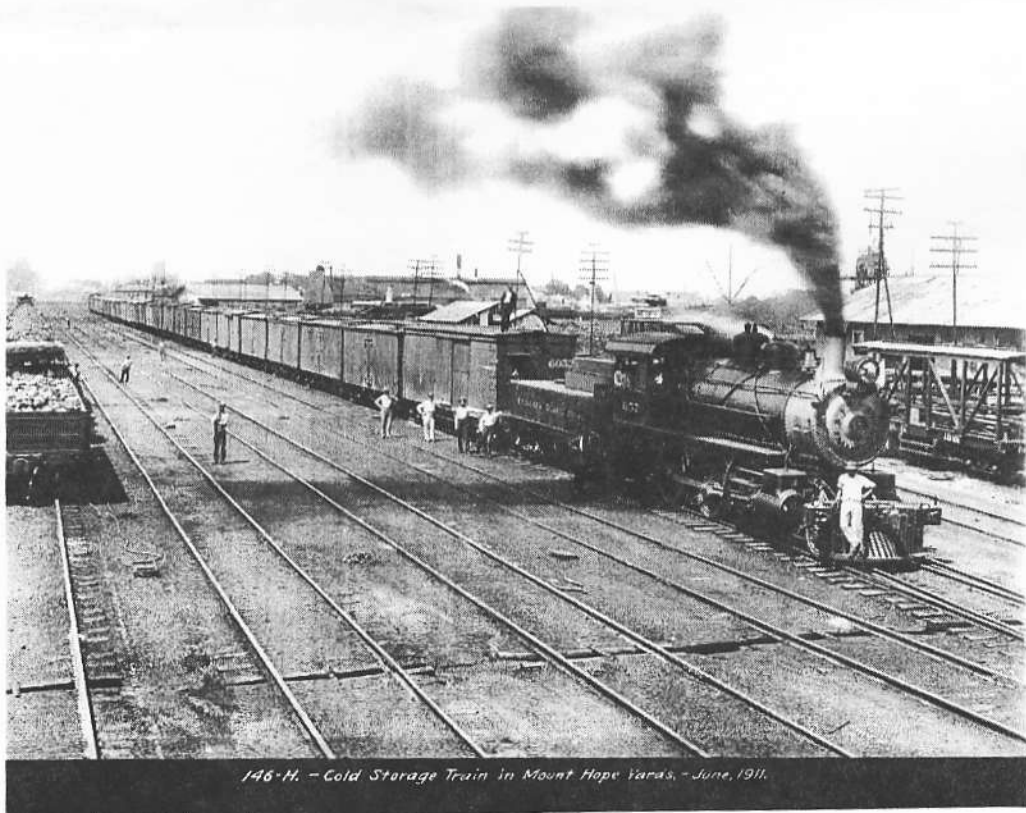


Panama R. R. Station at Colon R. P.

*Panama RR station at Colon, R.P. from a color postcard.  
(Courtesy Tom McConkey, Clifton E. Hull collection)*

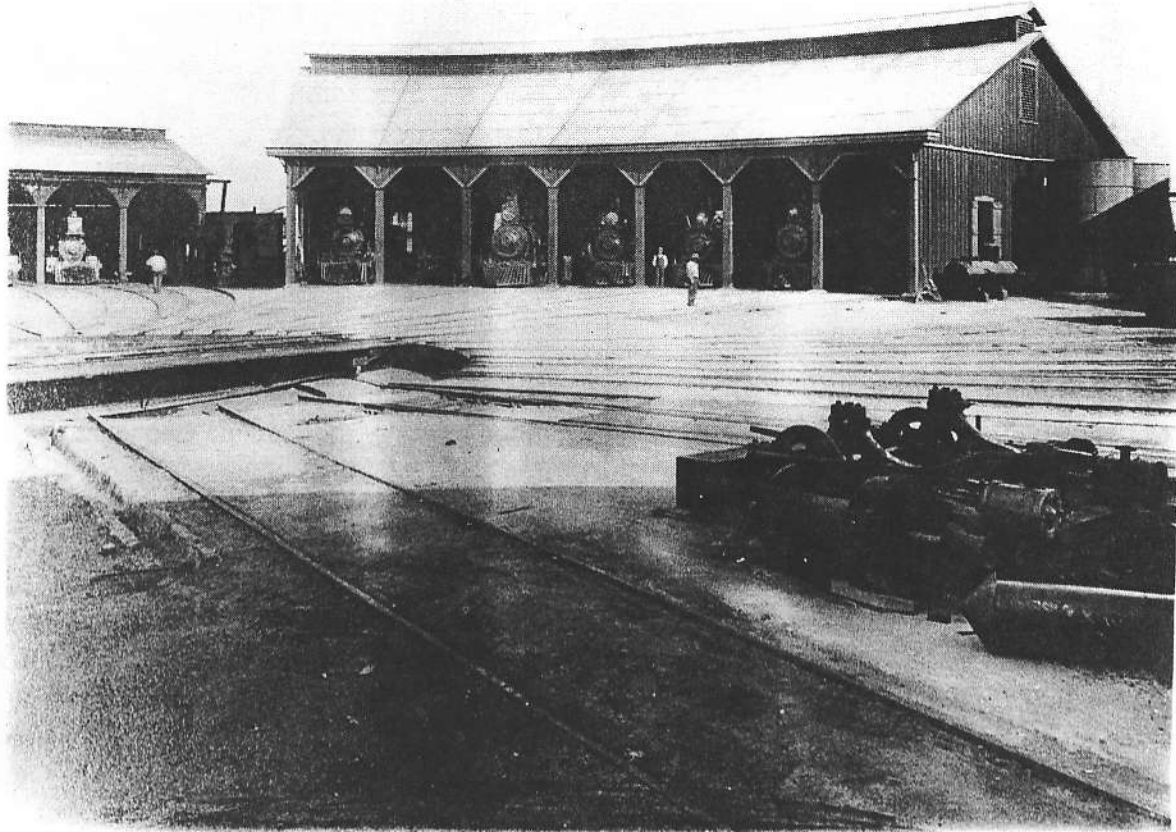
Two miles out, the first station was at Mount Hope, near the cemetery, pretty well filled under the French regime. Here was a long canopy roof with a wood cabin at one end to house the switching apparatus to enter the classification yard at Colon.

A stranger would have thought the Panama Railroad was electrified. Metal girders spanned the track every 300 feet on the tangents and 250 feet on curves. Suspended from the girders were high voltage lines leading to distribution centers for the surrounding areas.



146-H. - Cold Storage Train in Mount Hope Yards, - June, 1911.

*Train of refrigerator cars with bananas for United Fruit Company, Mount Hope yards, 1911. (Courtesy National Archives, Clifton E. Hull collection)*



*111-B - Panama Railroad Roundhouse, Colon, 1894.*

*Panama Railroad roundhouse. (Courtesy National Archives, Gene Hull collection)*

At Gatun there was a panoramic view of the largest (at that time) man-made lake in the world. It was the lake formed behind the first of a series of concrete locks forming the canal.

The station was weatherstained after 40 years and crevices appeared along the station platform. Behind the agent's office there was a large freight area manned by natives. Express business was good. Fifty cents would take a stalk of bananas or a chained monkey across the isthmus. It cost \$20 to ship an automobile.

