



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 25 NUMBER 10 OCTOBER 1994



COVER PHOTO - D&RGW #484 K-36 crossing LoBato trestle on May 3, 1958 westbound to Chama, New Mexico. (*W. C. Murtry photo*)



TOP - The Dardanelle & Russellville Railroad ran public excursions over the Labor Day weekend, September 3-5, 1994 on its 5-mile line from North Dardanelle to Russellville, using newly leased Reader steam engine #4. Over 2,500 people wanted to ride, and over 1,000 had to be turned away. **BOTTOM** - On September 2, 1994, a rare sight occurred where the D&R meets the Union Pacific in Russellville. In the middle is Reader #4, surrounded on the left by UP #107 and on the right by D&R #15. (*John C. Jones photos*)



D&RGW 2-8-2 No. 483 with narrow gauge westbound SAN JUAN west of Chama, New Mexico in 1940. (Gene Hull photo)

ELEGANCE ON A SMALL SCALE

by: Gene Hull

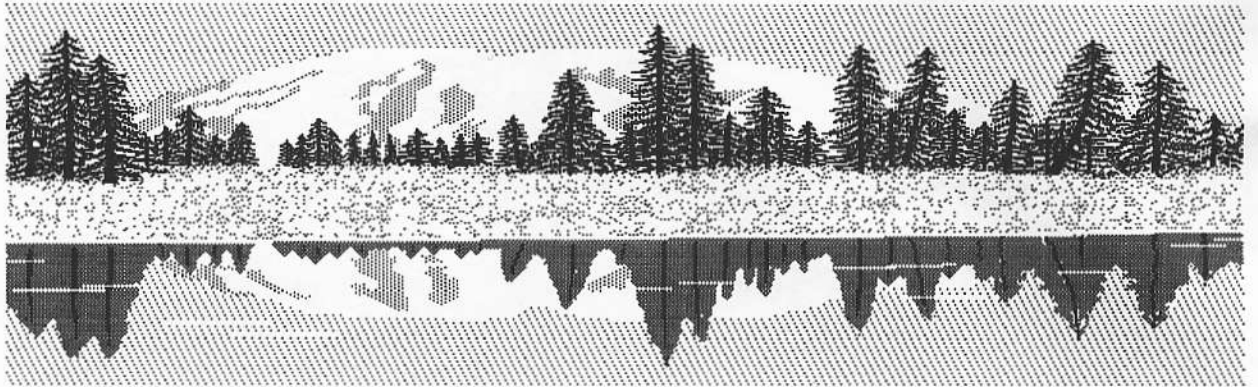
When the civilizing influence of railroads squirmed its way into the precious-metals land of southwest Colorado it did not leave behind the pleasure-giving amenities enjoyed farther east of the frontier. The domain-protection insistence of the Atchison, Topeka & Santa Fe forced the infant Denver & Rio Grande to remain north of New Mexico, except for short-distance probes. The only alternative was to lay rails west from Cuchara (near present Walsenburg) across La Veta Pass in the Sangre de Cristo (Blood of Christ) mountains into the semi-arid San Luis Valley.

West of this 50-mile wide valley and across the Continental Divide lay the most mountainous region in the United States, with more than a dozen granite peaks towering at least 14,000 feet. This crushed and crumbled land was named by Spanish explorers at SAN JUAN, to honor Saint John the Baptist. Nature had warped this land with volcanos, earthquakes and glaciers. At the same time Nature had benevolently blessed the land with deposits of fabulously rich ores of precious metals. As men began to rip and tear the ores from the earth, it became painfully evident that better transportation than by donkeys or mule trains was needed. The D&RG would lay rail and run trains.

In 1876 rails were laid from Cuchara, about 10 miles east of Walsenburg, westward toward a notch in the Sangre de Cristo mountains. Its elevation was 9,200 feet. At the eastern foothills a town was established - La Veta. The same name was given to the pass across the mountains. The rails climbed



2,200 feet in 17 miles from the town to the pass, or a grade of 2.5 percent. Next summer track reached Garland City, near the army Fort Garland, 38 miles west of La Veta. By June 1878 rails reached Alamosa, in the San Luis Valley.



Great plans were afoot to head south from Alamosa toward the famous land of Santa Fe. Work was begun, but in March 1880, an agreement between the D&RG and AT&SF decided rails of the D&RG would not go farther south than Española, New Mexico, 25 miles north of Santa Fe. The D&RG rails stopped at Antonito. Track to Santa Fe was not realized until 1886, and was built by another company. The only reasonable choice now was to build to the San Juan country. More rich silver lodes had been discovered there than anywhere in Colorado or any western states. One newspaper correspondent said the railroad's destination was as uncertain as the *ULTIMA THULE* of the ancients, a railway hopelessly gone astray, a sort of knight-errant railway in quest of adventures. A new Columbus, with cars instead of ships, in search of undiscovered realms. The railroad was following the miner and his burro.

The San Juan extension was built by overcoming some of the most complicated problems confronted by American railroad engineers. Westward from Antonito, track was laid on deposits of alluvium, loose material eroded from volcanic deposits in the San Juans ahead. These materials were brought down and deposited by the Rio de Los Piños (River of the Pines).



The grade began to climb across the southern end of the San Juans. About nine miles out of Antonito there were areas of lava flows from an ancient volcano known as Los Mogotes. To the southeast another volcano, San Antonio Peak, reared its head. To keep the grade as low as possible,

rails followed a serpentine path, twisting back and forth, ever upward across massive sheets of lava flow.

At one place there was a fault, or crack, in the hard lava on a hillside above the track. This exposed a layer of broken rock fragments cemented by a fine-grained material. An abrupt, steep-sided shoulder projected from the hillside, and construction men were forced to dig a tunnel 349 feet long. For many years heavy rains caused this fine material to slide onto the track. Both ends of the tunnel were unstable, and the hole still is called "mud tunnel."

About a mile beyond the tunnel is an area where extremely hot water has been forced up from deep in the earth. It altered the chemicals in the earth to produce a wide variety of colors - red, orange, purple, tan. Rain has eroded the land into fantastic shapes.

Thirty-five miles from Antonito the Rio de Los Piños has eroded a gorge, very narrow, V-shaped and several hundred feet deep in hard, erosion-resistant Precambrian rocks estimated to be 1,700 MILLION years old. This rock was created when the earth was formed, and was pushed upward as the earth's crust cooled and was warped by internal pressures. This canyon is called Toltec Gorge. A tunnel had to be dug through a ridge of this rock, and a ledge was cut in the north wall of the gorge on which to lay the rail.

On 31 September 1880, grading crews reached the crest of the San Juans, and it was called CUMBRES, Spanish for "crest" or "summit." Originally it was known as Alta. This gap in the mountain crest was known by Jicarilla Apache and Muache Ute Indians, as well as the early fur trappers and traders. There was a faint trail when the rails reached the place.



About 2½ months later, 15 December 1880, train service began between Antonito and Alta. This was the highest railroad in the United States, 10,015 feet. Southwestward the land falls precipitously into the valley of Wolf (Lobato) Creek. This beautiful valley was cut by the slow movement of an ancient glacier.

The rails had to follow the downward slope of Wolf Creek valley, and the maximum grade on which trains could operate was 4 percent. One-half mile from Cumbres was a fantastic, grotesque, goblin-land of formations eroded from volcanic deposits. Tortured spires and pinnacles lined the upper edge of the valley's northern wall. It was here the 4 percent grade began on a narrow ledge chiseled from the wall of broken, angular rock fragments locked within a cement of finer-grain material.

The rails clung to the rocky wall about a mile to the northwest, then crossed Wolf Creek on a high fill to the opposite wall, following a sharp hairpin curve, always on a 4 percent grade.

Eleven miles from where the rails started down the valley wall, the grade begins to level off from 4 percent, and reaches flat ground four miles farther south. Wolf Creek joined Chama River at the foot of the 4 percent grade.

Just 64 miles from Antonito the rails reached the tent town that was called CHAMA. It has been said the word was the Spanish pronunciation of the Zuni-Indian name, TZAMA, for one of their pueblos (village) along Chama River nearby. Train service began 18 January 1881.





With the rich mineral mines deep in the San Juans still the prime destination, rails were laid across the arid and relatively open land of northern New Mexico. There were many dusty arroyos, short-grass grazing meadows, desert sands of the Jicarillo Apache Reservation and fine timberlands of the Carson National Forest. It was on 27 July 1881 when train service began to the new town of Durango on the Rio de Las Animas Perdidas (River of Lost Souls In Perdition). By the next year rails had been laid through the steep, narrow canyon of Animas River to the "golden star" of the mineral wealth in the San Juans, the ultimate destination of the D&RG - the town of Silverton, the terminus. There were 216 miles of track in place between Antonito and Silverton, and it was built with a gauge of 3'-0".

On 19 September 1881, President James A. Garfield was shot and killed. To commemorate the event, the members of the National Association of General Passenger and Ticket Agents erected a granite monument at the west portal of 366-foot long Toltec Tunnel. A metal pipe guard rail was erected at the adjacent edge of Toltec Gorge as protection when trains stopped there for five minutes to allow passengers to observe the memorial and gorge.

