

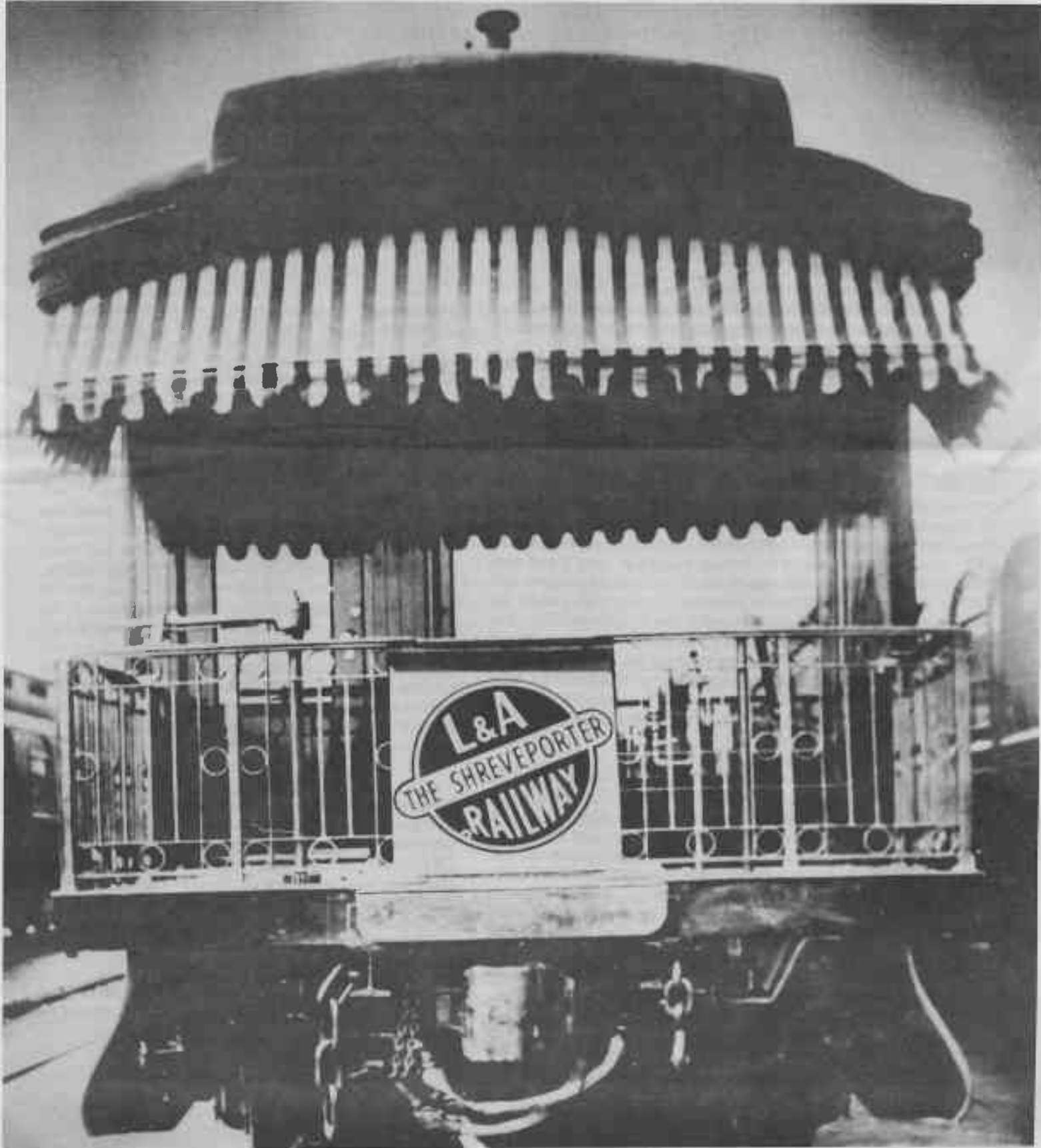


LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 24 NUMBER 8 AUGUST 1993



COVER:

The *Shreveporter* was the pride of the passenger traffic people, and the first train ever on the original L & A to have accommodations beyond the standard chair cars and coaches. Shown here is the cafe-parlor car that graced the rear end of the train. The late afternoon view from the observation platform may indeed have been pleasant and comforting. [author's collection]

THE SHREVEPORTER - PRIDE OF THE L & A

James R. Fair

The Louisiana & Arkansas Railway had its origin as a logging road in South Arkansas and by 1928 had become a profitable common carrier that emphasized freight business and provided only local passenger service as shown in the accompanying schedule. When Harvey Couch and associates bought the L&A in 1928 one of their first moves was to establish a "name train" that would not only encourage passenger business but also tell the world that here was a small railroad with major carrier characteristics. Hence the planning for a through train, with limited stops, that would run between Shreveport and Hope, with direct connections to the north over the Missouri Pacific. The train was to be known as "The Shreveporter."

Preparations for the inauguration included the purchase of a cafe-parlor car, with observation platform, from the Missouri Pacific, refurbishing two steel coaches, and rehabilitation of a 4-4-0 locomotive -- and all of the equipment would be freshly painted in olive green with gold trim. A new insignie for the railroad was created, and was used both on the locomotive tender sides and on the rear platform of the cafe-parlor car. Suitable publicity was provided, and the maiden run of the train was set for December 30, 1928, beginning in the early morning at Hope, where the train would take over a Pullman car from the southbound *Sunshine Special*, the car being of the 12 section, drawing room variety that would be assigned to St. Louis-Shreveport service.