Next, there were three remote stations at Luebrancha, Monte Lirio and Bohio, all flag stops for mixed local trains. At each was a makeshift shelter from the heat and rain. Along this 14-mile stretch, much of the track was built on wood piling and later was filled with rock and dirt.

The station at Frijoles (FRE-HO-lees), which is Spanish for beans, was closed and boarded up. During the late 1940s Congress failed to provide adequate funds for the railroad, so this station was closed.

Just 4.5 miles beyond Frijoles was Caimito with only a passing track and a telephone booth - no station. This was the scheduled meeting point between four opposing passenger trains.

At Gamboa the Chagres River flowed into the canal. This was an industrial community and freight was abundant. Also, the station was well patronized by passengers.

The Pedro Miguel station, five miles south of the Divide crest, was a very neat little structure, but it saw few customers. Mini-buses lured most passenger away. A spur track lead to the ancient village of Paraiso. The only reason for it was to take the pay car down once a month to pay native employees who live in

structures left over from a boom era. In 1910, during construction of the canal, 150 locomotives spent each night here.

Eleven miles below the crest of the Divide lay the town of Balboa with a population of 12,700. It was the Pacific terminal of the railroad, a vast collection of piers, shops and roundhouses for the locomotives.

The general manager, chief engineer and train dispatchers were domiciled in a building adjacent to the station. It was here the track left the American area of the Canal Zone to continue one and one-third miles to the city of Panama. Engines ran backward to the roundhouse at Balboa.

On 1 July 1950 the Panama Railroad became an adjunct of the Panama Canal and the only information available since then is included in the annual report of the Panama Canal Company.

Because of political unrest, on 31 December 1999 the Canal Zone will become Panamanian Territory. A most strategic, historic and flamboyant era of American railroad history will come to an end.

The history of the locomotives of the Panama Railroad is very complicated and fragmented. Two nations were involved in the road's operations - France and the United States. Engines used in construction of the Panama Canal as well as the railroad were interchangeable. Also, there were two major fires at Colon, which destroyed many railroad company records.

The best sources of motive power data are:

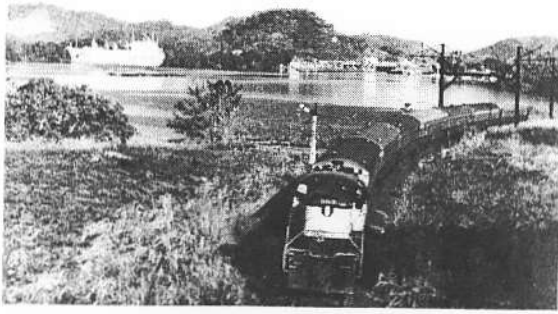
1. UNITED STATES NATIONAL MUSEUM, Bulletin No. 245  
"Cincinnati Locomotive Builders," by John H. White, Associate Curator of Transportation, Smithsonian Institution
2. RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, Bulletin No. 80 - 1950  
"Locomotives of the Panama Railroad," by Alexander Saunders (deceased), ex-employee of the Panama Railroad.
3. RAILROAD MAGAZINE; March 1948 - "Locomotives of the Panama Railroad."

A brief list of the first engines is included below:

#### GEORGE ESCOL SELLERS - 1851-1852

RAILROAD	NAME OF ENGINE	DATE DELIVERED	WEIGHT IN TONS	WHEEL DIA. IN.
Panama	-----	August 1851	12	42
	ISTHMUS	February 1852	12	42
	-----	March 1852	12	42

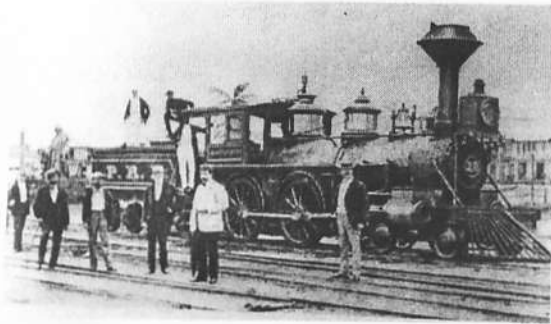




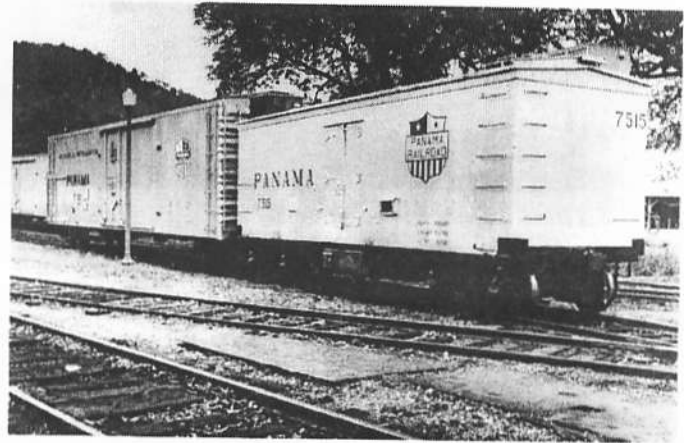
*Alco No. 902 with a southbound train of ex-Reading coaches near tunnel. (Courtesy Jim Harrison, Clifton E. Hull collection)*



*Laying paving bricks in front of P.R.R. freight office in Colon, Panama, 1907. (Courtesy National Archives, Clifton E. Hull collection)*



*Portland Loco Works #150 "SOUTH AMERICA," built 30 November 1867. Built at 5'-0" gauge, cyl. 13" x 20," drivers 54". (Courtesy Sylvan Wood estate, Clifton E. Hull collection)*



*Ice-type refrigerator car for servicing commissaries. (Courtesy Jim Harrison, Clifton E. Hull collection)*



*Mechanical refrigerator car. (Courtesy Jim Harrison, Clifton E. Hull collection)*