The earliest passenger service was a section of the COLORADO-NEW MEXICO EXPRESS. Standard drawing room-sleepers and coaches ran between Denver and Grand Junction through Pueblo, Royal Gorge, Leadville and Glenwood Springs. Another section of the EXPRESS ran coaches from Denver through Alamosa, Antonito, Durango and Silverton. There was a standard sleeper from Denver to Alamosa. At Alamosa the train picked up a parlor car bound for Durango. At Durango the coach ran in a mixed train through Animas River canyon to Silverton. (See 1910 timetable on next page)

The road was cheaply constructed with a minimum of grading and earthwork, and many sharp curves following the contours of the land. From Alamosa to Antonito the line was flat and almost straight as a chalk line across San Luis Valley. By the judicious use of curves and turning the track back on itself, the grade east of Cumbres was a maximum 1.42 percent. The precipitous slope of the crumbled, broken terrain demanded a 4 percent grade. This made Chama an important division point with several helper engines for eastbound trains. There were water and coaling facilities, a multi-stall engine house and a freight yard with several tracks. Between Chama and Durango there was a maximum grade of 2 percent for about seven miles.

Original motive power was a group of 2-8-0s with 36" driving wheels and 16,540 pounds tractive effort, and manufactured by Baldwin in 1882. They usually required two helpers on eastbound freights over the Cumbres hill. As heavier rails were laid, heavier engines appeared, such as the outside frame 2-8-2's of the 300 and 400 class.

In 1937 the old wooden passenger cars were extensively rebuilt. Coaches received vestibules to enclose the open platforms. They also got steam heating, modern electric lights and soft reclining seats. The three little parlor cars were given new equipment, a small 11' x 5' kitchen was built to serve a dining area consisting of one table and four chairs. This eliminated the "meal stop" at Chama. By 1942, the running time for the 200 miles westbound from Alamosa to Durango was 9 hours and 5 minutes.

The diminutive parlor cars were "lowered" by applying 26" diameter wheels. The three cars were built in 1880 by Jackson & Sharp as two coaches and a chair car. The original coach No. 25 was renumbered 403 in 1885. In 1919 it was rebuilt as an office and living car. In May 1924 it was "lowered" and converted to a parlor-smoker. The name ALAMOSA was given. The other coach No. 31 became chair car No. 409. In 1903 it was named PAGOSA. In 1937 it was rebuilt and named



D. & R. G. HOTEL  **J. R. POUND, MANAGER**  **CHAMA, N. M.**
All Trains Stop for Meals

38 Official Guide and Time Tables Denver & Rio Grande Railroad

VICTORIA HOTEL

D. & R. G. Eating House
ALAMOSA, - COLO.

No Better Mea's
.. Served..

Twenty-five to thirty-five min-
utes allowed for each
train

Headquarters for Commer-
cial Men

BIGGS & SHIELDS
PROPRIETORS

... STOP AT ...

PALACE HOTEL

W. S. McNEELY
Proprietor

RATES: \$1.50 & \$2.00 PER DAY

Durango, - Colo.



Denver, Colorado Springs and Pueblo to Alamosa, Durango and Silverton.

READ DOWN		Miles from Denver	STATIONS. NARROW GAUGE 9-4-1898	Miles from Durango	READ UP		
No. 327, No. 411 and No. 451. Accom.	No. 5. San Juan & New Mexico Exp.				No. 6. San Juan and New Mexico Express.	No. 442 and No. 452 Accom- mod n.	
	• 9 45	0	lv. Denver U. D.	502		7 30	
	12 45	75	lv. Colorado Springs	427		4 35	
	2 10	120	ar. Pueblo U. D.	383		3 10	
	2 20		lv. Salida	286		3 00	
	6 10	217	lv. Mears Junction	275		10 50	
	• 11 20	6 30	lv. Poncha Pass	271		10 30	
	12 20	7 03	lv. Round Hill	267		9 57	
	12 55	7 20	lv. Villa Grove	255		9 37	
	1 25	7 30	lv. Hot Springs	250		9 22	
	2 10	7 56	lv. Mirage	243		8 51	
	2 20	7 56	lv. Moffat	238		8 38	
	2 44	8 09	lv. La Garita	232		8 24	
	3 12	8 21	lv. Dune	226		8 12	
	3 37	8 33	lv. Hooper	220		8 00	
	4 06	8 45	lv. Mosca	214		7 50	
	4 32	8 55	lv. McGinty	206		7 39	
	5 00	9 06	ar. Alamosa	200	† 6 30	7 26	
	5 30	9 18	lv. La Jara	186	† 6 30	7 12	
	6 04	9 32	lv. Mamassa	178	† 6 30	7 00	7 25
	6 35	9 55	ar. Antonito	177	† 6 30	6 58	6 25
	6 30	10 20	lv. Lava	161	† 6 30	5 44	6 00
	7 45	10 35	lv. Bighorn	152	† 6 30	5 31	5 36
	8 15	10 50	lv. Sublette	145	† 6 30	5 26	5 15
	9 15	10 55	lv. Toltec	141	† 6 30	5 02	3 50
	9 40	10 55	lv. Toltec Gorge	136	† 6 30	4 40	3 02
	10 40	11 18	lv. Osler	133	† 6 30	4 18	2 15
	11 40	11 40	lv. Los Pinos	129	† 6 30	4 08	
	12 50	12 00	lv. Cumbres	120	† 6 30	3 50	
	1 40	12 24	lv. Cresco	116	† 6 30	3 37	
		12 29	lv. Lobato	112	† 6 30	3 25	
	3 37	12 35	ar. Chama	107	† 6 30	3 00	
	4 02	12 52	lv. Willow Creek	102	† 6 30	2 36	
	4 40	1 15	lv. Azolea	98	† 6 30	2 28	
	5 10	1 33	lv. Monero	88	† 6 30	2 15	
		† 2 00	lv. Amargo	84	† 6 30	2 05	
	6 00	2 20	lv. Lumberton	82	† 6 30	1 56	
	7 00	2 30	lv. Dulce	78	† 6 30	1 44	
	7 26	2 40	lv. Navajo	74	† 6 30	1 34	
	7 50	2 40	lv. Juanita	65	† 6 30	1 24	
	8 35	3 00	lv. Carracas	60	† 6 30	1 15	
	8 59	3 12	lv. Arboles	48	† 6 30	1 05	
	9 20	3 20	lv. Vallejo	41	† 6 30	1 00	
	9 40	4 24	lv. La Boca	33	† 6 30	9 40	
	10 02	4 45	lv. Ignacio	26	† 6 30	9 22	
	10 56	4 02	lv. Florida	14	† 6 30	9 00	
	11 46	4 24	lv. La Plata Junct.	08	† 6 30	8 45	
	12 30	4 45	lv. Boeca	07	† 6 30	8 30	
	1 10	5 24	lv. Durango	0	† 6 30	7 20	
	1 55	6 42	lv. Silverton		† 6 30	6 45	
	2 35	6 07					
	3 38	6 07					
	4 27	6 32					
	5 00	6 45					
		* 11 30					

* Daily. † Daily except Sunday. ‡ Meals. § Lunch. P. M. time in bold type.
The above trains stop only at stations where time is given.

Strater House

THE FINEST HOTEL IN
THE SAN JUAN

DURANGO, COLORADO

Rooms En Suite.
Elegantly Furnished.
Newly Renovated and Improved.

