

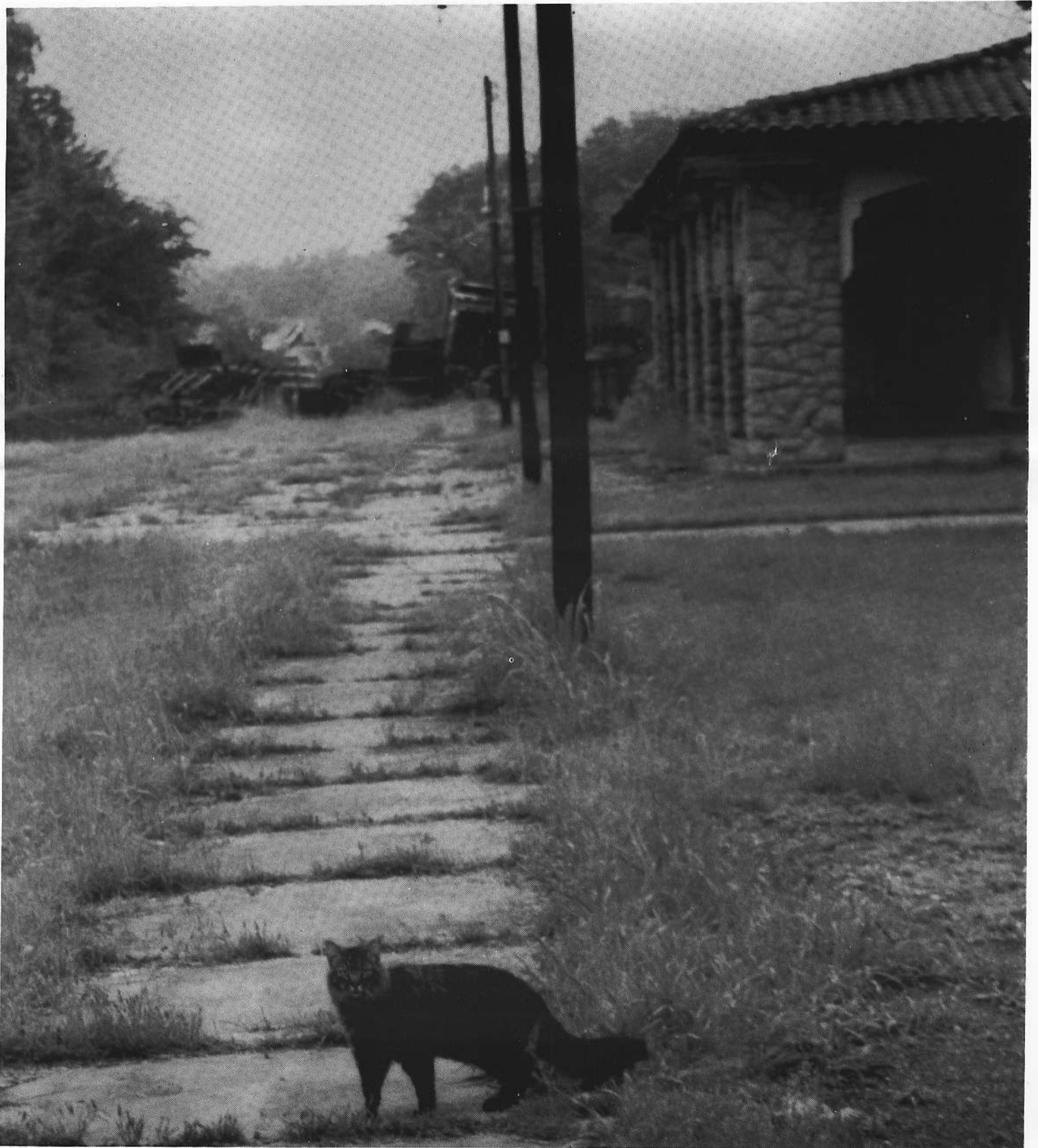


LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 25 NUMBER 9 SEPTEMBER 1994



COVER PHOTO - A stray cat checks the photographer out while walking on the west side of the abandoned Rock Island depot at Booneville, Arkansas, May 13, 1994. (*Ken Ziegenbein photo*)

REMEMBERING

by: P. B. Wooldridge

How I'd love to go back
To that old single track,
To things as they used to be!
But I can never go back
And I'll never more see
The things that used to be.

Life's clock never stops,
And our time runs out,
As the old-timers fade away.
But the memories still linger
All the year thru December,
And the dawn of a distant day.

REMEMBERING

by: P. B. Wooldridge

The years come and go, and the old depot
Succumbed to the passing of time.
We think of the days, and we think of the ways
Fate gave us the hand we were dealt.
But our dreams came true, on the dear old Cotton Belt.

We can never forget all those friends we have met
Up and down that old railroad line.
Thru the hopes and the fears, down thru the years
They've always been comrades of mine.

I wandered here, and I traveled there
In the days of my youth, Hobo
And I still have that dream
That a fast freight with steam
Will come roaring down the line.

1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>PRESIDENT</u> -	Matt Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627	<u>VICE-PRESIDENT</u> -	Tom Shook 1716 Alberta Dr Little Rock AR 72207-3902 501-225-8955
<u>TREASURER</u> -	Dick Byrd 30 Tanglewood Dr Durango CO 81301 303-259-4010	<u>SECRETARY</u> -	Sharon Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627
<u>EDITOR</u> -	Ken Ziegenbein 905 Valerie Dr N Little Rock AR 72118-3160 501-758-1340	<u>NATIONAL NRHS DIR</u> -	Dick Davis PO Box 45316 Little Rock AR 72214-5316 501-565-3572
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NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, SEPTEMBER 11 at Twin City Bank on Main Street in North Little Rock, beginning at 2 p.m. The September meeting will be on Switzerland's narrow gauge by Paul Moon and Bill Springer.