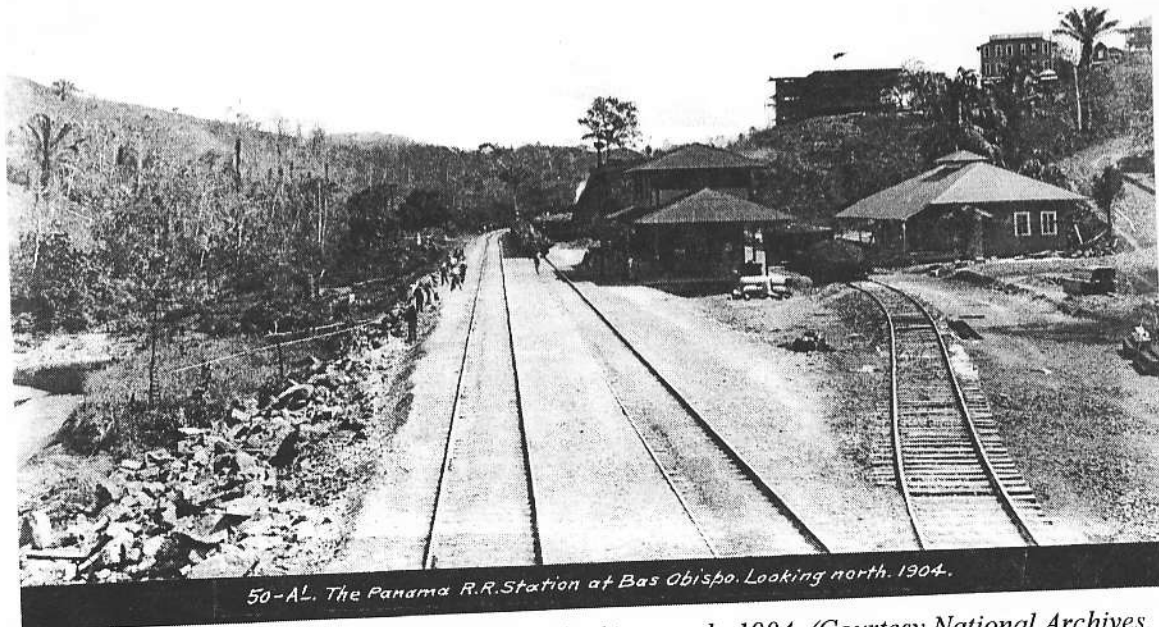


*Ex-Lackawanna boxcar lettered PRR. Is "Phoebe Snow" melting in the tropical heat? (Courtesy Jim Harrison, Clifton E. Hull collection)*



213-A. Panama Railroad Bridge #57 $\frac{1}{2}$  across the canal near Firaíso. Looking east  
Oct. 18, 1913.

*This temporary trestle was built across the Panama Canal when the railroad was relocated. When canal traffic started, the trestle was replaced by a pontoon bridge protected by derail on each side. This photo was made 18 October 1913. (Courtesy National Archives, Clifton E. Hull collection)*



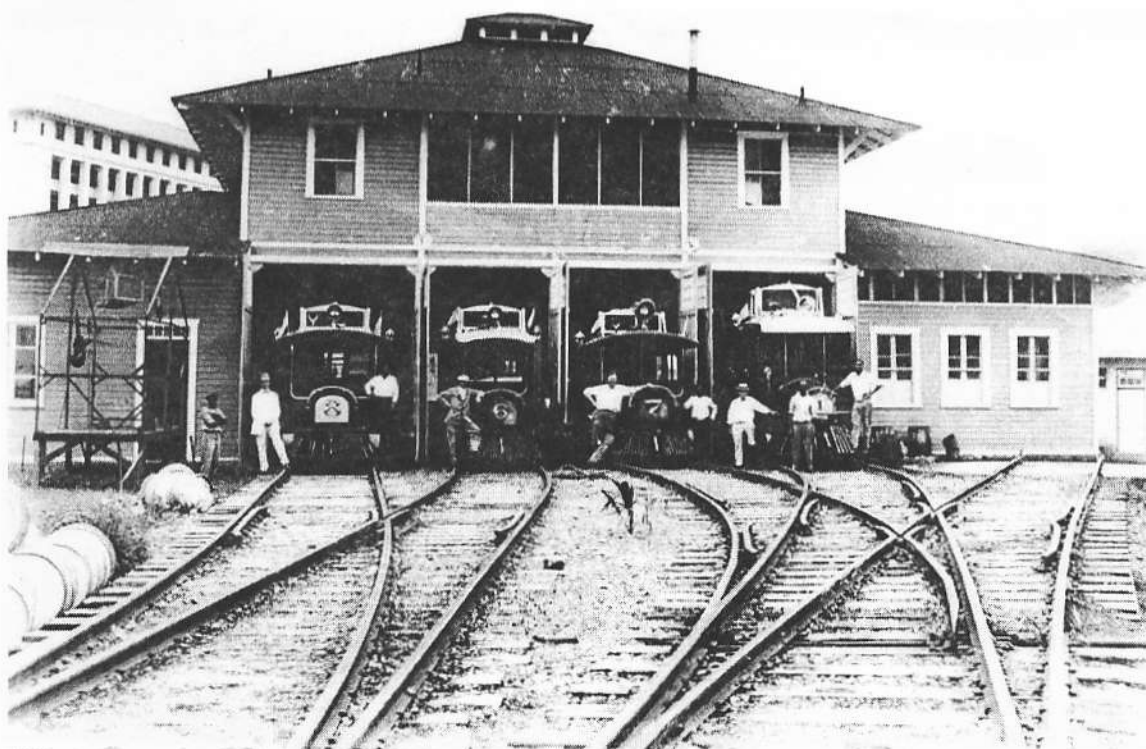
50-AL. The Panama R.R. Station at Bas Obispo. Looking north. 1904.

*The Panama Railroad station at Bas Obispo, looking north, 1904. (Courtesy National Archives, Clifton E. Hull collection)*

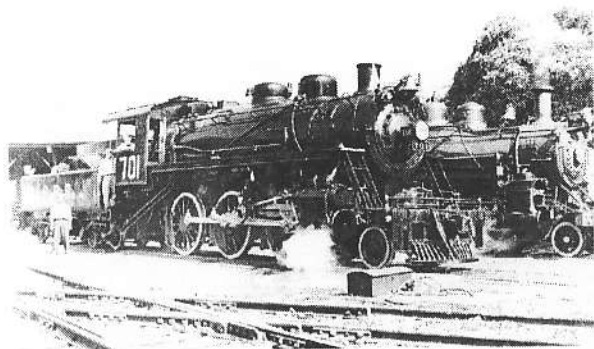


*169-D<sup>11</sup> Passenger Train, Panama R.R. Depot, City of Panama, 1914.*

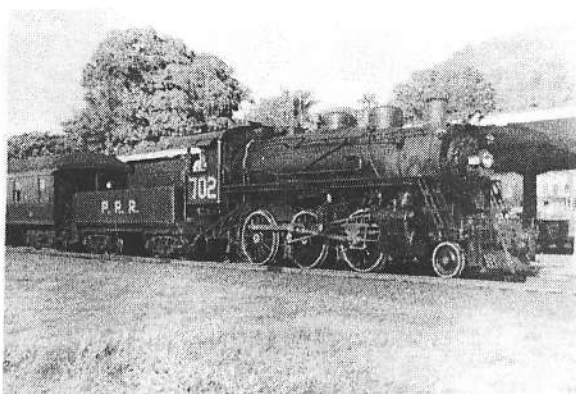
*Passenger train at the Panama depot, city of Panama, 1914. The 2-6-0 No. 557 was built by Brooks in 1909 with 20" x 26" cyl., 63" drivers, 200 lbs boiler pressure, 147,500 lbs. weight, 28,100 lbs. tractive effort. (Courtesy National Archives, Clifton E. Hull collection)*



*Four Stover Rail Cars, evidently renumbered, since only four were purchased about 1908. (Courtesy Ed Keilty, Clifton E. Hull collection)*



*Engineer H. F. Cannon standing beside Mogul No. 701, 4 April 1940. Built at Schenectady in 1940; cyl. 18" x 26"; wt. 168,000 lbs.; tractive effort 28,400 lbs.; Drivers 63"; boiler pressure 250 lbs. (Clifton E. Hull collection)*



*Panama RR train No. 1 at Balboa station, 1947. (Clifton E. Hull collection)*



*288-G Panama Canal Motor Car #6, on Continental Divide, old line Panama R.R. 1911.*

*Panama Canal motor car #6 on Continental Divide on the old line of the Panama Railroad, 1911. (Courtesy National Archives, Clifton E. Hull collection)*



288—G<sup>2</sup>. Motor Car #1.