Strictly First-Class

BATHS AND BILLIARDS

Rates \$2.50 and \$3.00

STILLWELL & CO.
Proprietors

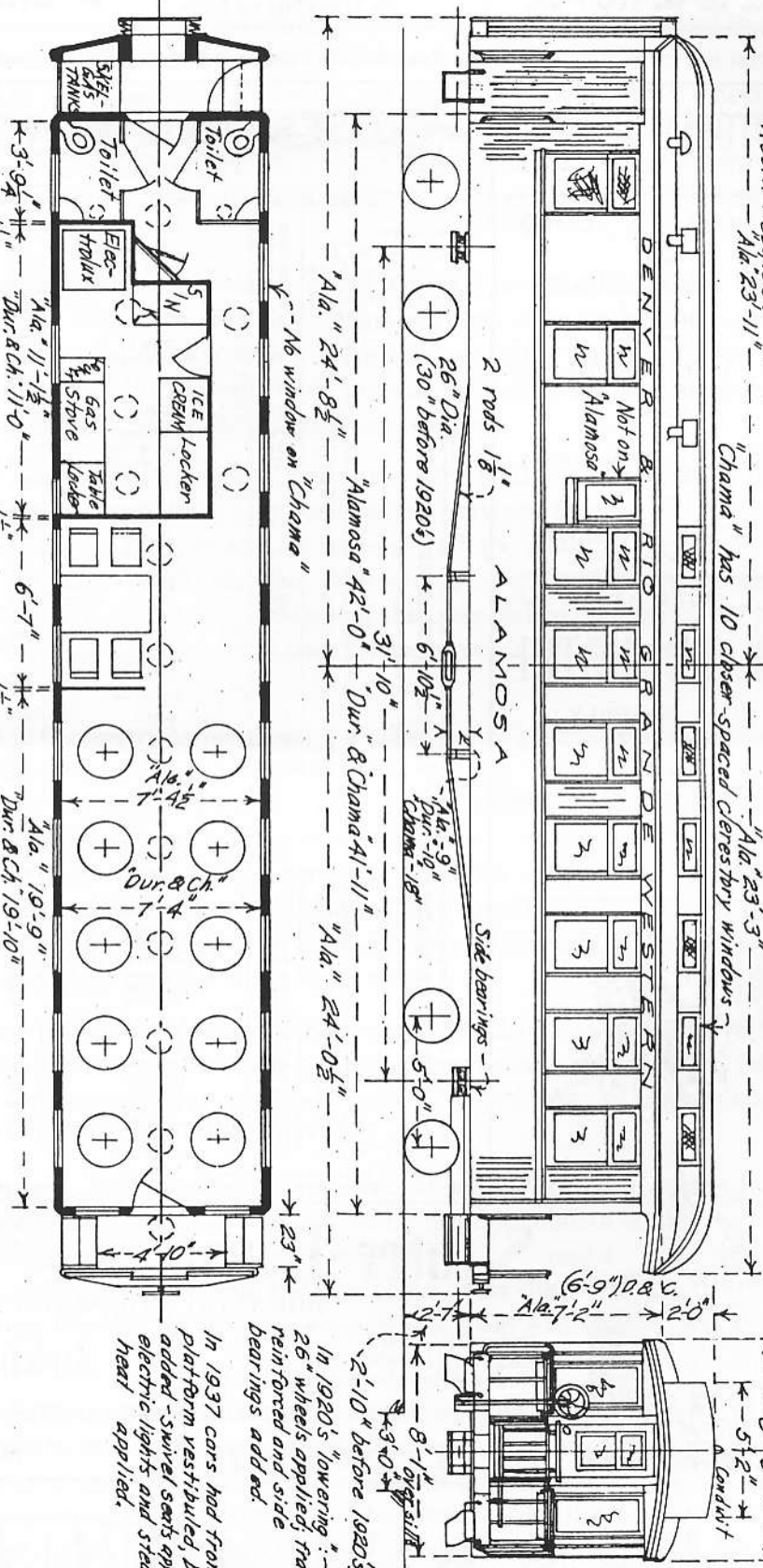


This timetable was for about 1910. Note that Train No. 327 south from Salida to Alamosa has no corresponding northbound schedule. For the past 100 years the Strater House (hotel) has been "strictly first class."

BUILT 1880 BY JACKSON & SHARP.
DENVER & RIO GRANDE WESTERN
PARLOR-BUFFET CARS
"ALAMOSA"
"CHAMA"
"DURANGO"

Scale $\frac{1}{4}'' = 1'$

"Alamosa" - Originally Coach 25 - No. 403 - 1883;
 1919 rebuilt to DFE & Living Car for Vol. Survey
 Lowered May, 1924 & made Parlor - Smoker
 Rebt: February 1937 - named "Alamosa"
 "Chama" - Chair 410 - named "Camp Bird" 1902
 Lowered Sept 1921 - rebt. March 1937.
 "Durango" - Coach 31 - Chair 409; named "Agassiz" 1883;
 Rebt: Feb, 1937
 "Ala. 23-11"



Colors: Roof and underframe - "Black"
 Sides and ends - "Pullman Green"
 Lettering - "Gold"
 (Until Sept. 6, 1918 cars "Tuscan Red")

Storm-windows applied in winter.

Drawn To Scale by
John B. Maxwell



DURANGO. Chair car No. 410 was named CAMP BIRD in 1902. It was "lowered" in September 1921. When it was rebuilt in March 1937 as a parlor car, it was named CHAMA.

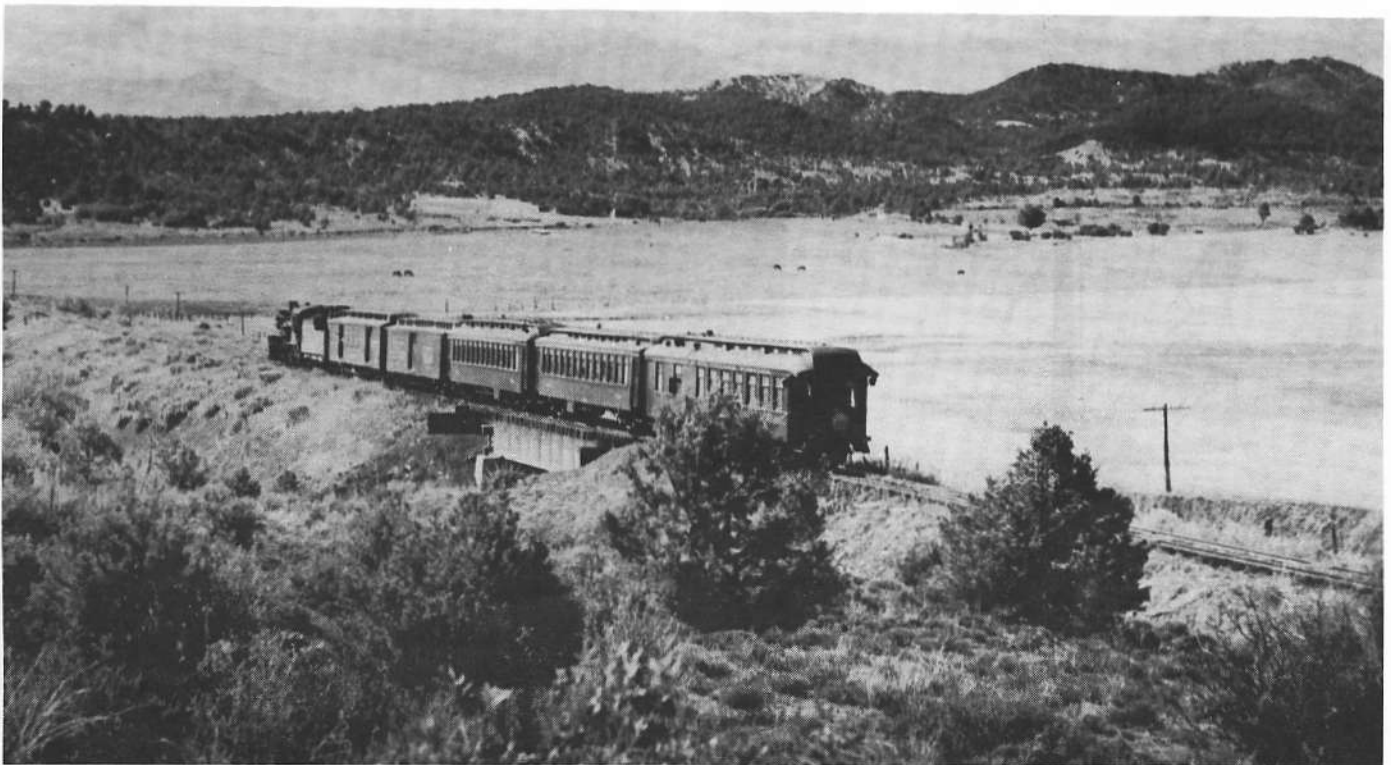
Thus, after 1937 the three parlor-buffet cars were CHAMA, DURANGO and ALAMOSA. They provided the highest form of luxury available to the general public for an extra fare of \$3.

The road out of Denver was changed to standard gauge as far as Alamosa. A third rail was added from Alamosa to Antonito to provide narrow gauge as well as standard gauge service in 1901. Narrow gauge remained west of Antonito.

The dining service on the narrow gauge was the only such service to make a profit on the Rio Grande. The steward on eastbound runs often allowed passengers to buy steaks at a Durango market and have them cooked to order in the parlor car kitchen. Chilled wine was also served on order. Creative comforts were available on the little trains in the rugged, remote San Juans.



In 1934, the COLORADO-NEW MEXICO EXPRESS between Alamosa and Durango was renamed the SAN JUAN, sometimes the word EXPRESS was added. The 200-mile trip took all day, with the average speed being slightly less than 22 miles an hour, including stops. Westbound, breakfast and lunch were served aboard the little dining-parlor car. Eastbound the meals were lunch and dinner. With only four chairs being available, the steward-cook-waiter-porter, a man who wore several "hats," called each diner in the proper order. Ham and eggs, steak and hamburger all tasted delicious when cooked to perfection over glowing charcoal aboard the diminutive diner-parlor car twisting and bouncing through and across the beautiful San Juan Mountains.



D&RGW 2-8-2 No. 483 with narrow gauge westbound SAN JUAN west of Chama NM 1940.
(Gene Hull collection)

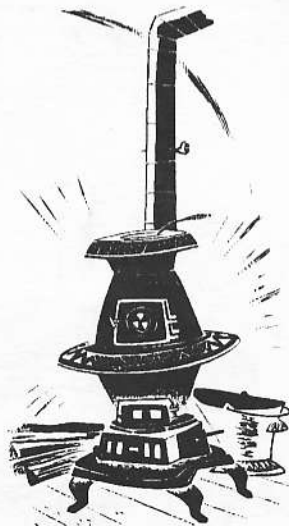


As the dreadful days of World War II came to an end, the local patronage of the little narrow gauge SAN JUAN began to dwindle. Travelers began to desire greater speed. Rubber and gasoline grew more plentiful. A new type of traveler was appearing - the railfan. The reputation of the SAN JUAN train began to spread across the nation, slowly but surely by word of mouth. There was an anachronism alive and well in the rough, rugged and remote mountains of Colorado. The lure of the train attracted the enamored railfan. The geological lure of the land awakened the interest of many others.