In October, Ken Ziegenbein will show 8-mm movies of Rock Island in Arkansas taken in the late 1970s (about 15-minutes worth), plus other movies of various subjects taken in the 70s and early 80s. Note that future programs could change over time.

AD&N TRIP "SOLD" OUT - The free trip on the AD&N/AL&M between Crossett and Monroe sold out less than a week after the newsletters were mailed. We only had 50 seats available and already had 62 reservations as of August 5. If you sent in your card, we'll put you on a waiting list. Acknowledgement postcards were sent out as reservations were received. The train will leave Crossett at 9:30 a.m. on October 1.



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.

MEMBERS AUTHOR NEW D&R BOOK - GENE HULL and BILL POLLARD have written a new 544-page book on the Dardanelle & Russellville Railroad (see brochure enclosed). The book, called *The Dardanelle & Russellville Railroad*, contains 247 B&W photos, as well as maps and illustrations. Pre-publication price, until December 1, 1994, is \$55.95 (plus tax of \$3.08 per book and \$2.50 mailing and handling for first book, .50¢ each additional book). After December 1, the price will be \$65.95. If you'd like one, mail order to UCA Press, PO Box 4933, Conway AR 72035, or use the brochure enclosed. Phone is 501-450-5150.



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.

ARGENTA DEPOT CLEANUP - On Saturday, July 23, several members of the Arkansas Railroad Club cut trees and grass from the old Rock Island depot in North Little Rock, the Argenta Depot (see before/after shots elsewhere). KTVT, the CBS affiliate in Little Rock, had a camera there as well as the *Democrat Gazette*. Present were JOHN HODKIN, JR., JOHN C. JONES, MATT AND SHARON RITCHIE, and KEN ZIEGENBEIN. The depot was open, and the inside was in surprisingly good shape, although dirty.

PEACE BLOSSOM/REST IN PEACHES - Well, I did it again! Twice I put "Peace Blossom Special" in the August newsletter instead of "Peach Blossom Special." Sort of reminds me of the time I was doing our church newsletter and accidentally put "Rest in Peaches" instead of "Rest in Peace" in a death announcement...didn't catch it until it had been mailed. Never heard a word about it, either.

43 YEARS IN RAILROADS - Member, and President of the Ashley, Drew & Northern Railroad, RUSSELL TEDDER, celebrated 43 years in the railroad business on August 23, 1994.

ARKANSAS RAIL NEWS

FATAL CROSSING ACCIDENT - (Portia) - Two Walnut Ridge teens were killed Saturday, June 25, when the pickup truck in which they were riding pulled into the path of a freight train two miles east of Portia (on the Burlington Northern). Sandra Kay Bayles, 14, and Jarod Lee Ripley, 16, were killed when they were thrown from the vehicle as it rolled over at least 5 times. Police said the driver, 17-year-old Walter Bayles, was going south on U.S. 63



and tried to turn left onto U.S. 412, crossing the tracks in front of a Santa Fe train (SF uses the BN through Arkansas to get to Memphis and Birmingham). Apparently the driver didn't see the train until he was on the tracks. The train went into emergency, stopping **1/2 mile** down the tracks. Bells and lights at the crossing were operating. (*The Times Dispatch, Walnut Ridge, June 29*)



TWO FATALITIES - On June 16, a man walking on UP tracks in Little Rock was killed. He ignored the train's whistle. And on July 26, a 12-year old boy was killed by a train as he rode his bicycle on the tracks in McRae.

NAFTA CREATES UP JOBS - (Little Rock) - Union Pacific has been recalling and hiring workers throughout its 19-state system to meet growing business levels in Mexico, due mainly to the NAFTA trade agreement. About 40 jobs were added at the North Little Rock Jenk's Shops, 287 jobs nationwide. 3,590 assembled U.S. automobiles were exported to Mexico January-March, 1994 compared with only 453 in the first quarter of 1993, and most of these got shipped via U.P. (*Arkansas Democrat-Gazette, June 19, by Randy Tardy via Jonathan Royce*)

UP SHIFTING JOBS FROM McGEHEE - (McGehee) - On June 16, Union Pacific announced that it would move about 20 jobs from McGehee to Monroe, Louisiana as it changes its crew-changing point from McGehee to Monroe. (*Times-News, McGehee, June 22*)

NEW LOCOMOTIVES - The Little Rock & Western will acquire two RS32 Alcos from the East Tennessee Railroad. (*Barton Jennings*)

OUACHITA SCENIC TO RUN? - (Hot Springs) - As of early July, the Ouachita Scenic Railroad of Hot Springs had not come to an agreement with Arkansas Midland Railroad to run excursions out of the city to Mountain Pine (they ran southward to Willow Spring last year carrying 17,000 passengers). They could run on the same route they used last year, but didn't want to. The track to Mountain Pine is not rated for passenger service. Steve Phipps, owner of the Ouachita Scenic, said that Arkansas Midland officials would sell the Mountain Pine line at scrap value to the city or others, but Arkansas Midland General Manager Gary Hunter said the railroad was NOT selling the line for scrap value and that, in fact, they were upgrading ties and track on the section for improved freight service. Hunter did say, however, that they would sell the Mountain Pine line to the city of Hot Springs, let them upgrade the tracks but let Arkansas Midland haul freight on it, then the Ouachita Scenic could use the line and give the city \$2 per ticket to help pay for the upgrade.