Early motor cars on the Panama Railroad were unique and distinctive. They were ordered from Stover Motor Car Company in Freeport, Illinois. Daniel C. Stover, founder, was mostly interested in manufacturing automobiles, but graduated into rail inspection cars. His early railbuses were the open type until 1907, when the first enclosed type appeared.

The buses had a four-cylinder gasoline engine which developed 30 horsepower and had a typical automobile friction transmission. About 1908 the Isthmian Canal Commission ordered four of them.

Four flanged wheels, a cow-catcher pilot and wide wood running boards were added. A double condensing radiator was placed on the roof, along with a horn and a pair of electric headlamps, one pointed forward and one to the rear. The hood sloped downward at the front. A steel frame extended forward to protect the engine. General Goethals, chief engineer for the canal (U.S. phase) used No. 4 as his inspection car and he called it the "YELLOW PERIL." When the canal was completed the motor cars were transferred to the Panama Railroad. No. 1 still was on the consist in 1927. *(Courtesy National Archives, Clifton E. Hull collection)*

### 1999 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)  
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)  
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)  
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)  
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)  
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)  
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)  
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)  
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)  
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412

## NEXT MEETING/PROGRAM

METTING DATE CHANGED - The next meeting of the club will be the third Sunday of May instead of the second Sunday, a longtime tradition of the Arkansas Railroad Club to avoid conflicting with Mother's Day. The meeting date will be SUNDAY, MAY 16 at 2 p.m., "probably" at the usual site, the Mercantile Bank in North Little Rock on Main Street across the river from Little Rock. The program is tentatively schedule to be David Hoge, showing slides of some of his rail adventures.

WE WILL LIKELY MOVE TO A NEW MEETING PLACE BEGINNING IN JUNE, since Mercantile Bank is changing its security system. If anyone knows of a good, free meeting site, write to one of the board members above. We have several sties in mind, but nothing will be final until the May meeting is over. Should the May meeting site change, you will be notified by a postcard.

MEMBER'S LETTER - FAY JEAN ROYCE sent the following letter March 29, 1999:

"Ken, Many thanks for the renewal notice letter. After 11 years in the club I've decided not to renew. It's been a wonderful experience to be part of the fellowship - and I may show up at a meeting now and then just to check on old friends.

I still miss my Jack and never see a train that I almost brake so he can jump out and take pictures! Old habits and all that...

Sincerely, Fay Jean Royce"

MEMBER NEWS - POLLY CHURCH's address is officially 126 Woods Ln, Russellville AR 72802-1011, her brother's address. She is staying in the Legacy Lodge Nursing Home in Russellville (her newsletter came back with her brother's forwarding address, so if anyone wants to write her, use this address, otherwise your letter will take another day or two getting forwarded). As you know from the insert last month, Polly has been admitted in this facility due to possible early Alzheimer's disease. The phone number of the Legacy is: 501-968-5858.

Member BOB SANDAGE is still doing O.K. after triple bypass surgery last February. His address is 163 Hibiscus Dr, Maumelle AR 72113-5820.

BOARD OF DIRECTORS TO MEET at the May 16 meeting at 1 p.m.

**SHOW AND SALE** - Remember the date for our 19th annual Show and Sale - Saturday, June 19, at Robinson Center, Little Rock, from 9 a.m. to 3 p.m. Admission is \$3 adults, children free. Table rentals are \$25 for one, \$20 each for two or more, \$15 each for 3 or more. Send money for table rentals to Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 or call 501-225-0826.

**NOTICE SHIPPING LABELS** - So far this year, I've had three members pay twice, once in December and again in February or March. While we appreciate your generosity, there is a way to avoid this duplication, and that is to look at the shipping label on the envelop. The upper right corner has "99DEC" or "N99DEC-NRHS." The "99DEC" means that you are paid up through December 1999. If the label says "98DEC," it means you've only paid through December 1998 and your dues are due. Thanks. - Editor

**MAY BIRTHDAYS** - BOYD T. PYLE (5/03); WILLIAM H. VOGT (5/04); RUSSELL TEDDER (5/06); DICK R. BYRD (5/21); MONROE "KEITH" KNIGHT (5/23); CHARLES A. BAYLES (5/36); DAVID A. DION (5/29); STEPHEN R. STRAUSS (5/31)

**DEADLINE FOR THE JUNE NEWSLETTER** will be May 15.

### *WANTED : FOR SALE OR TRADE*

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

**WANTED** - TN&O Railroad of New Orleans logos. If you have a copy of this logo, please send to Mrs. Stephen A. Harmon, 600 Earnheart Rd, Batesville AR 72501. Her husband worked 41 years for various railroads, including the TN&O, Rock Island and Missouri Pacific, and her son has collected the logos of each, except the TN&O.

**WANTED** - Photos, information on the Cotton Belt Hospital in Texarkana. Contact Wanza Good, 1501 Quintana Rd, Morro Bay CA 93442. Her phone number is 805-772-6770, email wanza@altavista.net

**WANTED** - John Jones wants photos of any Jacksonville, Arkansas depot. He thinks they've found a former depot being used as a residence and need to confirm if it really is the old MoPac depot. If you have one, call him at 501-835-3729.

**FOR LEASE** - Alco locomotives of the

Arkansas & Missouri Railroad. If you'd like to rent one or more, contact the Arkansas & Missouri Railroad, 306 East Emma Ave, Springdale AR 72764, 501-751-8600 or 800-687-8600, email: arkmo@ipa.net.

**WANTED** - Membership in the Arkansas & Missouri Fan Club, sponsored by the railroad itself. You get a membership card, monthly newsletter, A&M baseball cap, 10 percent off excursion tickets and a certificate. Dues are \$29 for individual, \$39 family. For information call 501-751-8600 or email at arkmo@ipa.net

**FOR SALE** - The Incomplete All-Time ALCO Diesel roster. It lists about every diesel manufactured by American Locomotive Company and its many partners and subsidiaries from 1925 to 1984. It is more than 500 pages long and details the ownership history of more than 10,000 locomotives. For ease of handling, the material is broken into 5 volumes, each of which is available separately. The roster contains more detailed information in one place than any other source available.

Volume 2-A 65979 to 75996; Volume 2-B 75997 to 79000; Volume 2-C 79001 to 82000; Volume 2-D 82001 to 84911; Volume 2-E 3362-01 to 6128-05.

Normally \$25 each, they are only \$20

each if you mention the Arkansas Railroad Club. All 5 together normally is \$100, but again if you mention the Arkansas Railroad Club the price is only \$85. Postage for one is \$3.50, 2 is \$5.00, 3 or more \$6.00. Send orders to: Barton Jennings, PO Box 32424, Knoxville TN 37930-2424.

**HELP WANTED** - The Historic Pullman Foundation is asking for help in rebuilding the historic Pullman Clock Tower and Factory complex near Chicago. This tower was deliberately set on fire December 1, 1998, but engineers say the structure can be saved and rebuilt. They need your help in doing so. They are asking your help by writing the President, Congress, the Illinois Governor and state legislature, urging them to give the needed historic-preservation money. For more information, contact the Historic Pullman Foundation, 11111 S Forrestville Ave, Chicago IL 60628 or call 773-785-8181.