The schedule for the *Shreveporter* called for a 5:00 pm departure from Central Station in Shreveport and a three-hour run to Hope with stops at Minden, Cotton Valley and Stumps. Dinner would be provided in the cafe-parlor car, and at Hope the train would by-pass the L&A/Frisco depot and roll right into the Missouri Pacific depot where the Pullman would be switched to Missouri Pacific No. 26, the northbound *Texan*. For the opposite direction, the sleeper would be switched off No. 1, the southbound *Sunshine*, and the run to Shreveport would cover the 6:50 am to 9:55 am interval. Thus, breakfast could be taken before arrival at Shreveport.

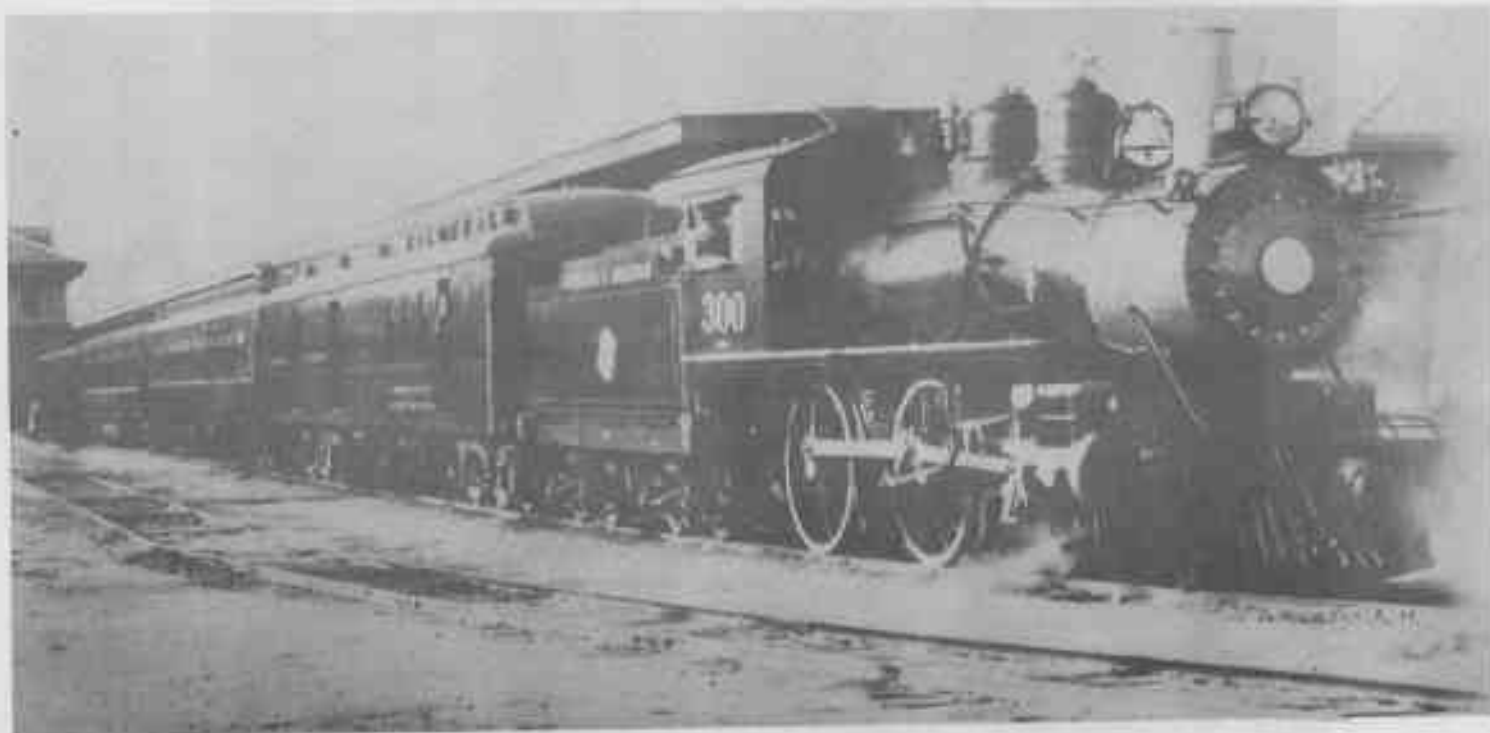
The initial run came off on December 30 as planned, with the train leaving Hope 30 minutes late because of a late Missouri Pacific connection. In the words of a reporter present,

... It arrived at Minden shining like a new dollar and was greeted by a large number of officials, employes and citizens of the town. Copies of the Co-Operative News were distributed through the train for the passengers and we had just enough time to walk through the train and get off before it started moving. Everyone on the line seemed to be "listening in" and checking the progress of this new darling of ours, and when OS-ed by Shreveport -- "No. 1 arrived 9:55 A.M." [on schedule]*

For the return trip, the train left on time at 5:00 P.M. after brief ceremonies at Central Station. It was met "by practically the entire population" of Minden, headed by the Lions Club and the Lions Boys' Band. There was picture-taking, a band concert, and official greetings. Thus, the new flagship train of the L&A had been launched and within a few months a second sleeper, Shreveport-Little Rock, would be added. Also, later in 1929 another passenger engine would be assigned to the train. This new addition was No. 309, a trim pacific type (4-6-2) locomotive purchased from the Florida East Coast Railroad (it had been built in 1913); after an overhaul at Minden, a metal plate bearing the train name was installed high on the smokebox cover, and for the next 10 years or so this locomotive would be assigned exclusively to *Shreveporter* service.