Jody Williams, Vice President of the Ouachita Scenic, said he didn't want to use Arkansas Midland's crew and labor if they would start operations again because of two safety incidents last year (one saw the Ouachita's four passenger cars rolling free and stuck by three automobiles July 7, 1993 at a crossing, the other when a locomotive connected with the passenger cars at too-high a speed on September 5, 1993, slightly injuring several passengers). Because of these incidents, the Ouachita Scenic lost its liability insurance.

Williams said they are considering changing the Ouachita's name, and set April 1, 1995 as a target date for reopening the line. (*The Sentinel-Record, Hot Springs, July 10 by John Howard*)

LONOKE DEPOT LANDSCAPE - (Lonoke) - The Main Street Lonoke board selected an open, grassy area design for that area around the old Rock Island depot. The caboose and



boxcar west of the depot now will be moved east of the station and put on the tracks once again (apparently the tracks are no longer used). (*Lonoke Democrat, July 20*)

OZARK MOUNTAIN RR ON HOLD - (Green Forest) - The ICC ruled August 9 to make the Ozark Mountain Railroad reveal its financing before proceeding with a needed environmental study to build the Northwest Arkansas/Southwest Missouri tourist line. OMR's president L. D. Stordahl said he would file suit against the ICC, because he said it was impossible to nail down the \$1 billion financing before the environmental study was complete. Landowners along the proposed line think that it is a land-grabbing scheme, whereby eminent domain would be used to get land free and resell it for projects (this would be impossible, since the land would go back to the landowners should no railroad be built). Stordahl also planned theme parks along the lines in Eureka Springs, Branson and Harrison. Opponents also stated that they were worried about train engines causing air pollution, which Stordahl denied. (Ed. note...while there may be reasons not to like the proposed rail line, citing engine pollution is a swing in the dark. Bet the same people wouldn't think twice about smoke-spewing pickups without license plates running on their country roads, even though they would cause several times the amount of pollution).

Stordahl said something that is true: "Under the full regulatory process, nobody has been able to build a railroad in decades, because you need ICC approval on every step of the process." (Wonder how many railroads would have been built 100 years ago had these laws been in effect then?) (*Arkansas Democrat-Gazette, August 10 via Jonathan Royce*)

GENERAL RAIL NEWS

MORE CREDIT - I wish to thank RANDY COOKUS of Kansas City for first informing me of the ATSF/BN merger last June 30. His call was the first I'd heard about the official merger.



SPEAKING OF MERGERS - Watch out for falling flags! Not only is the Santa Fe about to no longer be an individual railroad, but the KANSAS CITY SOUTHERN may now merge with the ILLINOIS CENTRAL. Remember when the KCS talked about buying the SP years ago? Now it might be merged with the IC.

Barton Jennings thinks the IC may now spin off much of the Midsouth to pay for this purchase. Many of the new KCS customers are not happy since they were ignored earlier by the IC and received better service under the Midsouth and KCS operations (the KCS recently bought the Midsouth through northern Louisiana - this line went from IC to Midsouth to KCS and now possibly back to IC/KCS). Bart also says that word from the NS is just wait until you see the next merger come along ... UP/NS? ... BN/ATSF/CONRAIL? ... CSX/SP?

Specifically, Kansas City Southern announced on July 19 that it had agreed to sell its railroad operations to the Illinois Central Corporation for \$1.6 BILLION. Landon Rowland, KCS's CEO, said that most of KCS's employees would retain their present jobs after the merger (which requires ICC approval). Gilbert Lamphere of IC would be chairman of the new company. If everything goes right, the merger could be effective as early as early 1995. Some analysts say that a few parallel lines might have to be eliminated.

In 1993, the Illinois Central had 2,880 employees, was headquartered in Chicago, and ran on



2,717 miles of track. That same year, the KCS had 2,664 employees, was headquartered in Kansas City, and had 2,733 miles of track. The IC was chartered in 1851, the KCS in 1886. KCSI stock fell \$2.50 the day after the merger and another \$1.38 the next day. (*Kansas City Star*, July 20, 1994 via Jerry Nunn)

HORSEPOWER vs. MOUSEPOWER - Ever lose sleep at night wondering how many mice it would take to pull a train? Well, you weren't the only one, believe me. The definition of horsepower is the force to raise 33,000 pounds a distance of one foot in one minute. The average mouse weighs a little more than an ounce and can probably lift its own weight. Therefore, 15 mice should be able to raise one pound one foot in one minute, so 495,000 able-bodied mice can probably exert as much power as one horse. NS's steam locomotive No. 611 packs 5,200 horsepower. That means it would take 2,574,000,000 (that's 2.6 billion) mice to equal 611's horsepower. BUT...where would the NS put them? In tenders of course!! Since each tender holds 30 tons of coal, one tender would only be large enough for 3.5 million mice. The railroad would need 727 tenders to hold enough mice to power the 611. (Onboard Times, NS Corporation, Edition No. 5, via The Scrambler, Arkansas-Boston Mountain Chapter NRHS)

MISSOURI MAY GET ROCK ISLAND CORRIDOR - (Kansas City) - In mid July, the Missouri Department of Natural Resources signed a contract with Southern Pacific that would transfer SP's legal interest in the old Kansas City-St. Louis Rock Island line to the state in the event the rail line is allowed to be abandoned. Union Pacific wants to buy 25.9 miles of this line from Kansas City to Pleasant Hill for its coal trains (see the August *Railroader*). The line proposed for abandonment runs from Pleasant Hill to Owensville, Missouri. (*Lee's Summit Journal Advertiser*, July 13 via Jerry Nunn)