**WANTED** - Will purchase or trade train orders from various railroads - worldwide - and employee timetables. Dr. Edward Metz, PO Box 523, Crawford NE 69339, 303-665-1546.

**WANTED** - Help restoring Boston & Maine steam engine #3713, a 4-6-2. You

can help by ordering "The 3713 Boston & Maine" theme song cassette for \$9.95 postpaid. Send checks to: Locomotive Restoration Fund, Lackawanna & Wyoming Valley Railway Historical Society, PO Box 3452, Scranton PA 18505-0452.

**FOR SALE - PULLMAN CHINA**, limited edition reproduction of the Indian Tree Pattern, made by the original manufacturer, Syracuse China. Cost for 5-piece basic place setting \$79; full place setting, which includes the basic plus breakfast and bread & butter plates \$109; coffee mug \$8.95. Postage is \$18 for the first place setting, \$10 for each additional setting. Postage cost

per mug \$6.50. Order from Washington DC Chapter NRHS - Pullman China, c/o Henry Bielstein, 13425 Reid Circle, Ft Washington MD 20744-6522.

**FOR SALE** - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest*. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of

\$34.45 if you're having it mailed). MasterCard or Visa accepted. You can call White River Productions at 816-695-4433.

**FOR SALE** - James R. Fair's new book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. You can now order directly from Mr. Fair. He'll even autograph it for you. Cost directly from him is only \$34. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689.

## RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

**NORTH CAROLINA - NORFOLK SOUTHERN CO.** - To abandon 2.87 miles of line between m.p. R-0.13 and m.p. R-3.0 in Charlotte, North Carolina. Effective April 8, 1999. (STB Docket No. AB-290, Sub No. 204X, decided March 2, served March 9, 1999)

**KANSAS - KANSAS SOUTHWESTERN RAILWAY, L.L.C** - To abandon a line known as the Hardtner Branch from m.p. 514 at Conway Springs to m.p. 571.85 at Kiowa, and a portion of a line known as the Stafford Branch from m.p. 559.028 at Conway Springs to m.p. 610.0 at Olcott, Kansas, a total distance of 108.8 miles. Comments due by April 5, 1999. (STB Docket No. AB-437, Sub No. 1, decided March 3, served March 11, 1999)

**WEST VIRGINIA - GAULEY RIVER RAILROAD LLC.** - To abandon 10 miles between m.p. BUE-119 at Cowen, West Virginia and m.p. BUE-129 at Allingdale, WV and a 8.3 mile line between m.p. BUE-12.4 at Muddlety Falls WV and m.p. BUE-20.7 at Muddlety, WV. It includes the stations of Gauley Mill, Allingdale, Delphi, Ticoal, Gauley Eagle and Muddlety. Final decision by June 6, 1999. (STB Docket No. AB-559, Sub No. 1X, decided March 12, served March 18, 1999)

**MICHIGAN - CSX** - To abandon 2.29 miles of the Detroit Service Lane, Dean Subdivision between m.p. CBE-7.80 and m.p. CBE-10.09 in Paines, Michigan. Includes the station of Paines, Michigan. Final decision by June 18, 1999. (STB Docket No. AB-55, Sub No. 571X, decided March 11, served March 19, 1999)

**VIRGINIA - NORFOLK SOUTHERN** - To abandon a 6.26 mile line between m.p. C-7.3 at Wilder and m.p. C-13.56 at Duty and a 1.8 mile line between m.p. TS-0.0 at Tiller Spur Junction (CDX) and m.p. TS-1.8 at Tiller, Virginia, a



total of 8.06 miles. Effective April 22, 1999. (STB Docket No. AB-290, Sub No. 205X, decided March 16, served March 23, 1999).

**KANSAS - CENTRAL KANSAS RAILWAY LIABILITY CO.** - To abandon 8 miles on the Spring Branch between m.p. 69.0 at Anthony and m.p. 77.0 at Spring, Kansas. Effective April 25, 1999. (STB Docket No. AB-406, Sub No. 8X, decided March 19, served March 26, 1999)

**NORTH CAROLINA - ABERDEEN & ROCKFISH RAILROAD CO.** - To abandon a 5.88-mile line between m.p. SDS 53.00 near Erwin and m.p. SDS 56.66 at Dunn, NC and from m.p. SDE 0.00 near Erwin and m.p. SDE 2.02 at Erwin. It includes the stations of Dunn and Erwin. Final decision by July 2, 1999. (STB Docket No. AB-560, Sub No. 1X, decided March 25, served April 2, 1999)

**CALIFORNIA - UNION PACIFIC** - To abandon a 1.44-mile line on the Lincoln Park Drill (the Line) from m.p. 486.30 near State Street to the end of the line at m.p. 487.74 near Lincoln Park, California. Effective May 7, 1999. (STB Docket No. AB-33, Sub No. 134X, decided March 31, served April 7, 1999)

**FLORIDA - CSX** - To abandon a portion of the Jacksonville Service Lane, Kingsland Sub., from m.p. S-634.85 at Acorn Street to m.p. S-635.09 at the connection of the line to be abandoned with CSX's former Savannah-Jacksonville main line, a distance of 0.24 miles. Final decision by July 16, 1999. (STB Docket No. AB-55, Sub No. 566X, decided April 12, served April 16, 1999)

## ARKANSAS RAIL NEWS

### D&R UPDATE

(Russellville) - Tim Robbins sent an email stating that all repairs have been completed on D&R steam engine #4 and they have been loaned an IGN whistle to try out on it. The engine was to be used for the first time on Monday, April 5 in freight service.

*MARCH, 1975 - Union Pacific terminated its merger offer to the Rock Island due to the severe deterioration of the road. (UP Update)*

### BOYS ARRESTED (in more ways than one!)

(Conway) - Two Conway 13-year-olds were arrested March 8 by Conway police for activity that could cause a train derailment, namely placing objects on UP tracks near Tucker Creek bridge. Video cameras placed there by UP after engineers reported objects on the tracks numerous times, showed the two boys placing something on the tracks. The video also showed the boys putting things on the tracks between the cars of a moving freight. (Conway Log-Cabin Democrat, March 9,

1999)

### RAIL-SPUR TRAIL?

(North Little Rock) - Union Pacific on March 25 agreed to grant the city of North Little Rock an easement for a walking and biking trail along its Camp Robinson spur line through the Levy section of town if the price is right (this line is a block from my house - editor). This "active" line may be granted this easement because the only reason it exists is because it is required by federal law so the military post can have rail access (it was used extensively during the Persian Gulf war in 1991, with some trains of military tanks and equipment 15 cars long).

The trail would consist of a 10-foot wide paved pathway on the west side of the rails from 47th Street to Kierre Drive. The line has a 100-foot wide right of way. Mark Davis, of UP's Public Service department, says he estimates that one or two cars a YEAR operate over the line.