And so in those days just preceding the Great Depression, the *Shreveporter* came to life and found a welcome reception. The L&A issued a passenger timetable (that included, of course, the schedules of the old LR&N, which had been taken over by the Couch syndicate) with prominent displays of "The Shreveporter" and the new slogan, "L & A - The Better Way." It was not unusual for Harvey Couch's private car, the *Magnolia*, to be attached to the rear of the train; he seemed to take a personal interest in the *Shreveporter*.

*The quotation is from the January 1929 issue of L&A *Co-Operative News*, at the time a new publication of the railroad.



The Shreveporter ready to depart Central Station for its maiden northbound run, December 30, 1928. Engine 300 has a new coat of olive green paint with gold trim, and its tender is adorned by the herald of Harvey Couch's "New L & A". Behind the engine are baggage/mail car 45, a coach with unidentified number, Pullman "Uruguay", and cafe-observation car 609. The train will leave on time at 5:00 pm, and despite a delay because of ceremonies at Minden will arrive on schedule at Hope, where the sleeper will be turned over to the Missouri Pacific for overnight transit to St. Louis. [author's collection]

In the 1930s the train maintained its regular schedule, with slight variations in departure and arrival times. The Shreveport-Little Rock sleeper became a victim of the depression in 1934. And further change was in store for this flagship train of the L&A - change occasioned by the purchase of a controlling interest in the Kansas City Southern by the Couch syndicate, and leading to a merging of the interests of the L&A and KCS. The first change, which came in late 1938, was simply caused by economics. Between Minden and Shreveport the south-bound train was combined with the northbound New Orleans-Shreveport overnight train, the *Hustler*, which had been put into service in 1932. This meant an earlier arrival in Shreveport in the morning, and a later departure in the evening - lessening the need for dining service on the train. For those who could manage it, the buffet-lounge car of the *Hustler* was available for a quick meal during the hour's running time between Minden and Shreveport.

The major change came with the schedules of May 26, 1940. This marked the closing of the Central Station in Shreveport, with all trains using the Union Station. This also marked such things as the use of diesel power by the KCS north of Shreveport, the use of the river line between Shreveport and Alexandria, introduction of lightweight coaches on the KCS, and in general preparations for the inauguration of a new streamliner, the

Southern Belle, the coming September. For the *Shreveporter*, this meant loss of the northbound sleeper; instead, the sleeper would be carried northward to Texarkana on KCS No. 16, the *Flying Crow*, and turned over to the Missouri Pacific at that point. The consolidated use of the Union Station made this convenient. The southbound *Shreveporter* still carried a sleeper, but was no longer combined with another train out of Minden - so food service was gone entirely. In fact, the northbound train was advertised as "mixed" because it began handling some merchandise cars that were destined for Little Rock and beyond. Clearly, the glory days of the *Shreveporter* had ended.

After 1940, a new routine set in for the train, and this held until the end of sleeper service on April 30, 1961. The northbound sleeper had continued through Texarkana and the southbound through Minden. An RPO-baggage car operated in both directions until the end of operations (which roughly coincided with the end of RPO operations throughout the U.S.). For a brief period the trains ran through between Hope and Port Arthur, Texas, as Nos. 3 and 4.

The best years of the *Shreveporter* were certainly in the 1930s. After that period it was really just another train that happened to carry a sleeper in one direction. But it kept its identity in the KCS/L&A timetables until the very end. *Sic transit gloria mundi!*



This Crowd From Minden and Vicinity Welcomes the "Shreveporter" On Her Maiden Trip

Much of Minden turned out to greet the northbound Shreveporter on its maiden run on December 30, 1928. For all previous years, strictly "plain Jane" passenger train had stopped at the impressive, tile-roofed brick passenger depot. This picture was run in the L&A Cooperative News. [collection of H. K. Vollrath]

Announcing



"The Shreveporter"

New Fast Train

Between Shreveport and St. Louis

In connection with the Missouri Pacific
EFFECTIVE DECEMBER 30, 1928

Quickest Route Between North Louisiana and St. Louis
Chicago, Detroit, New York
and all points North and East

Northbound	STOP - STOP	Northbound (Fast)
La. 6:00 a. m. Mon	HOPE - HOPE	St. L. 8:15 a. m. Mon
" 11:15 a. m. "	SHREVEPORT	" 8:45 p. m. Mon
" 11:45 a. m. Tues	CHICAGO	" 7:15 a. m. Tues
" 9:45 p. m. "	DET. DETROIT	" 8:45 p. m. Tues
" 7:45 a. m. Wed	ST. LOUIS	" 11:00 a. m. Wed
" 6:00 a. m. "	HOPE	" 8:00 p. m. "
" 1:00 p. m. "	SHREVEPORT	" 7:00 p. m. "
" 8:15 a. m. "	CHICAGO	La. 6:00 p. m. "
" 8:00 p. m. "	DET. DETROIT	" 8:00 p. m. "

Through Sleeping Cars between Shreveport and St. Louis
Cafe-Parlor Cars Between Shreveport and Hope

Improved Local Service Between Hope and Shreveport . . . Consult The Agent

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"THE BETTER WAY"

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501-225-1952

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Pine Bluff AR 71603
501-535-4724

Tom Shircliff '97
129 Jessica Dr
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501-834-4914

PROGRAM

The next meeting/program of the Arkansas Railroad Club will be held on Sunday, August 8 at Twin City Bank on Main Street in North Little Rock, beginning at 2 pm.