UPGRADING KCS TRACKS - (Calhoun, Louisiana) - The KCS has rebuilt its siding at Calhoun, Louisiana, about 10 miles west of Monroe using heavier track. Contractors installed about 3,000 feet of new rail on this siding in mid July. That means this will be the KCS's primary line between Dallas and Meridian, Mississippi. (*The News-Star, Monroe*, July 14, 1994 via Donald R. Smith)

CROSSING SAFETY ACTS - The Clinton Administration proposed the Rail-Highway Grade Crossing Safety Act of 1994 on June 13. Another crossing bill was introduced by Senator John Danforth (S. 2127). Both bills would establish penalties for crossing violations by commercial trucks, create a toll-free 800 number for the public to report crossing problems, create incentives to towns to permanently close crossings, eliminate eventually all 4,500 rail crossings of roads with National Highway System designation. (*NARP News*, July 1994)

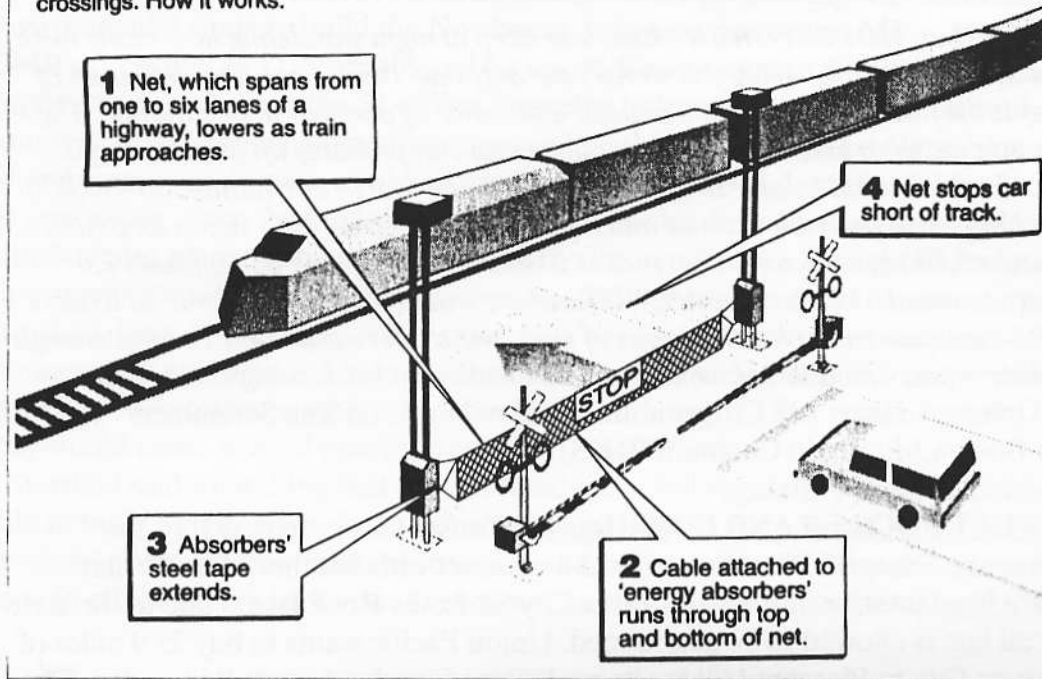
UNION PACIFIC IN THE MONEY - UP reported an 11 percent increase in second quarter earnings with record transportation volumes. The company earned \$220 million (net) on \$2.07 billion in revenue.

METROLINK SUCCESSES - (St. Louis) - The Metrolink light rail service in St. Louis carries 24,000 passengers daily after less than a year of operation, much more than anybody anticipated. (*Arizona Rail Passenger Association*)



Net makes railroad crossing safer

Although collisions and injuries at the USA's 250,000 rail crossings continue to decline, fatalities remain high. The 'dragnet' is one suggested method to prevent accidents at railroad crossings. How it works:



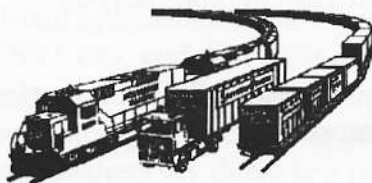
NEW CROSSING NET? - The following design was in a recent USA Today article regarding the Clinton Administration's plans to cut crossing accidents and close crossings. It was in the July 1994 *Scrambler*, of the Boston Mountains Chapter.

FEWER RAILROAD EMPLOYEES - There are now fewer railroad employees in the U.S. than there were at the depths of the 1930's Depression. Also, UP this summer had about 28,500 employees, about the same amount that the pre-merger Missouri Pacific had alone in the early 1960s. (*The Mixed Train*)

MEGA-TRAIN - *The Mixed Train* reported that C&NW ran a "mega-train" of empty coal cars on June 28, 1994. Consist was C&NW 8522/8730/8528/8728/ATSF 8084 with 231 cars. The train ran into Council Bluffs, Iowa.