### LRWN'S NEW LINE

(Perry) - The Little Rock and Western

Railroad began using its new section of track near Union Station in Little Rock on Friday, April 9. This line uses the old Rock Island Sunbelt line from Danville to Little Rock, interchanging with the UP in front of Union Station. The old track in front of Union Station was taken up for an office complex being built by Dillard's, so a new connection with UP had to be built. Some of the new line is also on the old RI right of way, which had no tracks since the early 1980s. (See photos by John Jones of the new line on another page)

### ST PAUL TRAIL

(Fayetteville) - The Fayetteville Sidewalks and Trails Committee hope that finally a deserted railroad right of way in south Fayetteville (once hosting a rail line to St. Paul) will become a hiking trail. It has been in the planning stages for five years. However, the 2.7 mile trail still faces obstacles, such as dealing with 30 different property owners along the line. (Arkansas Democrat-Gazette, March 11)

## GENERAL RAIL NEWS

### UNSAFE CROSSINGS

In the wake of the *City of New Orleans'*

crossing tragedy March 15, the United Transportation Union, Brotherhood of

Railroad Signalmen and the Brotherhood of Locomotive Engineers are joining to

spearhead a national campaign to identify unsafe railroad grade crossings and to build a national database listing them. Anyone is urged to report unsafe crossings by calling 800-964-9464 or writing/sending photographs to Rail Crossing Task Force, United Transportation Union, 14600 Detroit Ave, Cleveland OH 44107-4207.

According to the organization, for every 100 near-collisions, there is one collision (that means you have a 10 percent chance of getting hit by a train if you're foolish enough to run around signals - quite high considering your life is at stake!) They also say that there are 260,000 grade crossings in the country with 62,000 equipped with warning devices. The unsafe grade crossings list will eventually be put on the three organization's web sites: <http://www.utu.org> or <http://www.brs.org> or <http://www.ble.org>

One thing Orange County (Los Angeles) California is doing is placing cameras at railroad crossings to catch motorists breaking the law by running in front of trains through stop signals or crossing gates. The motorists will receive a ticket in the mail for \$104 if they are caught.

Also, the Federal Highway Administration is drafting new penalties to crack down on commercial truck drivers who violate crossing rules. The new rules would, if approved, suspend commercial drivers licenses for 2 to 4 months if they break crossing laws, as well as fines from \$2,500 to \$10,000. It was noted that all serious injuries to Amtrak passengers at crossing accidents involve trucks. (above paragraph from the March 21, 1999 edition of the Chicago Sun-Times)

#### LINE STILL ALIVE?

(Kansas City) - Apparently, the Missouri Central Railroad has again approached Union Pacific about buying the former Rock Island from near St. Louis to Kansas City,

which hasn't seen trains for almost 20 years. UP had backed out of the deal in March, but the MCR now says it has the money. (Internet sources)

#### RAILROAD TRAINING

(Overland Park, Kansas) - Want to be a railroad engineer or other railroad employee? Well, you can get trained at the nationally acclaimed National Academy of Railroad Sciences program at Johnson County Community College in Overland Park, Kansas. BNSF has their New Technology and Simulator Training center located here as well. Basically, you can earn credits for 21 college hours and be trained in the following: Operations Training and Rules, General Code of Operating Rules, Maintenance of Way Operating Rules, Engineering and Maintenance, Electronics and Hydraulics, Welding Mechanical and Train, Yard and Engine, Conductor, Signal or Telecommunications. After taking the 6-week course (24 weeks for engineers), you'll be given simulator tests which you have to be perfect in, otherwise you fail. But, if you pass, chances are you'll be hired by some railroad with starting salaries of about \$30,000 in Class I railroads. The cost? For out-of-state, the 6-week course costs \$3,357 plus a \$759 lab fee. (College Boulevard News, March 29, 1999 via Jim Johnson)

**CROSSING ACCIDENT FACTS** - According to the Dallas Morning News of March 25, 1999, in 1997: 1) There were 3,865 collisions at railroad crossings causing 461 deaths and 1,540 injuries. 2) There are about 27,000 railroad crossings nationwide. 3) A train collides with a trespassing person or vehicle every 100 minutes. In Texas in 1997, 71 percent of crashes occurred in clear weather, 66 percent in daylight; 66 percent had trains

running less than 39 mph; 43 percent occurred at crossings with flashing lights or gates; in 60 percent of the cases, the motorist failed to stop for the train. (???) This last statement doesn't make sense to me. How can a car be hit by a train if the car actually stops? Does it mean that 40 percent run into the sides of the train after the train is over the road? Even in that case, the car failed to stop. How can the 40 percent of cars that stopped be involved in train collisions? - editor)

#### "RAILWATCHERS" - NOT

A rail safety group called RailWatch recently made a media splurge about the hazards of rail safety, insinuating that trains actually cause some cars to be hit at crossings, never saying motorists are to blame and how dangerous crossings were. It listed many politicians and others as supporting their agenda. It turns out that many on the list had no idea they were on it, having only given their business cards to a booth about rail safety at exhibits. It also turns out that a major backer of the group is United Parcel Service, a major customer of railroads. UPS apparently has fought with railroads about service problems and it has lobbied Congress not to tighten restrictions on triple-tractor trailers, a direct competitor of railroads. UPS couldn't understand why RailWatch refused to tell the public that UPS was a sponsor.

One thing in the article about RailWatch in the Houston Chronicle stated that RailWatch said about 500 people were killed at rail crossings in 1998. The newspaper then went on to say that 5,300 people were killed by trucks in 1997. Where's the safety issue? (Houston Chronicle, February 25, 1999 via Dan Barr)

## AMTRAK NEWS

#### CROSSING TRAGEDY

(Bourbonnais, Illinois) - About 945 p.m. the night of March 15, a Monday, the southbound City of New Orleans hit a

tractor-trailer hauling steel at a signaled crossing near Bourbonnais, Illinois, killing eleven Amtrak sleeting car passengers. The train was going at least 70 mph. It is

thought that the truck driver went around downed crossing gates to try and beat the train, but that hasn't been proven as of mid April. There may have been string of freight

cars blocking some of view, but still the truck should have looked and listened. The truck driver had several traffic tickets and was on a suspended license when the accident occurred, and the state of Illinois will suspend his license for two month beginning the June because of the accident with other charges, including possible manslaughter, pending. There have already been several lawsuits, most against the truck driver and Illinois Central Railroad (one lawsuit didn't even mention Amtrak because they thought Amtrak did everything it could to avoid the accident and couldn't be blamed).

The Superliner cars were piled on top of each other, but maintained their structure rather well. The sleeper was the first revenue car past the engine and the 11 deaths were probably caused by being jolted around and by the ensuing fire from escaping diesel fumes.

As information, here's a summary of deadly railroad accidents since 1900 in the U.S.:

9/22/93 - Amtrak's *Sunset Limited* plunged off a weakened bridge near Mobile, Alabama, killing 47 people.

1/4/87 - A Conrail freight ran through a closed switch into the path of an Amtrak train near Chase, Maryland, killing 16.

10/30/72 - Two Illinois Central commuter trains collided in Chicago, killing 45.

2/6/51 - A Pennsylvania Railroad commuter train plunged through a temporary overpass in Woodbridge, New Jersey, killing 85.

11/22/50 - A Long Island Rail Road

commuter train rearended another in Queens, New York, killing 79.

12/16/43 - Two Atlantic Coast Line trains derailed near Rennert, North Carolina, killing 72.

11/1/18 - A New York subway train derailed in a tunnel in Brooklyn, killing 92.

7/9/18 - Two trains collided near Nashville, Tennessee, killing 101.