The program will be a new video of South American railroads, featuring many engines that used to reside in this country. This is a promotional tape for the company that runs tours to South America strictly for railfans. Their last video had many engines we haven't seen in this country for quite awhile.

The public is invited and refreshments will be served.

WINFRED VICK, a longtime member from Little Rock, had surgery recently. We hope all is going well. Meanwhile, **TOM SHIRCLIFF**, one of our board members who recently had triple bypass surgery, attended our July meeting. He looked well. And, **BILL CHURCH** is now at home at night. He's picked up every morning and taken to the VA Day Care facility at Fort Roots in North Little Rock for rehab work.

CAMDEN TRIP ON - The October 17 trip to Camden via bus then Camden to Pine Bluff via the 819 returning from Tyler is a definite GO. We will leave North Little Rock by chartered bus about mid morning October 17 (a Sunday), ride to Camden, catch the 819 special back to Pine Bluff, then take the charter back to North Little Rock that evening.

Cost will be \$10 for the bus and \$25 for the train, a total of \$35. If you'd like to go, send in the enclosed coupon with your check made out to the Arkansas Railroad Club as soon as possible. **SPACE IS LIMITED!**

Also, remember our planned trip next spring over the Fordyce & Princeton, AD&N and ALM. Specifics this fall or winter.

NEWS WANTED for your town. Remember that sources of railroad news, including newspaper clippings, come from YOU, our members across the country. If you see a rail-related news story you deem worthy, send me a copy to share with other rail enthusiasts across the country. Many thanks.

WELCOME NEW MEMBERS - **JIM BUCKNER**, 300 Malvern Road, Arkadelphia AR 71923.

OLD RAILROAD BELL AVAILABLE - **LESTER GAINES**, 1304 Mellon, Little Rock AR 72207, 501-663-5468 has a railroad bell he's trying to get rid of. About 50 years ago he came into possession of a genuine authentic railroad bell

made of a cast iron frame with a bronze coated bell. The bell has excellent tone and resonance and he thinks someone in our club would like to own this bell. It came from an engine used in and around Brinkley, Arkansas by a large lumber company. Give him a call if you're interested.

TRAIN STUFF WANTED - The Children's Museum of Arkansas has out a wish list, including train memorabilia. If you have anything you'd like to donate, call 374-6655

1994 CALENDAR - Remember to send in your calendar orders before September 1 (\$10.25 postage included). After September 1 the price goes to \$11.25. You have until August 15 to send in any photos we might use in this calendar. As of July 15, we've already sold 39 calendars. We only plan to print 200. It will be a hard time choosing which 12 photos to include, but there's always 1995 for some of those not chosen this time.

TRACK GONE - (Snow Lake) - Does anybody know when the tracks were taken up from Snow Lake to Helena on the old Missouri Pacific line (*Delta Eagle*)? On a May 23 visit to the area, I saw the tracks were still in place in Snow Lake but taken up about 2 miles north of there into Helena. Also noticed in late April that the Cotton Belt tracks were gone between the I-440 bridge in North Little Rock southward through England. When were these taken up?

BARCODES ON LABELS - I can now put U.S. Postal Service barcodes on our address labels using WordPerfect's "Postnet" feature. This MAY mean a **24% reduction** in our mailing rates, since the pieces are now "automation compatible," going from 11.1¢ to 8.4¢. That translates to a savings to the club (at current rates) of about \$96 per year. Barcodes are your zip codes in coded format, like prices on grocery items nowadays. I need the ZIP-Plus 4 codes, whenever possible, however, so if your label doesn't have the extra 4 digits, please let me know what it is. Thanks.

TRAVELIN' THE WORLD - Past Club president BARTON JENNINGS, recently returned from a 5-week Europe-Russia trip, including lots of train riding/watching. All toll, he rode over 7,500 miles of rail, much of it steam. He'll be in North Little Rock the last of July and first of August, and may bring some of his slides with him.

ARKANSAS RAIL NEWS

WARREN AND SALINE RIVER RAILROAD STATS (as of June 22, 1993) - Address: PO Box 390, Warren AR 71671; operates Monday through Saturday, generally 7:00 am to 12:00 pm. One run per day; WSR has ten employees; WSR's main commodities are wood products (lumber, flooring, chips); its 1993 loads have been reduced due to major shipper constructing a new sawmill, estimates 1994 loads at about 5,000.

WSR's roster:

No. 538 - EMD SW 1200 upgraded to 1400 horsepower.

No. 539 - EMD SW1 rated at 600 horsepower.

Thanks to Resident Manager Thomas H. York, Jr. for the above. The Warren and Saline River Railroad receives the *Arkansas Railroader* each month.

EAST CAMDEN & HIGHLAND RAILROAD STATS (as of June 29, 1993) - Address PO Box 3180, East Camden AR 71701; operates five days per week and serves the Highland

Industrial Park, a 17,000 acre full service park. The park has 5.5 million square feet of existing buildings in which the railroad handles rubber, tires, scrap iron, paper, wood products and on track storage of empty or loaded freight cars. The EACH has eleven full time employees; outlook for 1993 is good, but not the best year as compared to the early 1980s; they anticipate 1994 as good, perhaps even better than 1993, because of the hard work of management and employees as a team. The future of the railroad, along with the Highland Industrial Park, looks healthy.