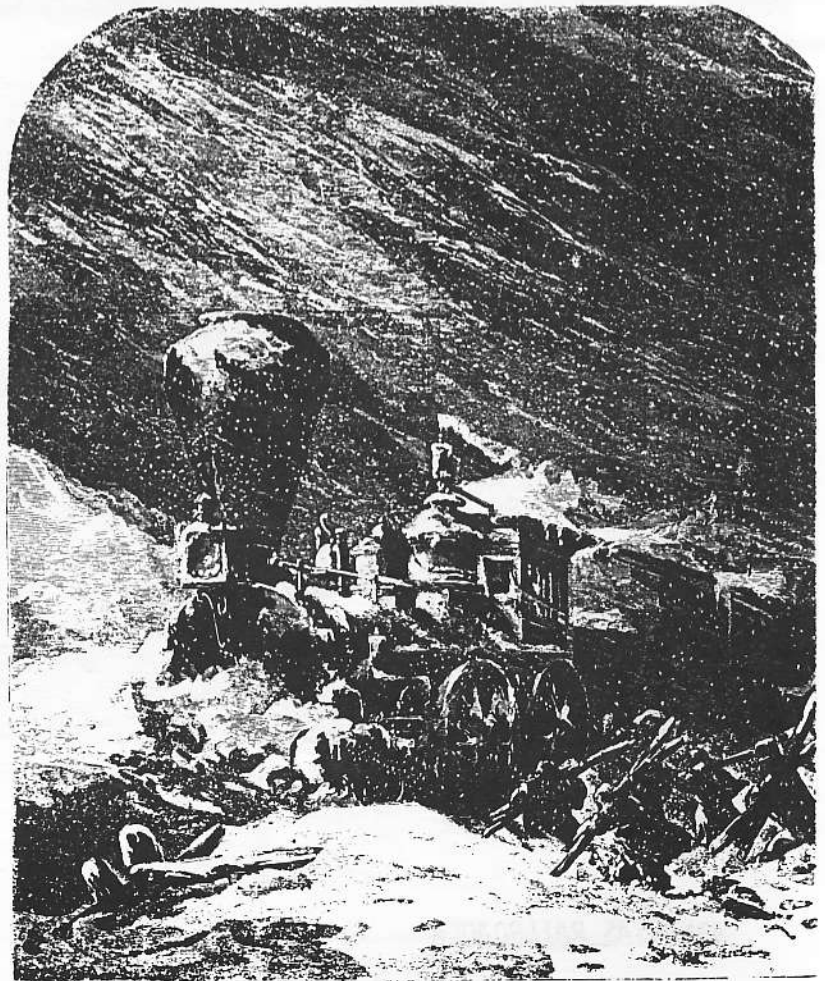
The little narrow gauge train was an attraction within itself. It also provided access to a majestic scenic area. People came in increasing numbers. Strangely, this was an annoyance to the railroad. The growing desire to rid itself of this last vestige of its once vast narrow gauge system was greater than the prospect of increasing revenues from the train. When patrons inquired about the SAN JUAN, company officials denied it even existed.

Insistent application to the Interstate Commerce Commission finally prevailed. One legitimate reason to curtail passenger service was nature's onslaught during the winter months. Passenger count was very low during that time, and alternate travel usually was available. Of course, travel on the narrow gauge or alternate (highway) was frequently disrupted during the winter.

Cooperation often was required between the railroad and the state highway department. Officials made use of snowcats to go into the mountains along the line to measure the snow depth. It wasn't unusual to find 35 FEET of snow covering the rails. Trains often were stalled in blizzards around the Cumbres area. Crews had to be rescued by snowcats, airplanes or helicopters. Winds blowing up from Wolf Creek Basin would send new snow drifting on 15 or 20 feet of snow already packed hard.



ARKANSAS RAILROADER



The Colorado Public Utilities Commission regularly approved traffic tie-ups of 4 MONTHS, while snow removal crews struggled to open the road with bulldozers. KEEPING it open long enough for a train to run from Antonito to Chama, or vice versa, was a tremendous challenge. FIFTY-FOOT snowfall during a winter was not unusual.



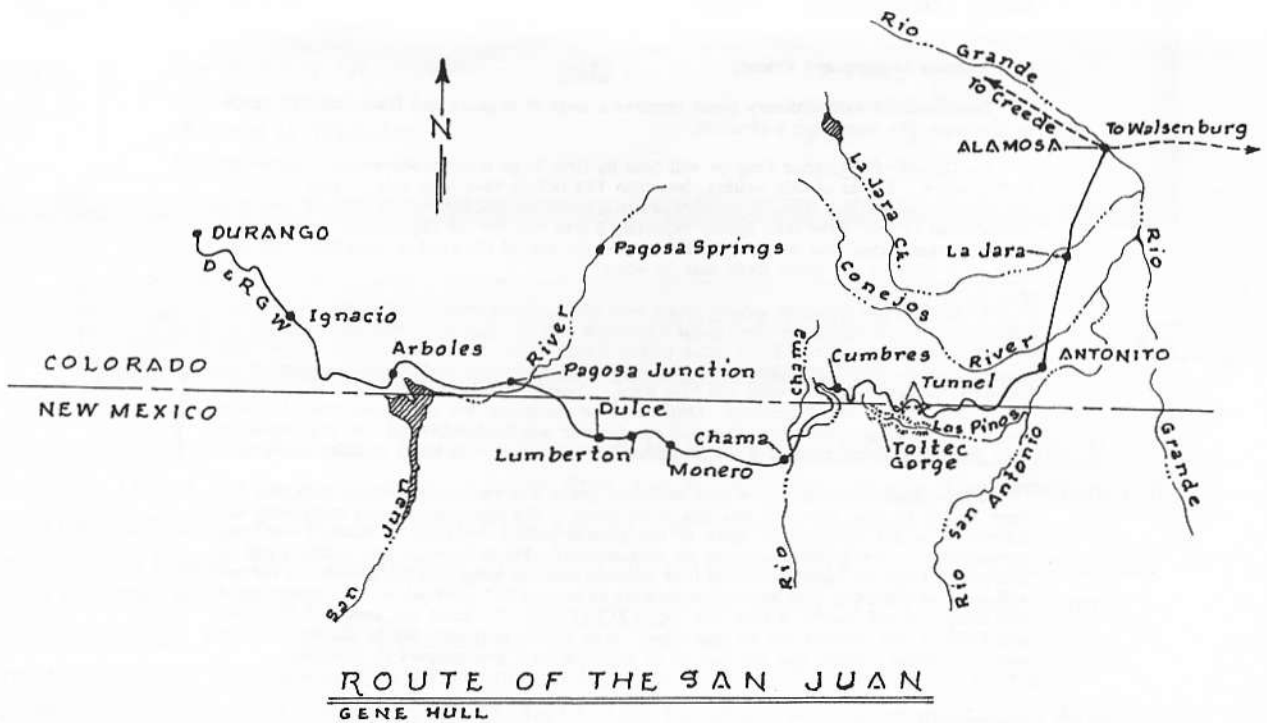
Under these conditions it is easier to understand why the San Juan narrow gauge was not the company's favorite division. In January 1951, passenger service ceased. The SAN JUAN had steamed its way into the land of history.

Occasionally a special passenger excursion would be run over the Cumbres line, but even these were not free from hazard. On 30 May, 1964, after the snow had been removed, the Rock Mountain Railroad Club chartered a special to go see the snowy mountain wonderland.

The train reached Cumbres station at elevation 10,015 feet. Trainmaster Hubert Meek was on the ground valiantly helping 400 railfan passengers find a vantage point for photographs. He reached down to remove some distracting object and he noticed a sudden draft of cold air. This wasn't really unusual, since a spring snowstorm came roaring up out of Wolf Creek Basin.

This time Trainmaster Meek was very concerned because the seam in the seat of his pants had ripped top to bottom and there were hundreds of cameras ready for action. It was a drafty situation.

Meek began a backward, crawfish movement. Someone realized the problem and guided him to a nearby automobile for a quick trip down the hill to Chama and a new pair of pants at Kelley's Store.





In September 1967, the D&RGW requested permission to abandon the narrow gauge between Antonito and Durango, as well as a branch south from Durango, Colorado to Farmington, New Mexico.

The states of Colorado and New Mexico bought the 64-mile segment between Antonito and Chama as a tourist attraction. It became the Cumbres & Toltec Scenic Railroad. The D&RGW removed the third rail from Alamosa to Antonito, and was out of the narrow gauge business, except for the 46-mile line Durango to Silverton. This also went in the summer of 1979, when it was sold to Charles E. Bradshaw, a Florida citrus grower.

The D&RGW was finally a standard gauge railroad. ~~1988~~

HAPPY HALLOWEEN

Intermountain Chapter
of the

NATIONAL RAILWAY HISTORICAL SOCIETY, INC.



Post Office Box 480181
Terminal Annex
Denver, Colorado
80248-0181
(303) 623-6747

July 22, 1994

Dear Chapter Member and Friend,

Sometimes an extraordinary event requires a level of urgency and frankness that needs to hit home. We have such a situation.

On October First, your Chapter will host its first large scale-public-mainline excursion in five years. Yet as of this writing, less than 125 tickets have been sold. What concerns me though, is that less than 20 members have actually bought tickets! A level of numbers nearly equal to this, have been openly expecting a free ride for the opportunity to work this train. Is this a sign that we have finally reached the end of the road in something that has been very close to our heart these past 33 years?