3/1/10 - Two trains were swept into a canyon by an avalanche in Wellington, Washington, killing 96.

8/7/04 - A train derailed on a bridge in Eden, Colorado during a flood, killing 96. (From an Almanac)

#### OKLAHOMA SERVICE TO BEGIN

Amtrak will start Oklahoma to Fort Worth service on June 14, 1999, running one train a day between the two cities. They plan to eventually run north of OKC and maybe northeast to Tulsa, but at least service will start in the state again. In the agreement, announced April 14, U.S. Senator Don Nickles said that the state will lease the entire operation, including engines and cars, and Amtrak will run the train. The train will make stops at Norman, Purcell, Pauls Valley and Ardmore. The new train will leave Oklahoma City at 8 a.m. and arrive in Fort Worth at 1:30 p.m. The return trip will leave Fort Worth at 4 p.m. and arrive in Oklahoma City after 8 p.m. The train will consist of one engine and 4 cars, including a dining car. (Via the *All-Aboard Internet Listserv*)

#### MORE TEXAS EAGLE CITIES

#### SERVED

(Little Rock) - Bill Pollard and Amtrak announced that *Texas Eagle* passengers now have several new destinations served by dedicated Thruway buses: 1) BRANSON, MISSOURI: Bus 8521 connects with the *Eagle* at Little Rock, departing Little Rock at 8:50 a.m. Sunday-Wednesday-Friday-Saturday, arriving Branson at 12:35 p.m. Bus 8522 departs Branson at 6:15 p.m., arriving Little Rock 9:55 p.m. on Monday-Wednesday-Thursday and Friday. 2) GALVESTON, TEXAS: Effective May 1 will have dedicated bus service from the *Eagle's* stop at Longview, Texas, extending the buses already going to Houston. Bus 6021 will arrive Galveston at 6:15 p.m. with bus 6022 leaving Galveston 1:00 p.m. 3) KILLEEN AND FORT HOOD, TEXAS: Thruway Bus service began April 15 from Temple. 4) OTHER SERVICE NOW IN EFFECT: HOT SPRINGS, ARKANSAS (from Little Rock and Malvern) and LAREDO, ALICE, McALLEN AND BROWNSVILLE, TEXAS (from San Antonio).

On riding a passenger train at night: *Through most of the night, the scenery dwindled to a few, distant points of light so that it was hard to tell which way the train way going. "Trains go where the living and the quick don't go very often. It's called desolation. I like to be alone when I write, and when I'm sitting on a train sometimes I do my best stuff."* (Jack Gardner)

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**NATIONWIDE** - 18 months, 1999-2000 - The U.S. Postal Service will operate the *Celebrate The Century Express* specially outfitted four-car train throughout 1999 through the summer of 2000. It will host tours, including railroad organizations such as ourselves, at each of its stops. It's purpose is to celebrate the rich history of the 20th Century documented by stamps and trains, through the 1940s. It will consist of an Amtrak Genesis P42 engine painted yellow with stamps on it, an

Amfleet car #21044, a restored RPO car of the Southern Railway (#36), a carbon steel baggage car (#1252) and a historic railroad business car. It was scheduled to start in Tampa, Florida March 11. The nearest it will come to Little Rock will be on April 30-May 2 when it will be in Memphis, at least on its first two legs. For more information, call the USPS, Janice Yu, at 202-268-4604. Their web site is: <http://www.usps.com/cte>

**VARIOUS PLACES** - Various times of year - Trains Unlimited offers many railfan tours across the country and the world. To get a colorful brochure, call 530-836-1745 or write Trains Unlimited, PO Box 1997, Portola CA 96122.

**OAK RIDGE, TENNESSEE** - Various days - Arkansas Railroad Club member Bart Jennings and the Southern Appalachia Railway Museum will operate Secret City Scenic Excursion Trains at the East

Tennessee Technology Park near Oak Ridge on various dates. New this year will be a former Southern Railway dining car. The trips will run through the park and along the Poplar Creek watershed. Days of excursions: March 19, 20; April 10, 11, 17,

18, 24,, 25; May 15, 16, 29, 30; September 4, 5, 25, 26; October 16, 17, 23, 24, 30, 31; November 20, 21; December 18, 19. Cost is \$10 coach, \$15 dining car. Caboose is rentable for up to 10 people for \$125.

Information on the trips: Send a stamped, addressed envelope to SARM, PO Box 5870, Knoxville TN 37928. Use this address to join or volunteer, also.

Club member Daryl Stout wrote the following poem after reading about the Amtrak/truck disaster:

***NO ONE ASKS THE ENGINEER***

*(A poem about railroad crossing safety)*

by: Daryl Stout, Arkansas Railroad Club member

No one asks the engineer his feelings from a crash.  
With a car that tried to beat his train; like a drink can, it was smashed.

Railroad crossings dot the land where roads and rails meet.  
Crossbuck, signs, lights, and gates...the warnings on the street.

But, STOP, LOOK, LISTEN, LIVE seem furtherest from some folks minds.  
Who try to beat oncoming trains, to save a little time.

One ton cars...200 ton trains...its no contest to compare.  
Are these drivers crazy...or do they just not care??

Fast moving trains with many cars can't stop on a dime.  
Not showing up like clockwork...they come at any time.

The sad part is the engineer, who sees it with his eyes.  
Many times, day in, day out...all these drivers tries.

He throws the brake on, but he knows there's nothing he can do.  
To stop inertia weight behind to keep from plowing through.

Whether a car, fuel truck, or school bus there...no matter what the size.  
He sees the horror in their faces just before they die.

Unlike changing traffic lanes, the train cannot be steered.  
Out of the path of danger there...it's his unending fear.

The nightmare of the crash remains after the wreck is gone.  
Many trainmen had to quit...they could not go on.

Sometimes, they too, are maimed or killed, unnecessarily.  
And others on the train as well, part of the tragedy.

So, when you are out driving, and a crossing ahead appears...  
Remember in a needless wreck...no one asks the engineer.

**ARKANSAS RAILROAD CLUB MEMBERSHIP FORM**

Membership renewal  New Member  Change of Address

Send membership renewal, application, change of address, etc. to: **Arkansas Railroad Club, PO Box 9151 North Little Rock AR 72119.** Phone: 501-758-1340; Fax: 501-758-4301. e-mail: **ken.z.rw@ix.netcom.com**

Date: \_\_\_\_\_ Your birthday (optional - no year needed) \_\_\_\_\_

Name: (last) \_\_\_\_\_ (first) \_\_\_\_\_ (init) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ e-mail address: \_\_\_\_\_

Membership 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.