EACH's roster:

No. 60 - EMD SW 1200 rebuilt from NW-2 in 1980 by Illinois Central Gulf at Paducah, Kentucky Shops; 1200 horsepower. First owner was the Pittsburgh & Lake Erie RR Company as engine #8746, built in March 1949 (bldrs #7424 - EMD type NW-2, 1000 horsepower); purchased from Precision National Corporation in March 1972

No. 61 - EMD SW 1200 rebuilt from NW-2 in 1980 by I.C.G. Paducah Shops. First owner was the Chicago & Northwestern Railway Company as engine #31; built in 1949 (bldrs # E-1192-27424, 1000 hp); purchased from Precision National Corporation April 1972.

No. 62 - EMD SW 1200 rebuilt from NW-2 in 1981 by I.C.G. Paducah Shops. First owner was the Denver & Rio Grande Western Railway Company as engine #100; built in 1939 (bldrs # 7424 EMD type NW-2, 1000 hp); purchased from Precision National Corporation April 1973.

Thanks to Gerald Turner, Superintendent. The East Camden & Highland Railroad receives the *Arkansas Railroader* each month and says everyone there enjoys it. .

EL DORADO & WESSON RAILWAY CO. STATS (June 14, 1993) - Address: PO Box 46, El Dorado AR 71731-0046; operates 5 days a week over 5.5 miles of track from El Dorado to Newell, Arkansas; mainly hauls petroleum, chemicals and grain. The EDW has 17 employees; they expect a modest growth in traffic volume in the next couple of years.

El Dorado & Wesson roster:

No. 25 - EMD SW 1200 switcher.

No. 26 - EMD SW 1200 switcher.

Thanks to H. D. Reynolds, Jr of the E&W for the above. The El Dorado & Wesson Railway receives the *Arkansas Railroader* each month.



AMTRAK STATS (October 31, 1992) - Address: 20 Massachusetts Ave N.E., Washington DC 20002; operates 24-hours a day, seven days a week, with 220 trains each day; serves 524 locations nationwide. Revenue in FY-92 was \$1,324,796,000 - expenses \$2,036,576,000 (36.6% for salaries) for a net loss of \$711,780,000 (although the **train operations** themselves made a profit. The losses stemmed from depot expenses, interest, taxes, depreciation, maintaining equipment, etc. This means that more trains on a particular route would probably enhance Amtrak's bottom line). Amtrak covered 79% of its costs in FY-92, an all-time high (it was less than 50% in the early 1980s).

Amtrak operated over 34,000 miles of track in FY-92 with on-time performance of 77%. Ridership was 21,300,000 - 5,900,000 on long-distance trains.

Amtrak roster:

Locomotive Units - 336, with 83.0% available for service. Average age per engine: 13.0 years.

Passenger cars - 1,962, including 282 Superliners, 492 Amfleet I cars, 148 Amfleet II cars,

823 Heritage fleet cars, 65 turboliner cars, 19 self-propelled cars, 30 low-level cab cars, and 103 new Horizon cars. Average age per passenger car: 21.5 years.

Thanks to Bruce Heard, Amtrak Public Affairs, for the 1992 Annual report, and to Randy Cookus of Kansas City, former agent at Little Rock. Both these men receive the *Arkansas Railroader* each month. Randy has been a member for years.



SOUTHERN PACIFIC STATS (June 1993) - Address: One Market Plaza, San Francisco CA 94105; operates 24-hours a day, seven days a week. SP carried about 2,000,000 carloads in 1991 over 20,000 miles of track in 15 states (737 miles in Arkansas); SP offered more gateways to Mexico and access to Gulf and Pacific ports than any other railroad in 1991. Annual revenue in 1991 was \$2.5 billion - net loss the first half of 1991 was \$55.5 million. However, this improved 70% during the first half of 1992 when SP's losses were only \$16.7 million. Southern Pacific expected to return to profitability by the end of 1992 (latest figures were not available). In 1991, SP had 21,000 employees.

Southern Pacific roster:

Total SP/SSW road units (mostly EMD): 1,625 - average age 11 years, 8 months.

Total SP/SSW yard units (all EMD): 346 - average age 20 years, 8 months.

Total D&RGW road units (all EMD): 255 - average age 21 years, 2 months.

Total D&RGW yard units (all EMD): 20 - average age 27 years, 1 month.

Total D&RGW passenger units (EMD F9): 3 - average age 37 years, 7 months.

Total freight cars (1991) - 52,000.

Thanks to Jim Johnson, operation lifesaver and safety liaison for the SP, for the preceding locomotive roster book. He, along with the superintendent of the SP at Pine Bluff, gets the *Arkansas Railroader* each month. Thanks also to SP's San Francisco office for various fact sheets and *Railway Age* articles.

"Let me leave you with one last thought. Some of the early speculation I saw in the press was that I am a railfan. I'm not. This is not a hobby. This is a full-time business, and a very serious one at that. We're making this railroad work. It's been challenging, time-consuming, a tough assignment. The 'enjoyment' comes now in seeing this railroad improve."

- Phil Anshutz, Chairman and CEO of Southern Pacific, in a May 1993 interview in *Railway Age*.