In 1961, a fine group of mostly young men and women formed this Chapter. Within one year, this enterprising group purchased a business car and ran a fine operation, more or less, for over ten years. These same people found others in great numbers to join this upstart club and ran three National Conventions in 19 years. I don't have to go further to extol the further virtues of what you have done. Consider this potent thought: If every one of us (392 strong) would purchase ONE ticket for ourselves, the trip would run! If every one of us would purchase this ticket and one for our wife/husband/friend, the trip would be sold out!! Our break-even is about 350 passengers and this train has a capacity of 525.

I have been involved with a very dedicated group this past month whose only goal has been to try to save this trip and run it somehow. We have revised our marketing and introduced a new flyer aimed more at the general public. A copy is attached for your consideration. The decision is yours on your support. My promise to you is that I will do everything I can by September First (our decision date) to make this thing work. I further will order at this point that no Chapter member or anyone else involved with the operation of this excursion will receive a free ride, NO EXCEPTIONS. I expect our Board of Directors and Officers will support me on this issue. It is simply put; time for us to wake up and smell the coffee. When you are part of an organization - you support it, PERIOD.

Sincerely,


Mike Schalk

Intermountain Chapter President

p.s. For those of us living in the Denver area, it was announced at our June meeting that the Chapter would hold an August meeting. This will be a business meeting only and will focus on what we want our future to be, among other issues. It will be held August 19th, in Room 200 of Denver Union Station (second floor-south end) at 7:30 p.m.. I hope many of you may be able to attend.



1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<u>BOARD</u> -	Robin Thomas '95 10980 Rivercrest Dr #26 Little Rock AR 72212-1412 501-225-1952	<u>BOARD</u> -	Peter Smykla '96 2800 West 37th Pine Bluff AR 71603 501-535-4724
<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128



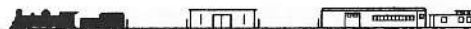
NEXT MEETING/PROGRAM



The next meeting of the Arkansas Railroad Club will be held on SUNDAY, OCTOBER 9 at 2 p.m. at the Twin City Bank building on Main Street in North Little Rock. The program will be given by yours truly, **KEN ZIEGENBEIN**, and will be Super-8 movies of the following subjects: "Rock Island, Fond Memories" - taken by me on May 10, 1980, just before the line west of Danville, Arkansas was taken up; "Rock Island in Arkansas - 1975"; "Auto-Train - other non-Amtrak, 1974-75. All these are my "home movies."

Future programs: The November program on November 13 will be given by David Johnston of Memphis and will be on the GM&O. This program was postponed from August.

NEWS UPDATED through September 11. Estimated mailing date of this issue - September 26. **DEADLINE** for the November issue will be October 9. Please have all stories/news items to me by that date.



CORRECTION - The date of the D&RGW narrow gauge picture on the back page of the September issue was September 1976, not 1993.

AD&N TRIP INSTRUCTIONS - For those of you who have the postcards with your reservations on them for the AD&N trip, please remember that the train will leave Crossett at 9:00 a.m. sharp. Also, **BRING YOUR OWN LUNCH**. Chances are we won't be back in Crossett from Monroe until late in the afternoon.

NOMINATING COMMITTEE FORMED - The Nominating Committee has been formed to come up with a slate of 1995 officers. The committee is: Naomi Hull, Tom Shircliff, Stanley Wozencraft.

OCTOBER 8 ARGENTA DEPOT CLEANUP - After clearing away many trees and bushes from the old Rock Island depot in North Little Rock (Argenta), we need to clean the inside. If you'd like to help, meet at the depot (one block north of Broadway, east of I-30) at 8:30 a.m. on Saturday, October 8.

D&R EXCURSIONS SUCCESSFUL - Excursions on the Dardanelle & Russellville Railroad over the Labor Day weekend were extremely successful. These public excursions, using Reader steam engine #4, cost \$10 adult and \$5 children, with literally thousands wanting to ride. In fact, it was estimated that 2,500 wanted a ride and over 1,000 had to be turned away. Rides on that Sunday left at noon, 2, 4, 6, and 8 p.m. as an example, all full. The D&R (owned by member Bill Robbins), is looking into obtaining more coaches from the Reader Railroad near Prescott.

TO BUY D&R BOOK - It was voted at the September 11 meeting that the club will buy a copy of Gene Hull's and Bill Pollard's book "The Dardanelle & Russellville Railroad" to donate to the NRHS library in Pennsylvania.

HULL'S 50TH ANNIVERSARY - GENE and NAOMI HULL will be celebrating their **50TH** Wedding Anniversary October 1 somewhere in Colorado. Clifton E. (Gene) Hull and Sylvia Naomi Thompson were married October 1, 1944 in Russellville, Arkansas, her home town. They spent all of October 1944 in Colorado and have been going back ever since. They rode the train their first trip to Colorado Springs and rode buses all over that area. They sincerely hope to enjoy many more trips.

We wish you the very best here at the Arkansas Railroad Club and will be thinking of you on the October 1 AD&N trip. Hope you have many more anniversaries. The narrow gauge story by Gene in the preceding pages is dedicated to their anniversary.

WELCOME NEW MEMBERS : This month we welcome the following new members:

RICHARD HARRIS, 200 S Bradley, El Dorado AR 71730
 WALT DAVIDSON, 140 Riviera Dr, Booneville AR 72927
 RUBY HOLT, PO Box 1692, Pine Bluff AR 71613 (rejoined)
 WALT BRANSFORD, 3744 Loch Ln, N Little Rock AR 72116

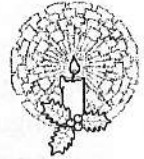
1995 CALENDARS FOR SALE - Enclosed you will find a 1995 Arkansas Railroad Club Calendar order form. This calendar contains 13 B&W photos (12-monthly and one cover shot). See the flyer for details of the photos. Again this year, we chose photos from Arkansas Railroad Club members. All photos were taken in Arkansas and cover time between 1920 and 1994. **COSTS HAVE BEEN LOWERED** from last year (I found a different printer).



Costs per calendar (including postage) are \$7.00 for one, \$6.50 for 2-9, and \$6.00 for 10 or more ordered at the same time. These will make great Christmas/birthday gifts. Sales have been brisk so far.



CHRISTMAS PARTY SET - Our club's annual Christmas party will be held before you know it. Mark your calendar for December 10, a Saturday, at 6 p.m. at the Camelot Hotel in Little Rock. The dinner will be around \$15 and the speaker will be author and club member for many years, James Fair of Austin, Texas. Reservation instructions will be in the November *Railroader*.



NRHS CHAPLAIN DIES - National NRHS chaplain Alexander Hamilton died August 12. He always gave the benedictions at NRHS functions, and did so since 1956. He was 79. (*Cinders, Philadelphia Chapter*)

3985 TRIP? - In May or June 1995, the Union Pacific may be running the 3985 from St. Louis through Little Rock to Pine Bluff and Monroe and we may be a part of this operation. DARREL CASON, an Arkansas Railroad Club member and a Cotton Belt Rail Historical Society member, who has helped fire the 3985 on numerous occasions around the country, suggested in the September issue of CBRHS's newsletter *Cotton Belt Star* that we need to form a group in this area, similar to the Pacific Limited excursion group of the west coast, to sponsor some segments of this trip. With the cost of insurance, work of selling tickets, advertising, etc., perhaps it would be in the best financial interest of our respective organizations to combine our efforts for this trip. Any ideas? Also, since only a handful do the actual work of organizing these trips, the more handfuls the better. Something to think about anyway. Darrel also suggested that the 819 and 3985 doublehead from Little Rock to Monroe. Now, THAT trip would sell out quickly.

WANTED/FOR SALE-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. Only personel inquiries, NO COMMERCIAL BUSINESS, please. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

FOR SALE - *The Dardanelle & Russellville Railroad*, a book authored by club members GENE HULL and BILL POLLARD. This 544-page book contains 247 B&W photos of the D&R and entails that 111-year-old railroad's colorful history. Pre-publication price until December 1, 1994, is \$55.95 (plus tax of \$3.08 per book and \$2.50 p&h). After December 1, the cost will go up to \$65.95. Mail orders to UCA Press, PO Box 4933, Conway AR 72035 or call 501-450-5150.

WANTED - Nothing received this month.

ARKANSAS RAIL NEWS

"BRANSON LIMITED" TO BEGIN RUN - (San Antonio, Texas - Branson, Missouri through Arkansas) - On September 24, 1994, twice-weekly service was to begin on the "Branson Limited" between San Antonio, Texas and Branson, Missouri, running through Arkansas on





its way. The 11-car train will be run by American Orient Express (a joint venture between Switzerland's Reiseburo Mittlethurgau, operator of the famous Nostalgic Istanbul Orient Express, and TransTexas Rail, Inc. of San Antonio). It will be run under contract with Amtrak, and I was told it would use Amtrak locomotives.

At presstime (September 11), the train was scheduled to leave Dallas between 6 and 7 p.m., stopping for a crew change in Little Rock about 2 or 3 a.m. It does not plan to pick up passengers in Little Rock at this time. It was to take about 17 hours from Dallas to Branson, making it arrive in Hollister, Missouri (near Branson) about noon. Departure time from Branson was unknown at presstime.

This train would travel over the famous White River Line of the Missouri Pacific (Union Pacific, now Missouri & Northern Arkansas), going through very scenic territory, with the White River on one side of the tracks and bluffs on the other (the very country talked about in the "WhiteWater" land dealing controversy).