UP TO GET ANOTHER E UNIT - Union Pacific apparently will get another E unit, the 966B, giving the railroad a perfect E8 A-B-B-A lashup. The UP will obtain the unit from the Heart of Dixie Museum in Birmingham. (*The Mixed Train*)

4501 TO BECOME STATIC DISPLAY - (Chattanooga) - The Tennessee Valley Railroad Museum announced that due to a lack of funds, they will be forced to make the steam engine 4501 a static display, at least temporarily. (*NRHS News, August 1994*)



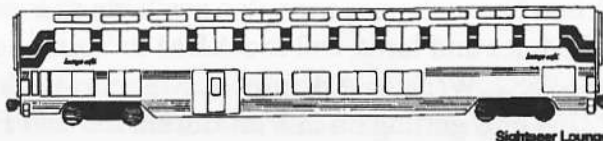
SP'S NEW OUTLOOK - Southern Pacific will add 259 new or reconditioned locomotives to its fleet before the end of 1994, lowering its out-of-service ratio to about 10%. They are spending \$370 million on the engines, the greatest outlay in SP's history. SP also had a net income in the first quarter of 1994 of \$11 million, up from a \$6 million loss in 1993.

Carloadings were up 13.6% as well. SP's Vice-President & Chief Transportation Officer says that SP will also become a scheduled freight carrier, with most freights leaving and arriving 80 to 90% on-time by the end of 1994. (*SP Quarterly Report, Summer 1994 via Jim Johnson*)

DEADLY HEAD-ON - (West Texas) - On July 25, all four crewmen on two Southern Pacific trains were killed when their trains collided head-on about 9 a.m. Apparently, the westbound train failed to stop at a signal. In another part of Texas, SP is under fire for wanting to make double tracks through the town of Stafford, Texas, near Houston. Stafford was the first town in Texas to have a railroad. (*Fort Stockton Pioneer, July 28 and Houston Chronicle, July 31 via Wilma Ziegenbein*)

AMTRAK NEWS

ON-TIME PERFORMANCE - Amtrak president Thomas Downs is pressing Amtrak's contracting freight railroads for better on-time performance. Downs said that 36% of all delays in 1993 were attributable to freight carriers. The best road for being on-time was CP-SOO with 86% (average delay per 10,000 train-miles 137 minutes), worst was BN with 54% on-time (delay per 10,000 train-miles 468 minutes).



ANOTHER ACCIDENT - On August 3, Amtrak's *Lake Shore Limited* derailed at 75 mph near Batavia, New York. About 110 of 360 people on board were injured, most slightly. This accident prompted the Secretary of Transportation to call for a rail safety summit. The cause of this accident. A cargo car (baggage?) in the train was apparently off the track for three miles before the last nine cars of the train finally derailed. The track was inspected the day before. (This accident was the first the past year to not be caused by outside forces, such as barges, trucks or wayward freight containers).

BLAME IN 1993 BARGE/BRIDGE WRECK SPLIT - The National Transportation Safety Board split in June in allotting blame for the wreck and 47 deaths of Amtrak's *Sunset Limited* north of Mobile. While all agreed that the accident resulted from a barge striking the bridge and knocking the tracks 38 inches out of line, the board split 2-2 over the responsibility of federal authorities and the railroad owners of the bridge for failing to take corrective action after a 1979 incident when a barge hit the same bridge.

FUNDING FOR AMTRAK UP - According to the NARP newsletter, Amtrak's operating subsidy for 1995 submitted by the Clinton Administration was \$380 million, up from \$351.7 in 1994. Amtrak wanted \$430 million, but at least there were no great Congressional debates this time.

In July, 1918 it was predicted that the truck may become a competitor of the railroads because pneumatic tires took away the speed limitations imposed by the solid rubber ones. The tradeoff was flat tires. (Popular Science, July 1993)



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 next 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, 8:30 a.m., 11:00 a.m., 2 p.m., 4 p.m. - call 417-334-6110 for fares and schedule changes - they use former *California Zephyr* dome coaches.

BELTON, MISSOURI - Short weekend trips out of Belton behind famous Rock Island "E-unit #630 through the Summer and early fall - contact the Smoky Hill Railway, 502 Walnut Street, Belton MO 64012-2516 for times and prices.

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. ~~1994~~



GREYHOUND TO BOONEVILLE

(Via the Route of the Rockets)

by: Ken Ziegenbein

At one time, people could travel all over the country, to small towns and big cities, by rail. You could go on a one-day jog to some nice little town and return that same day. I did this in August 1993 via Amtrak's *Eagle* from Little Rock to Longview, Texas and return, but I longed for the good old days when I could do this to smaller towns, not so distant. Hence, I decided to check exactly where one could go today via buses. To my surprise, commercial buses STILL go to many of the same towns that trains used to, such as Booneville, Arkansas (even this type of travel may disappear soon). I went down to the Greyhound station in North Little Rock and bought a roundtrip ticket to Booneville on May 13, 1994. I knew this route would take me next to the former Rock Island tracks (now Little Rock & Western) west of Perry using Highway 10. From then on the road parallels the former Rock right-of-way.

Pretending the bus was a Rock Island Doodlebug (without tracks), I boarded the bus (actually Jefferson Lines) at North Little Rock at 5:45 a.m. and arrived in Booneville at 8:25 a.m., with a couple of stops at stores and gas stations in between. There were about 30 other people on board, but I was the only one getting off at Booneville.

While in Booneville, I walked all over town, but especially wanted to see the old Rock Island depot. Yes, it's still there (see photos). I even talked with the owners (a couple that runs the junk yard adjacent) and she said she'd be willing to sell the depot if a suitable buyer could be found.