UNION PACIFIC RAILROAD STATS

(as of June 16, 1993 or as noted) -

Address: Public Relations, 1416 Dodge St, Omaha NE 68179-0001 or 1000 W 4th St, North Little Rock AR 72114-5399; operates seven days a week, 24-hours a day; several trains per hour,

including Amtrak's *Texas Eagle*. Union Pacific had a total of 28,000 employees at the end of 1992, compared with 45,000 in the early 1980's. UP operated 31,737 miles of track on December 31, 1992, including 14,032 miles of main line (1,036.78 total miles in Arkansas). There were 13,528 miles of welded rail, 8,847 miles under CTC. UP replaced 1,946,000 ties in 1992, reballasted 3,296 miles, replaced 640 miles of track.



Union Pacific hauls everything. They had 4,458,000 carloadings in 1992 with the average revenue per carload of \$1,055. Average price of diesel fuel was 63.9¢ per gallon. Revenues in 1992 were \$4,900,000,000 with a railroad profit of \$667 million. Since 1985, the UP has more than doubled its net income. The company is expecting another 8 percent growth in 1993.

In North Little Rock, UP will spend \$2,700,000 on track improvements and replace 27,500 ties in the area. UP will purchase 50 new engines in 1993 and 1,000 new hopper cars.

Union Pacific's roster, as of December 31, 1991 (latest available):
No. 1315 - EMD SW 1500, 1500 horsepower. This switching unit has been kept extremely busy hauling the 4,458,000 carloads around the country - it moves fast! (Just kidding).

UP had a total of 3,040 locomotives in service at the end of 1991, including 2,822 freight engines, 6 passenger engines (three E-9's, one DD-40-X, the 844 and 3985 steam engines), and 212 yard switchers, for a total of 8,796,350 horsepower. Builders included EMD, GE and ALCO (the steam engines).

Thanks to Mark Davis of Public Relations for the above. UP plans to put out statistics for each state in the near future.

OZARK MOUNTAIN RAILROAD - (Oak Grove) - Survey crews from the ICC were in north Arkansas June 3, checking the proposed track sites for the proposed Ozark Mountain Railroad. This was part of an environmental review of the project. The \$883 million project would build a new tourist railroad between Harrison, Eureka Springs, Branson, Missouri and Dogwood Canyon, Missouri. Residents in the area are generally opposed to the project. (*Berryville Star Progress, June 3 via Leon Enderlin*)



EX-READER 1702 NOT SOLD - T.W.M. Long of Shreveport sent me a copy of a letter to the editor of Trains Magazine (July issue) stating that ex-Reader 2-8-0 #1702 was NOT being sold by the Great Smoky Mountains Railway in Dillsboro, North Carolina, as previously Trains had said. In fact, engine 1702 was to run excursions all summer.

NEW PLANT - (Hickman) - Nucor Corp announced another expansion to its northeast Arkansas steel plant, making northeast Arkansas America's steel capitol. This expansion will be finished by September 1994. Burlington Northern serves the plant. (*Arkansas Democrat-Gazette via Jonathan Royce*)

NEW TOURIST LINE - (Hot Springs) - A new tourist line was slated to begin operation July 15 on former Missouri Pacific tracks in Hot Springs. The Ouachita Scenic Railroad Excursion will offer 1½ hour round-trips to Lake Catherine. On July 7, two of the railroad's coaches got loose and hit two cars at an intersection about 10:15 pm. No serious injuries were reported. (*Arkansas Democrat-Gazette, July 9, 1993 by Michelle Hillier*)

GENERAL RAIL NEWS

SANTA FE INCREASES LOCO ORDER - Santa Fe has purchased 25 additional GE 4,135 hp DASH 8-40BW locomotives, making a total of 85 purchased in 1993 so far. SF added 321 locomotives to its fleet since 1990, about a third of the railroad's entire fleet. Maintenance on all 85 new GE engines will be under contract with GE, using Santa



Fe personnel and facilities at Kansas City, Kansas. (*Santa Fe Railway News Bulletin via Compuserve*)

SANTA FE/BN AGREEMENT - On June 3, Santa Fe and Burlington Northern signed an agreement which would let Santa Fe use BN's tracks into the southeast U.S. Beginning June 15, Santa Fe has haulage rights between Avarad, Oklahoma and Birmingham, Alabama. This route allows Santa Fe access to markets in Tulsa, Springfield, Missouri, Memphis and Birmingham and BN would receive the related revenues haulage rights would bring. SF will use BN crews to operate one train in each direction six days a week. (*The Dispatcher, July 1993 and the Memphis Commercial Appeal, June 14 sent in by Don Weiss*)



BN TO CONSOLIDATE OFFICES - Burlington Northern plans to consolidate all its yard, freight and agency functions into a single customer support center in Fort Worth, Texas by the end of 1995. (*The Bull Sheet, July 1, 1993*)

NO MORE WALKING on railroad tracks in Virginia. Beginning July 1, if you are caught walking on railroad tracks in Virginia, you could be fined \$250 for the first offense and higher amounts for repeat offenses, including jail time. (*The Bull Sheet*)

UP #666 RENUMBERED - Due to a request from a religious organization, UP 666 has been renumbered UP 683. The 666 has a negative Biblical connotation and was considered offensive by this religious group (anonymous). UP made the change as a public relations move. (*Flimsies, May 31, 1993*)