The train includes six sleepers, two diners, two lounge cars and an observation car. Six and seven-day tours include the railfare, all food on the train, hotel accommodations in Branson, four or six shows and transportation while in Branson. Cost, double occupancy, range from \$1,080 to \$1,180 from San Antonio. Arkansas Railroad Club member Bill Eldridge said he viewed this train while in Branson on a test run in late August and found it to be clean with a baby grand piano in each lounge car.

The "Branson Limited" is the successor to the "Texas Dinner Train," which once operated between San Antonio and Hondo, Texas. American Orient Express's phone number in San Antonio is 210-225-1100. (*Arkansas Democrat-Gazette August 29 by Randy Tardy. Phone number gotten by Ken Ziegenbein*)

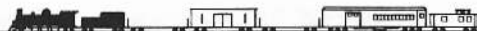
RENOVATION OF HOPE DEPOT PUT ON HOLD - (Hope) - Bids to renovate the Hope depot (Union Pacific, ne. Missouri Pacific) were too high, ranging from \$600,000 to \$900,000, so the city rejected them. That means plans to turn the depot into a museum and tourist information place were put on hold. They will try to get smaller bids in a less ambitious project. (*Texarkana Gazette, July 24*)



ROCK ISLAND CABOOSE ON DISPLAY - (Bentonville) - A 1930 Rock Island caboose is on display on Main Street in Bentonville because of the Benton County Preservation Project. The RI caboose was modified in 1955 and refurbished in 1962. (*The Weekly Vista, Bella Vista, August 17, 1994*)

READER RAILROAD ENGINE IN RUSSELLVILLE - (Reader) - Reader Railroad steam engine #4 was moved to the Dardanelle & Russellville Railroad in Dardanelle on August 12. It will be there for about two years. It was under steam at the Arkansas Railroad Club's August 14 D&R excursion, but they couldn't get it quite ready to pull our train after trying several hours. Engine #4 is the first to be brought up to FRA standards by the Reader.

The Reader owns two more steam engines, #2 and #7. Number 2 should be brought up to FRA standards by late October, while #7 will be redone in 1995, according to part-owner of the Reader RR, Charles Haynie, Jr. People have been brought in to do the job, as well as regular Reader employees. The Reader has not run regular excursions in a couple of years due to the FRA standards not being met.



However, Haynie says plans are to have the Reader running again sometimes this fall. The Reader is also known as the "Possum Trot Line." It is a fascinating operation through the woods of south Arkansas.

Engine #4 was moved via 10-axle truck from Reader, south of Prescott, to Russellville via Highway 24, 19 and 27. (Perhaps the Arkansas Railroad Club could have an excursion on this line sometimes again?) (*Nevada County Picayune, Prescott, August 18*)

NEW RAIL CROSSING BACK ON TABLE - (Mayflower) - A 20-year struggle to get Union Pacific (ne. Missouri Pacific) to install a highway crossing from Highway 89 across two lines of busy U.P. railroad in Mayflower are again on the second-to-front burner. U.P. strongly opposes the crossing due to safety reasons, since it would involve a main line as well as a side track. The city is once again heading to circuit court to force U.P. to install the crossing. The city has condemned the right-of-way for the road to cross the tracks. (Editor's note...since this request for a crossing began in 1973, there have been many rule changes, not the least of which is a federal law requiring the closing of two crossings in a town for each new one built. Also, would the city assume full liability should one of its citizens run through a crossing signal and be hit by a train?) (*Log Cabin Democrat, Conway, July 1*)

U.P.'S UNITED WAY LOCOMOTIVE - (North Little Rock) - On August 18, Union Pacific unveiled its "United Spirit" special-painted United Way 1994 Campaign locomotive at its North Little Rock Jenks

locomotive repair facility. This special painting was done by 150 employees and retired UP volunteers on their own time.

"Union Pacific employees are always willing to work on and help call attention to community service programs like United Way. I'm proud of the effort our Jenks shop employees put into the 'United Spirit' locomotive," said Dick Davidson, Union Pacific Railroad chairman and chief executive officer.

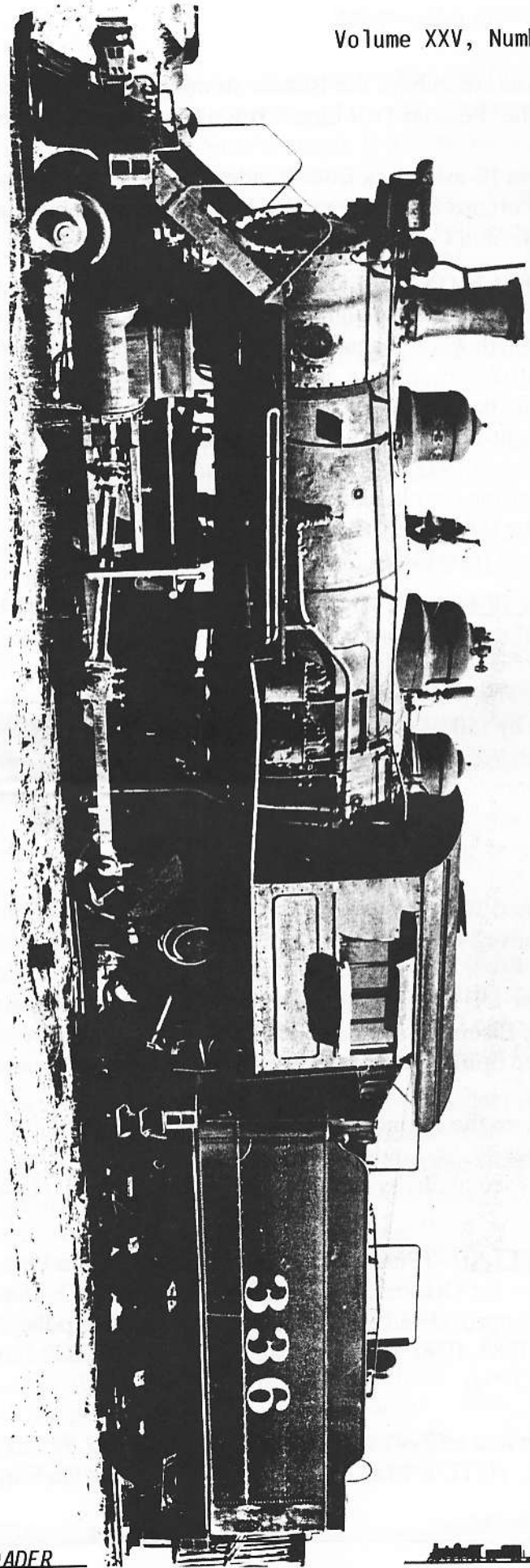


This is only the third time UP has custom painted one of its locomotives, the others being in 1976 to celebrate the U.S. Bicentennial and in 1991 to honor UP employees who served in Desert Storm. The "United Spirit" will be repainted in December to its normal yellow color, so get those pictures now.

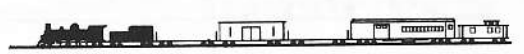
A tentative schedule where the engine will be operating or displayed are: October 1, Lawrence, Kansas; October 19, St. Louis and October 30, Omaha. (Other dates were past this newsletter's deadline - see photo by John C. Jones on back page). (*Union Pacific press release*)

819 TYLER TRIP CANCELLED - (Pine Bluff) - The annual trip from Pine Bluff to Tyler, Texas using 4-8-4 #819, set for October, HAS BEEN CANCELLED. This is due to Southern Pacific's lack of approval and their \$200 million insurance policy. The *Cotton Belt Star* has made this trip in 1988, 1990, 1991, 1992 and 1993. (*Cotton Belt Star, Cotton Belt chapter NHRS, September 1994*)

There are about 3,020 ties to a mile of track. In 1963, there were 941,041,834 cross-ties on Class I railroads in the U.S. (UTU's "Man on the Move" Scrapbook via Wayne Porter)



336 at Lewisville, Arkansas, March 1950. Photograph by Harold K. Volkath, 1000 West 97 Terrace, Kansas City, Missouri, 64114. Built by Baldwin, 1909. Total Engine Weight, 159,000; Cylinders, 19 x 26; Boiler Pressure 200; Driving Wheel Diameter, 51"; Tractive Power 31,286. Now located at Lewisville, Arkansas, this is the only other Cotton Belt steam engine left besides the 819.





COTTON BELT #336 MOVED - (Lewisville) - On August 13, SSW 2-6-0 #336 was finally moved from Lewisville to the Arkansas Railroad Museum in Pine Bluff by volunteers of the Cotton Belt Rail Historical Society. The locomotive, built in 1909, had been on display in a Lewisville park for years, and is one of only two Cotton Belt steam engines still in existence, the other being the 819. The 336 had to be taken apart extensively to be hauled by truck from Lewisville to Pine Bluff. At 8 p.m. on August 13, the engine was on the engine track at the museum, and on August 20 it was moved inside the museum, next to the 819. It will be cosmetically restored over the years.