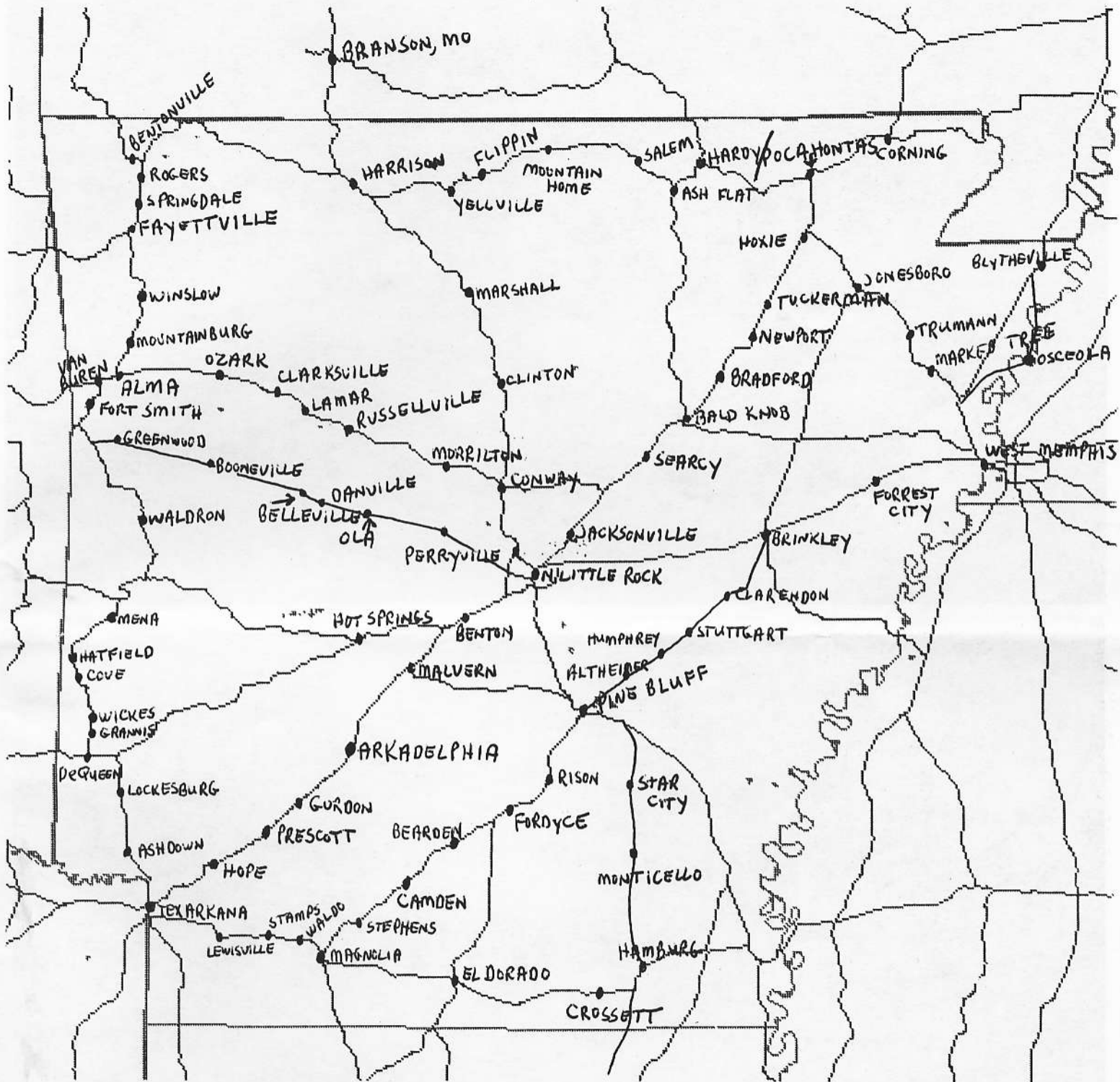
I was supposed to leave Booneville, returning to North Little Rock, at 11:00 a.m., arriving back in town at 1:30 p.m. NOT EXACTLY! It turns out that the eastbound bus back to North Little Rock was 4 hours late (they couldn't find a driver in Oklahoma City), getting me back into town at 5:30 instead of 1:30 p.m. (The bus back was 80% full, 60% angry at being late. Most had come from California). The roundtrip fare to Booneville was \$41. Overall, the experience was enjoyable.

I've made a table comparing the 1994 bus trip times to Booneville with the Rock Island's times back in 1929. Many of the same locations were served. But, it would have been nice if I could have taken the train. Too bad the railroads and car-makers conspired to kill passenger trains 40 years ago. It's all a matter of priority and service.

GREYHOUND/ROCK ISLAND COMPARISON

GREYHOUND BUS (MAY 1994)		ROCK ISLAND TRAIN (DECEMBER 1929)		
CITY/TOWN		TRAIN #111	TRAIN #605	TRAIN #41
LITTLE ROCK	545a	425a	240p	615p
TENTH ST STATION			257p	
PULASKI			302p	
MAUMELLE			320p	
PINNACLE			325p	
NATURAL STEPS			332p	
ROLAND			340p	
LEDWIDGE			354p	
FOURCHE			404p	
BIGELOW			408p	736p
HOUSTON			418p	745p
PERRY(VILLE)	640a		432p	753p
ADONA			443p	805p
CASA			500p	824p
BIRTA			510p	
OLA	720a	611a	522p	842p
DANVILLE	735a		545p	905p
BELLEVILLE	740a		555p	913p
HAVANA			606p	921p
WAVELAND			619p	
BLUE MOUNTAIN			630p	939p
MAGAZINE			642p	949p
BOONEVILLE	825a	755a	700p	1005p

I made the map on the following page showing all the towns various bus companies still serve in Arkansas. I also obtained Russell's Official Bus Guide (June 1994) and the Greyhound System Timetable (June 22, 1994), sort of like the Official Guide of the Railways, showing all bus schedules in the country.