JACKSON & SOUTHERN RR SHUT DOWN - (Jackson, Missouri) - The Jackson & Southern Railroad ceased operations in early summer between Delta and Jackson, Missouri (former Missouri Pacific Belmont branch). The J&S was created in 1984 to operate the 18-mile section of track between Delta and Jackson. This 18-mile line was purchased in 1990 by the St. Louis, Iron Mountain and Southern, a steam and diesel powered tourist line. The fate of the tourist operation is unknown. Reason for the shutdown: the closing of Golden Cat Corp.s Oran, Missouri kitty litter plant (I guess everyone's going to the new clumping litter). (*The Gateway Railletter, July 1993*)

AMTRAK NEWS



ALL ABOARD AMERICA FARES - Through August 22, Amtrak's All Aboard America fares are as follows: \$199 for one region, \$279 for two regions, and \$339 for the whole country. Travelers 62 or older get an additional 15% discount. Some restrictions apply. Call Amtrak at 1-800-USA-RAIL for reservations.

TAKE TRAIN/FLY BACK - Amtrak's popular Air-Train travel plans now offer north-south as well as east-west connections. You take the train to your destination, then fly United Airlines back home. Special prices are available for both legs of the trip: Midwest travel is \$339 off-peak/\$379 peak season, for example.



Average wage of a railroad worker in 1962 was \$2.94 per hour or \$6,655 per year. (AAR Quiz on Railroads, 1963 via Wayne Porter)

AMTRAK RIDERSHIP BY ROUTE/AREAS

	OCT 91- APR 92	OCT 92- APR 93	%CHANGE
NORTHEAST CORRIDOR	5,959,630	6,079,299	+2.0%
SHORT DISTANCE	2,917,232	3,115,496	+6.8%
LONG DISTANCE	3,328,871	3,315,845	-0.4%
("Eagle")	113,718	122,884	+8.1%
("Sunset")	56,574	64,364	+13.8%
("City of New Orleans")	110,477	114,141	+3.3%
SPECIAL TRAINS/THRUWAY BUS	36,196	153,629	+324.4%
TOTAL	12,241,929	12,664,269	+3.4%

In March, 1993, Amtrak was on time systemwide 70.0% of the time. The *Eagle* was on time 74.2% of the time. Ridership on Amtrak's Thruway Buses began being counted on October 1, 1992.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ST. LOUIS - August 7 - Terminal Railroad Association of St. Louis Historical and Technical Society's Board of Director's Meeting - St. Louis Union Station, Frisco/Burlington Rooms - exhibition of largest display of TRRA models - slide show - to attend, send \$5.00 to TRRA Historical Society, PO Box 1688, St. Louis MO 63188-1688.

MEMPHIS - August 28, 1993 - 14th Annual Illinois Central Historical Society's Railroadiana Show, 9 am-4 pm - Armada Convention Center Hotel, 160 Union Avenue - tables \$20 each - contact, with SASE, Dave Fraser, 205 Sundown Trail, Jackson MS 39212 for table contract or call 601-371-0638 - show is free to the public, but donations are welcome

LEE'S SUMMIT, MISSOURI - September 25, 1993 - 3rd Annual Heart of America Kansas City Railroadiana Show, 10 am-4 pm - John Knox Pavilion, 520 Murray Road, Lee's Summit, Missouri - tables \$20 (\$15 for historical organizations like ours) before September 12 - General Admission \$2.00 - information, send LSASE to Al Parks, 3629 Basswood Dr, Lee's Summit MO 64064, 816-373-9364.

HUNTSVILLE, ALABAMA - September 25 & 26, 1993 (two weeks earlier than previously announced) - "The North Alabamian" steam excursion Huntsville, AL to Chattanooga and return both days, using the 4501 - departs Huntsville 8:30 AM each morning, returning to Huntsville about 7:30 PM - round-trip tickets are \$69 - contact North Alabama Railroad Museum, PO Box 4163, Huntsville AL 35815. Send along a stamped No. 10 envelope for return of tickets.

PINE BLUFF - October 15-17 - Annual round-trip excursion between Pine Bluff and Tyler, Texas for the Texas Rose Festival. A special trip will also be run on October 16 from Tyler to Athens, Texas - cost for round-trip \$150, \$200 first-class - contact the Cotton Belt Rail Historical Society, PO Box 2044, Pine Bluff AR 71613 or call 501-541-1819. (The Arkansas Railroad Club will charter a special bus to Camden on the 17th to ride the special to Pine Bluff - see elsewhere for details).

CHATTANOOGA, TENNESSEE - October 15,16,17 - Chattanooga to Oneida, Tennessee and return excursion using the 4501 - leaves Chattanooga 8:00 am, arrives Oneida 1:00 pm - \$79 round-trip - contact Tennessee Valley Railroad, 4119 Cromwell Road, Chattanooga TN 37421 or call 615-894-8028.

CHATTANOOGA, TENNESSEE - October 23,24 - Chattanooga to Huntsville, Alabama and return Autumn trains using the 4501 - leaves Chattanooga 8:00 am, arrives Huntsville 12:00 pm - \$70 round-trip -contact the TNVR at above address.