The 336 operated on the Cotton Belt until the late 1940s, when it was sold to the Meriwether Gravel Company and ran about 7 miles outside of Lewisville at the gravel pits. The locomotive and its tender (also in Pine Bluff) was donated to the Lewisville park in the early 1960s. Robert McClanahan, president of the CBRHS, said they'll look at getting steam in the engine should it be feasible someday, but they want to get it cleaned up first. (*Cotton Belt Star, the Texarkana Gazette, August 15 via P. B. Wooldridge, and Bill Bailey. A 1950 photo of the 336 at Lewisville by Harold K. Vollrath - on previous page - was sent in by P. B. Wooldridge*)

KCS STARTS NEW SPEED LIMIT - (Ashdown) - Kansas City Southern has raised the speed limit on its main lines through Arkansas up to 45 mph. However, KCS will still only go 20 mph through Ashdown. (*Little River News, Ashdown, August 4, 1994*)

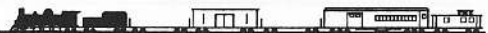
MARION CRANK APPRECIATION DAY - (Foreman) - On September 1, there was a 25-year appreciation celebration of the creation of the Arkansas Cement Plant (now Ash Grove Cement Company). Marion Crank, now 79, was the person responsible for this plant, built in 1959. When the plant was dedicated on January 21, 1959, a special train was run from Little Rock to Foreman (in southwest Arkansas), the first passenger train through Foreman since 1949 (this line now belongs to the Kiamichi Railroad). The train contingent was led by W. R. "Witt" Stephens, co-founder of Stephens, Inc. Consist of the special train was nine cars, with a special private car for then-governor Orval Faubus. The train ran from Little Rock with stops at Benton, Malvern, Arkadelphia, Prescott and Hope. There were over 450 passengers aboard that 1959 day.

On September 1, the 25-year celebration, now-governor Tucker was accompanied by U.S. Senators Bumpers and Pryor, both former governors of Arkansas. (*Little River News, Ashdown, August 25, 1994*)

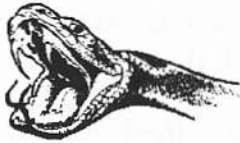


NEW TANK CAR PLANT - (Paragould) - The Arkansas State Senate approved on August 18 a tax-exemption bill that would allow a company to build railroad tank cars in Paragould. The city would have to build rail spurs to the new plant, which would be close to Southern Pacific and not too far away from Union Pacific. The new plant would employ 275 people. (*Jonesboro Sun, August 18*)

TRAIN TRAVEL RECORD? - (Booneville) - Mona Tippins of Booneville will set out to break the Guinness Book of World Records for the most unduplicated miles of train travel, hoping to surpass 80,000 miles. She will leave the first week of October on a trip to Europe, then travel across the U.S. and Canada by train. Tippins was a travel agent who loves train travel. (*Booneville Democrat, August 24 by William Landrum*)



UNION PACIFIC CROSSING COMPLAINTS - (El Dorado) - Apparently, citizens of El Dorado are upset that Union Pacific is blocking some of its streets during rush hours. However, UP is expected to be at Great Lakes and Lion Oil Companies at certain times of the day, and that's why the busy streets are blocked at busy times. Rob Schoutz of UP in Gurdon advised UP crews of these complaints. (*News-Times, El Dorado, August 11*)



SLITHERING RATS/SNAKES/ASSORTED VERMIN - (Texarkana) - Various kinds of Earth's finest animals and insects are overrunning parts of Texarkana and the KCS Railroad is getting some of the blame! Some rodents are the size of small dogs. According to Gale Brown of the Spring Lake Park neighborhood near Texarkana, part of the problem is grown up weeds along KCS's right-of-way and she wants the railroad to clear some away. KCS says its cutting machine has been down lately. (*Texarkana Gazette, August 20*)

Count your life by smiles, not tears; count your age by friends, not years.

GEORGE HOUSE DEMOLISHED - (Little Rock) - The 135-year old antebellum Alexander George House, next to the Rock Island's Choctaw Depot (now the Spaghetti Warehouse), was demolished to create a parking lot the week of August 26. The house had lots of history with the Little Rock Catholic Diocese, the Rock Island (which had offices there), and St. Vincent Infirmary Medical Center using it at one time or another. Even though preservationists mourned its loss, the Spaghetti Warehouse had been actively seeking a buyer of this house for three years. They had only asked \$15,000 for it, but it would have taken thousands more to renovate - it was in really bad shape.

The George House was built for George, a leading German settler, and had walls 20 inches thick. (*Arkansas Democrat-Gazette, August 26 via Jonathan Royce*)



GENERAL RAIL NEWS

ANOTHER MERGER - Conrail and Norfolk Southern are negotiating a merger that would form the nation's second largest railroad, behind the recent proposed merger of the BN and Santa Fe. NS has 14,700 miles of track and Conrail 11,900 miles. Both railroads combined would have about 50,000 employees. The KCS and IC also announced plans to merge in July. NS had 1993 revenue of \$3.7 billion while Conrail had \$3.3 billion.

The government created Conrail in 1976 from the Penn Central and five other bankrupt eastern roads. By the mid 1980s, after Conrail was making a good profit, the government put it up for sale. The DOT picked NS as the successful bidder, but Congress derailed the plan and Conrail went public in 1987. (*various sources including the Dispatcher, Central Oklahoma Railfan Club, September 1994*)

KODAK BUYS QUALEX - In 1988, Kodak formed a partnership with Qualex, which then took over the former Kodak processing laboratories under the name "Kodalux." Well, it appears there were many complaints of the new processing, so Kodak has now bought the entire company and will be in control of its own processing again. (*New York Times via Cinders, Philadelphia Chapter*)



NEW SHORT-LINE LOCOMOTIVE REPAIR SHOP - (Paris, Texas) - Paris Power, run by Kenneth Hadley, only has two employees now, but soon will add more as the shop starts repairing short-line locomotives as well as ordinary automobiles. Mr. Hadley is a GM certified master technician. He has 17 letters of intent from short lines that they will use his facility. The Kiamichi Railroad is one that goes directly to Paris. (*The Paris News, July 31, 1994 via Jerry Nunn*)



GATEWAY WESTERN FOR SALE? - (Kansas City) - Member FRED RICK reports a rumor that the Gateway Western shortline is for sale out of Kansas City. Interested parties include the IC, CSX and SP.

UP ABANDONMENTS? - UP has published intentions to eliminate: 12 miles between McPherson and Lindsborg, Kansas (UP); 53.20 miles from Osawatomie to Osage City, Kansas plus the Overbrook to Lomax Jct (Topeka branch of the MoP); the 65 mile Council Grove to Bridgeport, Kansas segment of the *Colorado Eagle* line (MoP). This latter line has several D&RGW/SP trains a day on it out of Herington, Kansas. Could it be, notes Larry Byers via *The Mixed Train*, that UP is trying to exert pressure on SP to buy the east-west line across Kansas instead of continuing trackage rights? (*The Mixed Train, 1994-7*)



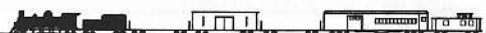
MKT OIL CARS - According to the the 1994-7 issue of *The Mixed Train*, there are still several MKT company oil cars in service in the RED MKT paint. These haul used crankcase oil from various UP points to Red Giant Oil in Council Bluffs, Iowa.

UP MISSOURI OPTIONS - (Lee's Summit, Missouri) - While awaiting the ICC's decision on the abandonment by SP of its Kansas City to St. Louis Rock Island line (which hasn't seen a train in 14 years), Union Pacific is still considering buying 25 miles of the line out of Kansas City to use as a coal-train line. Other options, according to Alex Tice of UP Public Relations, is to bypass Lee's Summit with a new line, rehabilitate the entire 25 miles, or increase the company's existing rail capacity. Rehabilitating the line would cost \$26 million. (*Lee's Summit Journal, August 19 via Fred Rick*)

TEXAS BULLET TRAIN DEAD - As of August 19, the talked-about bullet train proposal from Houston to Dallas to San Antonio was officially killed, due in part to Texas TGV defaulting on its pledge to raise \$170 million by the end of last year. Landowners along the proposed route also objected to the line. (*New Ulm Enterprise, New Ulm, Texas, August 25*) (Editor's note...being from New Ulm, and with the proposed line running close to the town, I can understand the people's reluctance to have it in their backyard. However, had this line of thinking been in place in the 1950s, no interstate highways would have been built either nor would any large airports. It would have been too disturbing to all the towns they were in. I don't think it's possible today to build anything anymore. All sense of adventure and all willingness to take chances on new ventures has been lost in this country. A "me first" attitude and "they" be damned is the way to act today. You would be amazed at the number of riders these high-speed trains would have carried. Just look at how successful the new rail transit systems have become in Atlanta, Washington and St. Louis.)



When a man gets blue, he grabs a train and rides.
- on a wall in the Hard Luck Cafe in Branson, Missouri





AMTRAK NEWS

SAFETY SUMMIT TO MEET - Secretary of Transportation Federico Peña announced on August 4 that a railroad safety summit will convene soon. Among the topics discussed would be rail/highway crossing safety, including the closing of many crossings, and Amtrak's recent accidents. He said, however, that Amtrak was extremely safe. Also, the following, from the August 6 *Washington Post*, Don Phillips wrote that..."Despite the spate of (Amtrak) accidents, a passenger train is an unusually safe place to be in a wreck. Deaths are rare and injuries usually are minor, even in high-speed wrecks. The Lake Shore Limited wreck August 3 is an example. It left the track and crashed down an embankment at 78 mph, but most of the more than 300 passengers were uninjured, and only a handful of the more than 100 injuries were serious. Few other conveyances could crash at 78 mph with such benign consequences.