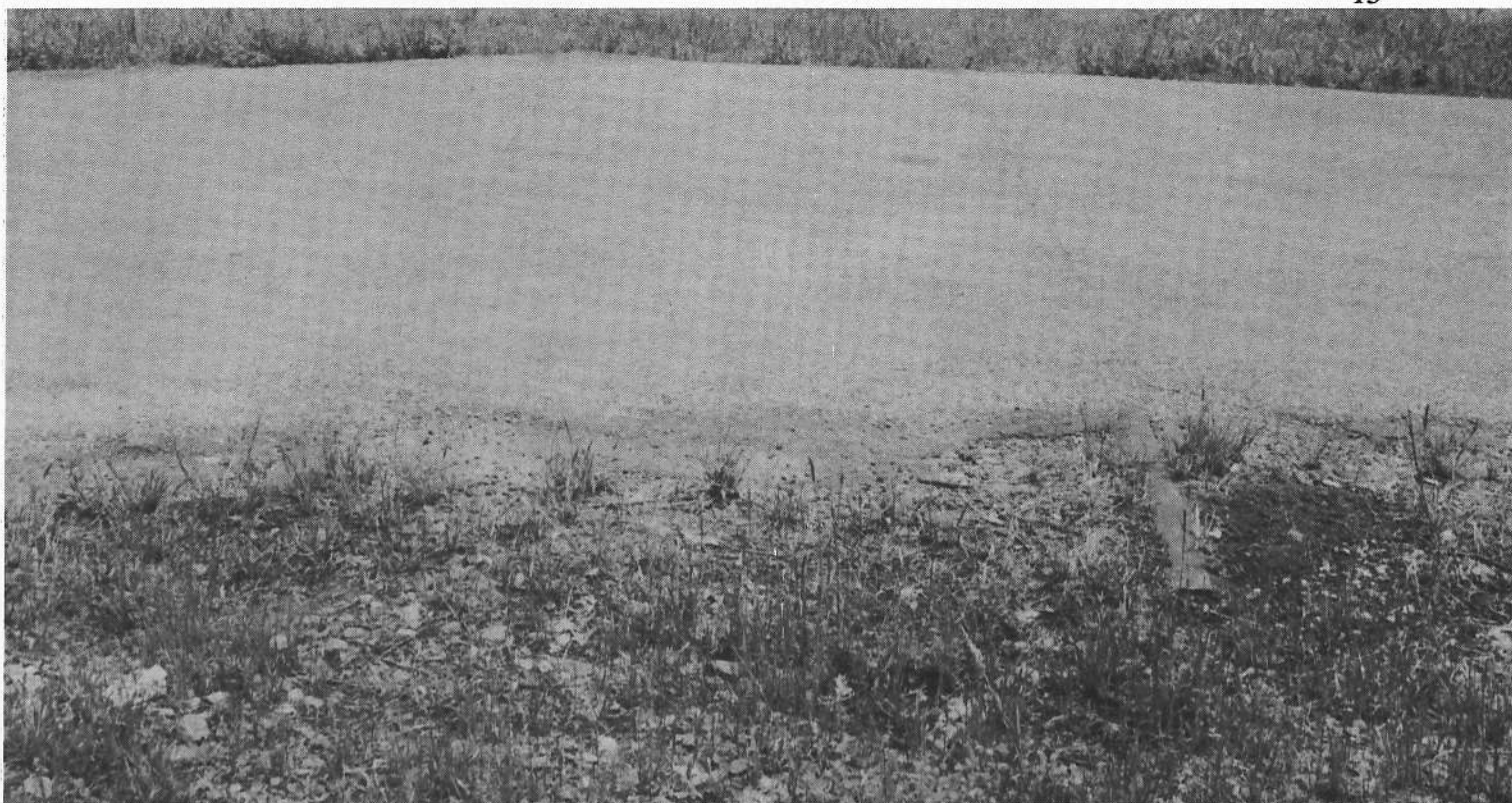


The map above shows towns served by commercial bus lines in Arkansas as of June 22, 1994. However, a lot of these routes may be "abandoned" soon, just as the railroads cut their passenger service to these towns 40 years ago. (Research done by Ken Ziegenbein)



TOP -Booneville's old Rock Island depot was still in relatively good shape on May 13, 1994. It is owned by the junk yard owners just to the west of it. **BOTTOM** - The old signal box was also still in place in May 1994. The tracks ran just to the left of the station. Tracks were taken up in the early 1980s. (Ken Ziegenbein photos)

ARKANSAS RAILROADER




TOP - Rails of the "Rock" were still visible in the road at Belleville, Arkansas on May 14, 1994.
BOTTOM - Two tracks, it said, and the gates looked like they could lower any minute over Main Street in Belleville. But a Rock Island train hasn't been through here in over 15 years.