HUGO, OKLAHOMA - Saturday only through Summer - Hugo Heritage Railroad Saturday-only passenger service over the Kiamichi Railroad either Hugo-Valiant; Hugo-Boswell; Hugo-Antlers or Hugo-Paris (potluck affair) - Kiamichi diesel pulls two 1947 vintage Norfolk & Western coaches - departs Hugo 2:00 pm for 2½ hour trip - eat at Hugo station's famous Harvey House complete with Harvey Girls (operated by the Choctaw County Historical Society) - \$15 adults, \$10 children - call 405-326-6630. (*via The Clearance Card*)

AUSTIN, TEXAS - Weekend excursions between Austin and Burnet, Texas using the restored Southern Pacific 786 steam engine. The train is called the Hill Country Flyer - leaves Austin at 10 am, returns about 5 pm - \$24 round-trip - for reservations, contact the Austin Steam Train Association at 512-477-8468.

MINERSVILLE, PENNSYLVANIA - Donations are being asked to help preserve the Minersville, PA depot as well as Central Railway of New Jersey 0-6-0 #113, only one of two Central of New Jersey anthracite burners to survive the torch - tax-deductible donations can be sent to Project 113, 113 E Sunbury St, Minersville PA 17954.

NEWS UPDATED through July 15. Deadline for the next newsletter is August 8.

The following was sent in by James O'Neal. It may be from "Reading Railroad" Magazine:

RAILROAD MAN'S PRAYER

Oh Lord, now that I have flagged the devil, lift up my feet from the rough road of sin and plant them safely on the deck of the train of salvation. Let me use the safety lamp of prudence; make all the couplings in the train with the strong link of Thy love, and let my lantern be the Bible. And, Heavenly Father, keep all switches closed that lead off on the sidings, especially those with a blind end.

Oh Lord, if it by Thy pleasure, have every semaphore block along the line show the white light of hope so that I may make the run of life without stopping. And, Lord, give me the Ten Commandments for a schedule so that when I have finished the run on schedule time, pulled into the great dark station of Death, may Thou, the Superintendent of the universe, say "Well done, thou good and faithful servant, come and sign the payroll and receive thy check for eternal happiness."

The following poem was sent to L. T. Walker by his sister and he thought we might like to read it. No date of the poem was evident.

RAILROAD PALS

Carl R. Gibson, Correspondent, Birmingham-Boyles Terminals

Known as Railroad Pals
Were you and I
Through the years
Which have gone by.

Though we quarreled,
Fought and brawled,
Unfriendly names
Each other called.

We didn't mean
A thing we said,
Though at times
We did see "red."

Remember when,
At certain times,
Wished each other
In "hotter" climes?

Then went to see
The same sweet gals,
Because we were
Old Railroad Pals.

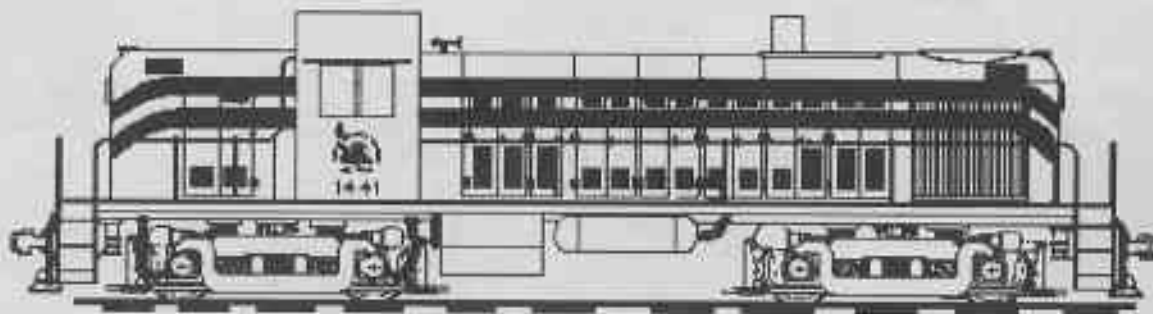
But now you're gone,
Old Pal of mine.
You have crossed
The "dreaded" line.

You said: "Of Safety First
You'd be no slave."
So now I weep
Upon your grave.

When I think
Of you and I
Through the years
Which have gone by,

Of the comradeship,
So dear, divine,
I miss you so,
Oh, Railroad Pal of mine!

The following is for Peter Smykla:





CHICAGO, ROCK ISLAND & PACIFIC - MISSOURI PACIFIC (left to right) interlock in Little Rock, Arkansas in December 1962 looking north. The bridge is the Rock Island's across the Arkansas River. In July 1993, this bridge was still standing, but the tracks and embankments of the Rock are no longer there. Apparently, the bridge would cost more to take down than the scrap value. The tower is long gone. (Gene Hull photo)

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

AUGUST 8 - Regular club meeting, Twin City Bank, North Little Rock.	SEPTEMBER 25 - Heart of America Railroadiana Show, Lee's Summit MO
AUGUST 28 - Illinois Central Historical Society's RR Show, Memphis, 9am-4pm.	OCTOBER 10 - Regular club meeting, Twin City Bank, North Little Rock, 2 pm.
SEPTEMBER 12 - Regular club meeting, Twin City Bank, North Little Rock, 2 PM.	OCTOBER 17 - Club excursion to Camden, Pine Bluff via bus and the 819.

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.



JONES MILL, ARKANSAS, October 1971, Rock Island's #87 taken by O. A. Wagoner. Crew included L. T. Walker, conductor; O. A. Wagoner, brakeman; W. K. Robbins, brakeman; K. W. Briggs, brakeman; R. E. Daugherty, engineer; and F. Kuhn, fireman. (L. T. Walker collection)

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, AUGUST 8 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$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)

24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club



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