That is because passenger cars, built sturdily for the harsh railroad climate, usually remain intact in wrecks and have no fuel or other source of fire aboard. Amtrak officials often express anguish that nonfatal train wrecks receive major news media coverage while more than 40,000 people die yearly on highways with little notice..." (*NARP News, September 1994*)

FLYING OUT OF AMTRAK - On July 25th, as night fell on the desert in Nevada, Amtrak's *California Zephyr* came to a screeching halt when a passenger pulled the air, placing the train in emergency. The person then jumped out of the car's window, near Valmy, Nevada. Some wheels had to be replaced due to the sudden stop. (*The Mixed Train*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

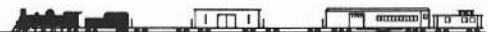
☞ ...note...these are listed sequentially by dates, earliest dates being first...

EUREKA SPRINGS, ARKANSAS - Eureka Springs & North Arkansas Railway 6-day a week excursions. Trains leave every hour 10 a.m. until 4 p.m. - Dinner trains also run at various times. - Trains run on original right-of-way of the famous M&NA trains of 50 years ago - for more information, call 501-253-9623 or 253-9677.

SPRINGDALE, ARKANSAS - Ozark Scenic Railway, through the Fall - Passenger trips on the Arkansas & Missouri Railroad between Springdale and Van Buren over the former Frisco line - shorter trips also available as is one from Van Buren to Winslow - for the latest schedules and fares, call the A&M in Springdale at 501-751-8600, 1-800-687-8600 or 800-452-9582. Write to Arkansas & Missouri Railroad, 107 N Commercial St, Springdale AR 72764 or if getting on in Van Buren, the Old Frisco Depot, 813 Main St., Van Buren AR 72956. Credit cards accepted.

BRANSON, MISSOURI - The Branson Scenic Railway runs 1½-hr excursions into Arkansas over former Missouri Pacific tracks (White River Line) everyday except Tuesdays - currently they run 4 southbound trips a day - call 417-334-6110 for fares and scheduled departures - they use former *California Zephyr* dome coaches.

BELTON, MISSOURI - Short weekend trips out of Belton behind famous Rock Island E-unit #630 through the early fall - contact the Smoky Hill Railway, 502 Walnut Street, Belton



MO 64012-2516 for times and prices.

DILLWYN, VIRGINIA - October 8, 15, December 10 - The Buckingham Train and the Santa Claus Train - These annual fall and Christmas trips are run by the Old Dominion Chapter, NRHS - roundtrips between Dillwyn, Virginia and New Canton or Alpha - contact The Buckingham Train, Old Dominion Chapter NRHS, PO Box 8583, Richmond VA 23226.

WATONGA, OKLAHOMA - October 7,8,9,22,23 - November 5,6,19,20 - The Watonga Chief will be running its Fall dinner and regular trains at various times. This is sponsored by the Central Oklahoma Railfan Club - dinner trains are \$27.50, ride only \$17.50, river trains \$5.00 - contact the Railfan Club at 2936 Bella Vista Drive, Midwest City OK 73110.

PARAGOULD, ARKANSAS - October 1, 1994 - First Annual Crowley's Ridge College Railroad and Miniature Farm Equipment Show and Flea Market - 9 a.m. to 4 p.m. - Railroadiana and Tinsplate and scale model trains and tractors will be featured. Table space Free if you bring your own table, or \$5 if you use theirs. - Admission is \$2.00. - To rent tables, call Steve Hoffman evenings at 501-236-6621 - rental fee \$10, but will be refunded when you show up - College located on Hwy 412, five miles west of Paragould - contact Trains 'N' Tractors 1994, Crowley's Ridge College, 100 College Drive, Paragould AR 72450.

RICHMOND, VIRGINIA - October 1 & 2, 1994 - Steam excursion between Richmond and Appomattox, Virginia and return each day using the NS's #611 - cost is \$69 adult - call 800-451-6318 or write to Steam Train, Old Dominion Chapter NRHS, PO Box 8583, Richmond VA 23226.

CHATTANOOGA, TENNESSEE - October 21,22,23 - Roundtrip Chattanooga-Oneida using NS modern locomotives. These are the 26th annual Tennessee Autumn Trains. The 258-mile roundtrip is NS's busiest trackage - cost is \$89 coach - contact Tennessee Valley Railroad Museum, 4119 Cromwell Rd, Chattanooga TN 37421-2119 or call 615-894-8028.

HOUSTON-SMITHVILLE, TEXAS - November 5, 1994 - Rare-mileage UP streamline excursion over former KATY tracks Houston to Smithville, Texas and return. These tracks will soon be taken up outside of Houston. - Powered by UP's famous E units pulling its fleet of streamlined cars. - Train will depart Houston (Eureka Yard) 8 a.m., stop for lunch in LaGrange, Texas, return to Houston by 6:30 p.m. (It will go through your editor's hometown of New Ulm, Texas) - \$89 roundtrip, \$129 dome - Contact Gulf Coast Chapter NRHS, 12335 Kingsride #220, Houston TX 77024-4116.

The **ARKANSAS RAILROADER** is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The **RAILROADER** is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

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

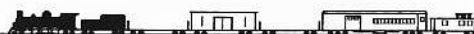
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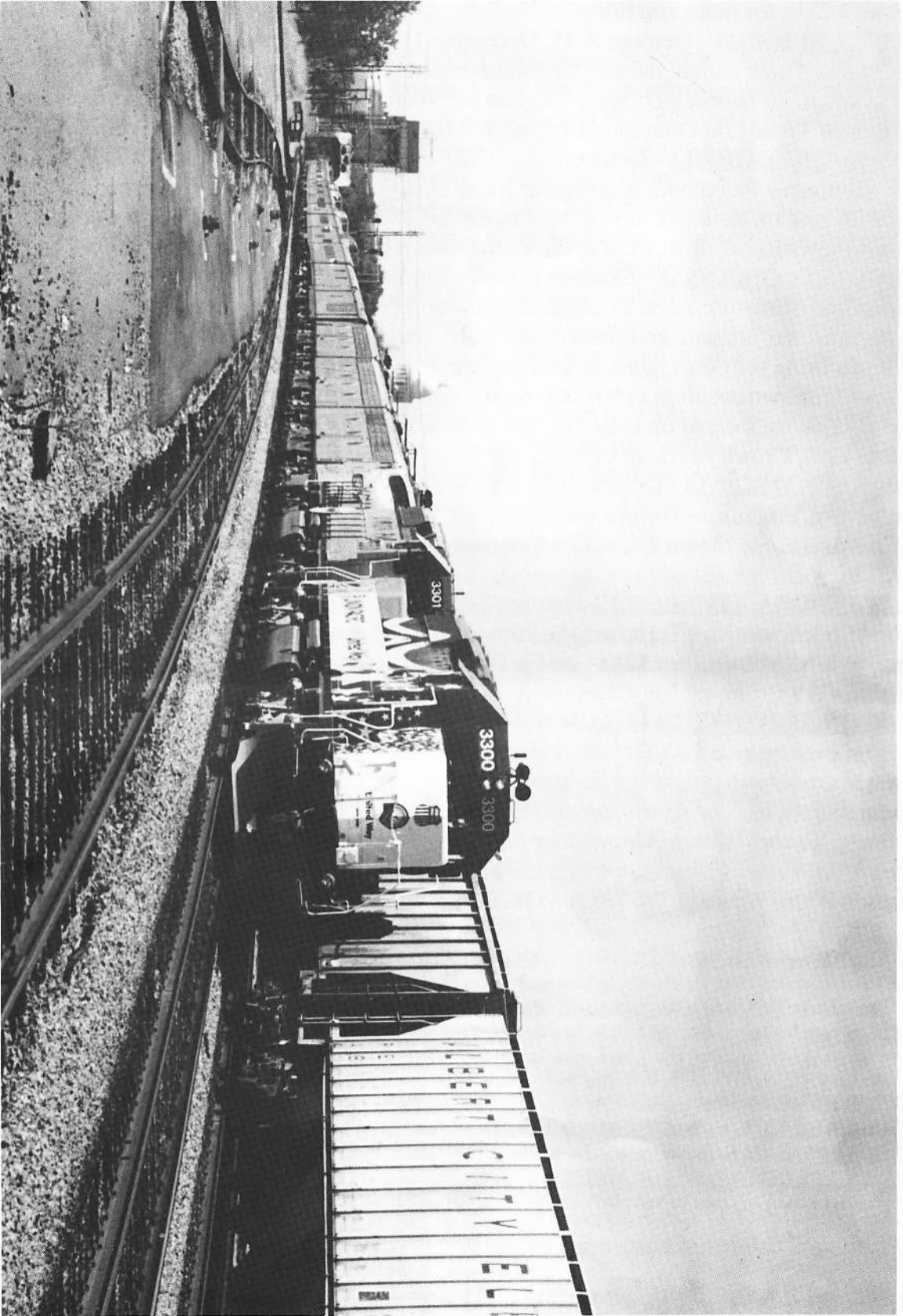


**ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119**



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Union Pacific special INLCB21 (UP employees club) northbound, August 21, 1994 with newly painted #3300 in the lead, followed by UP's famous E-units and its streamlined train. The train had just crossed the Baring Cross Bridge from Little Rock into North Little Rock and was heading for Council Bluffs, Iowa. The locomotive was painted by UP volunteers at the Jenks Shop in North Little Rock in honor of UP's continued support for United Way - see story inside. (John C. Jones photo)