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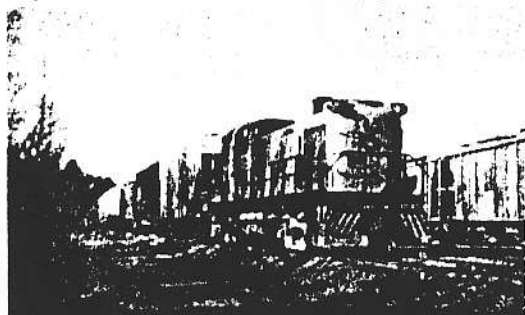
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## Shortline Railroads of Arkansas



Clifton E. Hull

Cover: "The Narrows," the gateway to Eureka Springs on the original Missouri & North Arkansas. For a short time a tourist operator ran this diminutive 0-4-0 in short trips across Beaver Lake from Beaver, Arkansas, allowing one to take in the spectacular scenery along the old M&NA right-of-way in northwestern Arkansas. This view was taken on September 4, 1981. *Kevin EuDaly photo*



Above: Bauxite & Northern's RS-3 13 in action near Bauxite in February, 1972, complete with Razorback herald on the nose. The Alco was later replaced with EMD MP15's. *Bill Ray photo*



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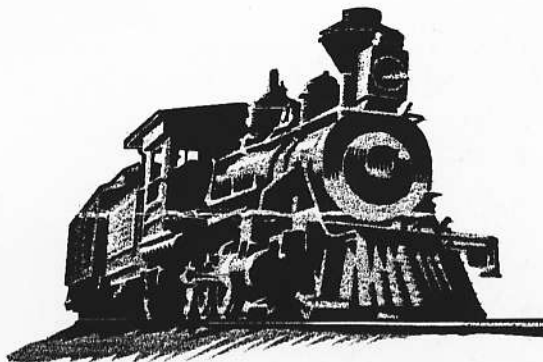
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# SHOW & SALE



## ARKANSAS RAILROAD CLUB

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**SATURDAY  
JUNE 19, 1999  
ROBINSON CENTER  
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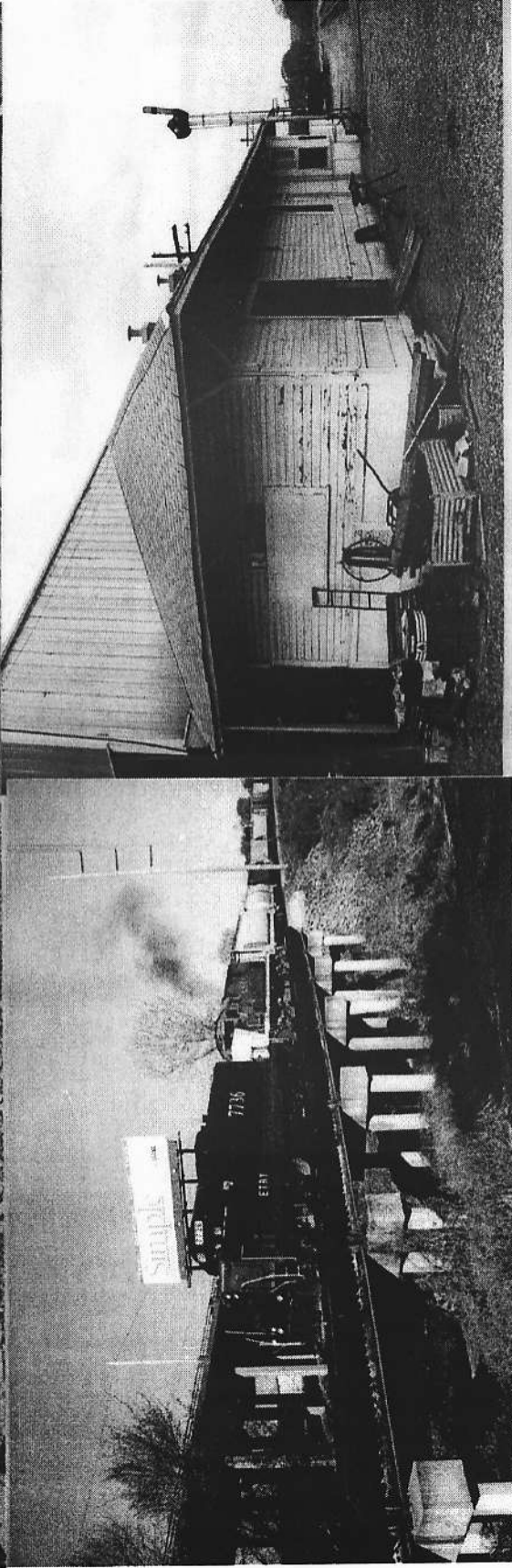
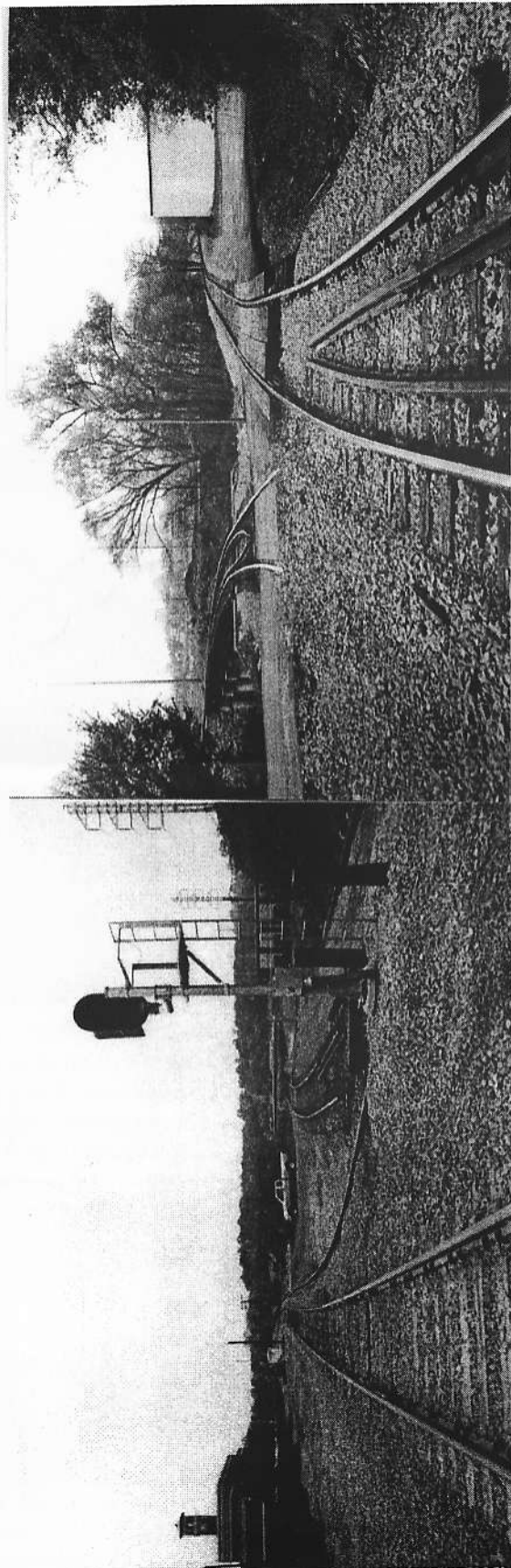
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First Table \$25.00  
Second Table \$ 20.00  
Additional Tables \$15.00 each



U/L - The new Little Rock & Western track connecting with the UP (the east end of LRWN's tracks). The old connection is behind the signal. U/R - The track used to go to the left here, but now follows the original Rock Island for awhile until it curves to the east in front of Union Station. (April 10, 1999). B/L - Final LRWN train on the old connecting track over the trestle on April 6, 1999. Note the new engine #7736. B/R - LRWN has kept the old Rock Island depot in Perry, but its offices are in a modern building across the tracks. (John Jones photos)