ARKANSAS RAILROADER

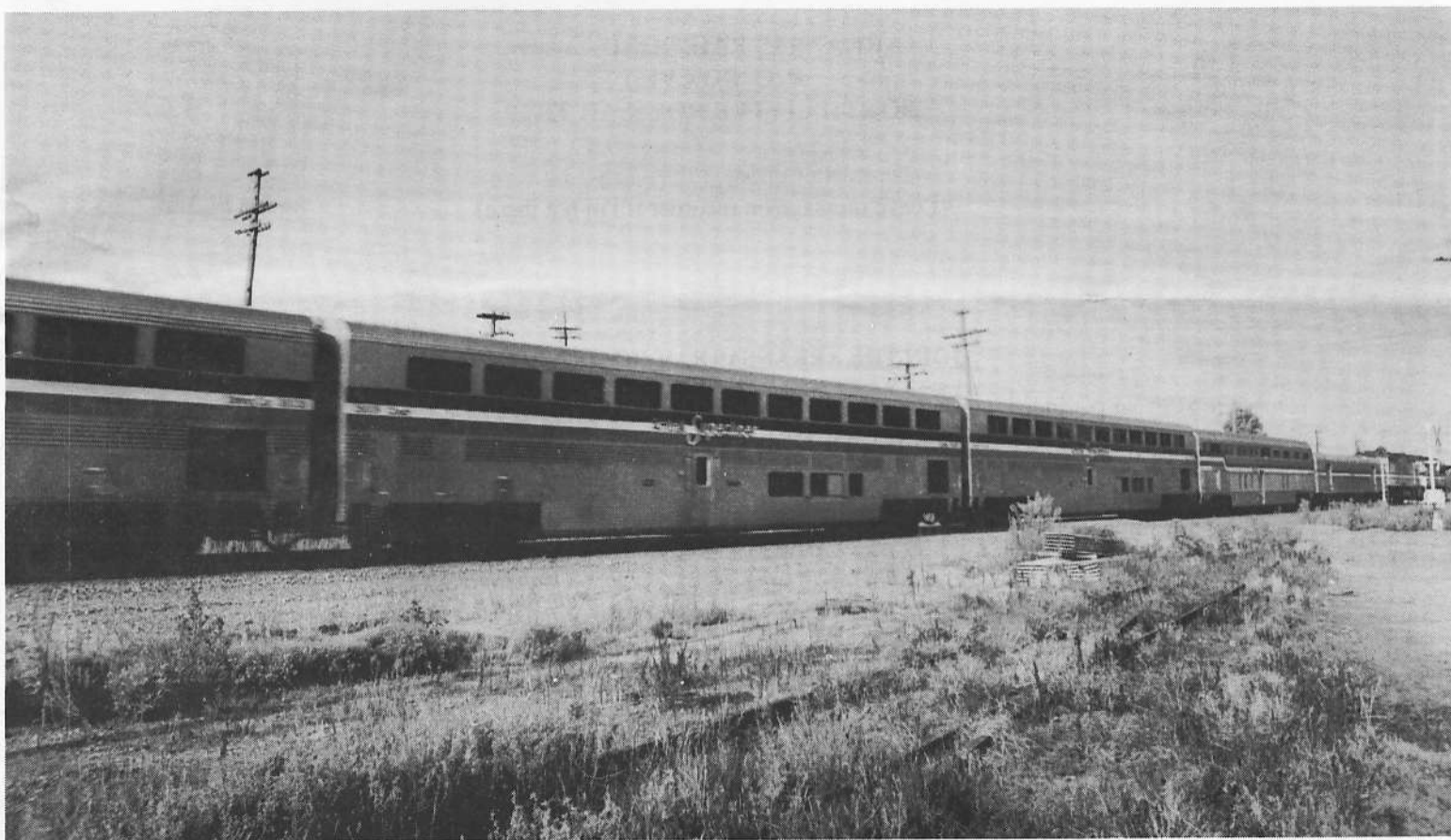


TOP - About two miles west of Belleville, Arkansas (on the way to Booneville), I saw this curvert in a field next to Highway 10 where the Rock Island used to run. **BOTTOM** - An old truck from some former wreck lies on the old Rock right-of-way two miles west of Belleville).

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

SEPTEMBER 11 - Regular club meeting, Twin City Bank.	OCTOBER 1 - Roundtrip Crossett to Monroe on AD&N, AL&M. Leaves Crossett 9:30 a.m.
OCTOBER 9 - Regular club meeting, Twin City Bank.	NOVEMBER 13 - Regular club meeting, Twin City Bank.
DECEMBER 10 - Christmas Party, Camelot Hotel, Little Rock.	

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



On August 4, 1993, Amtrak's Texas Eagle was forced to detour from Chicago to Little Rock via Memphis and east Arkansas due to the Midwest floods. Here it is seen going through New Augusta, Arkansas at 8:30 a.m., arriving in Little Rock at 9:45 a.m. A bus was hauling Amtrak passengers between St. Louis and Little Rock at this time. The regular route was reinstated in mid-August. I believe the tracks in the foreground used to belong to the Augusta Railroad. (Ken Ziegenbein photo)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, SEPTEMBER 11 at Twin City Bank on Main Street in North Little Rock at 2 p.m. We are a chapter of the National Railway Historical Society. Programs are presented.

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

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

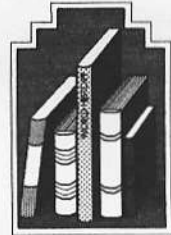
Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..



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

Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

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

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

Make your checks out to the "Arkansas Railroad Club" and mail to:

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

WELCOME ABOARD!!!



On July 23, 1994, a few from the Arkanssa Railroad Club headed by John Hodkin, Jr, cleared grass and trees from the Argenta Rock Island depot in North Little Rock. Here is the before (Above) and after (Below) look of the depot.



Denver & Rio Grande Western narrow gauge 2-8-2 No. 476 serviced at Durango, Colorado and ready for the train to Silverton, September 1993. (Gene Hull photo)