



ARKANSAS RAILROADER

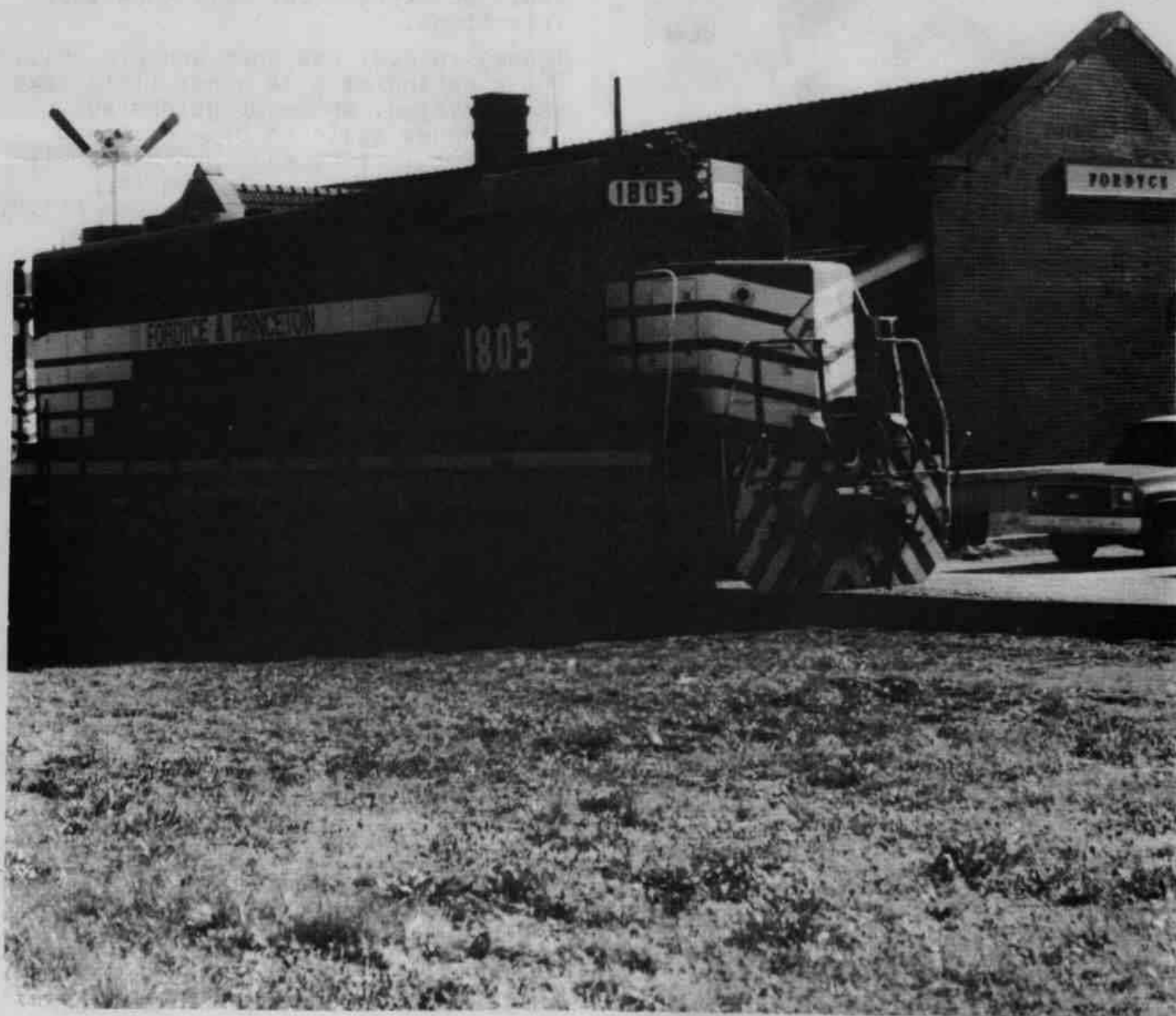


LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

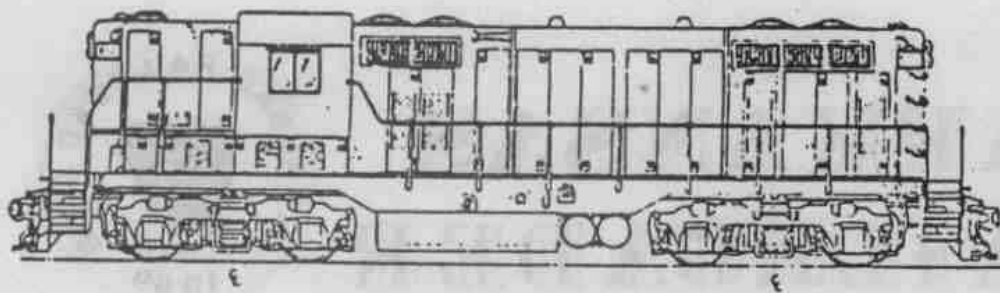
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Fordyce & Princeton's GP-28 #1805 poses at the Fordyce station just before it backs into a long string of freight cars. It will leave for Crossett at 4 PM on this Friday in March, 1986. This former Rock Island depot will be the site of passenger train excursions on the F&P on April 26 during the annual Fordyce-On-The-Cotton Belt Festival.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS



SIXTH ANNUAL ARKANSAS RAILROAD CLUB Show and Sale was held Saturday, March 29. Over 70 tables were sold and a good crowd was present (see 4 pictures at left).



READER RAILROAD PICNIC MAY 17 - The Arkansas Railroad Club will have a picnic and train ride on the Reader Railroad just south of Prescott on May 17 (a Saturday). Cost will be \$3.50 for 12 and older and \$2.25 for under 12 (for the train ride only). If you want to go, call the coordinator Phil Powledge (if you were not at the March meeting). The Reader people will also provide a barbecue meal if they had enough people wanting it (the cost of the Barbecue meal would be \$7.00 for 12 and up and \$3.50 for under 12 - train tickets would be extra). Let Phil know your intentions.

THANKS to E.B. Faulkner and E.A. Hille for donating 8 1/2 x 14 paper (I'll take some anytime, white or goldenrod). Also thanks again to Dick Byrd and Enmar for letting the club use their offset printer for printing the RAILROADER (I still need to use P.I.P. for picture pages, however).

MAY MEETING DATE will be moved up one Sunday, to the first Sunday of the month (May 4) so as not to conflict with Mothers Day. The April meeting will be as usual (April 13 - see announcement elsewhere).

FORDYCE-ON-THE-COTTON BELT Festival will be held the week of April 21-26, with the Arkansas Railroad Club invited to participate on Saturday, April 26. Passenger train rides on the Fordyce & Princeton (this month's "shortline" story) will again be provided. Joe Bill Meador is chairman of the festival with Elizabeth Gaines contact person.

PRELIMINARY REFERENCES ON ARKANSAS RAILROADS is available if any of you would like to contribute additional references. This bibliography, by club member James Fair of Austin, Texas of 2804 Northwood Rd, 78703, covers books, magazines, journals, etc., but does not deal with newspaper references. It lists authors alphabetically, covering stories relating to Arkansas railroads over the years. I have a copy for anyone to see, and will bring to meeting.





RETIREED MISSOURI PACIFIC MENS CLUB had one of their monthly meetings February 19, and I was invited to be a guest by William Church. The two photos above and the one at left are from this get-together. This was held at Wyatt's Cafeteria in North Little Rock.



ARKANSAS RAIL NEWS

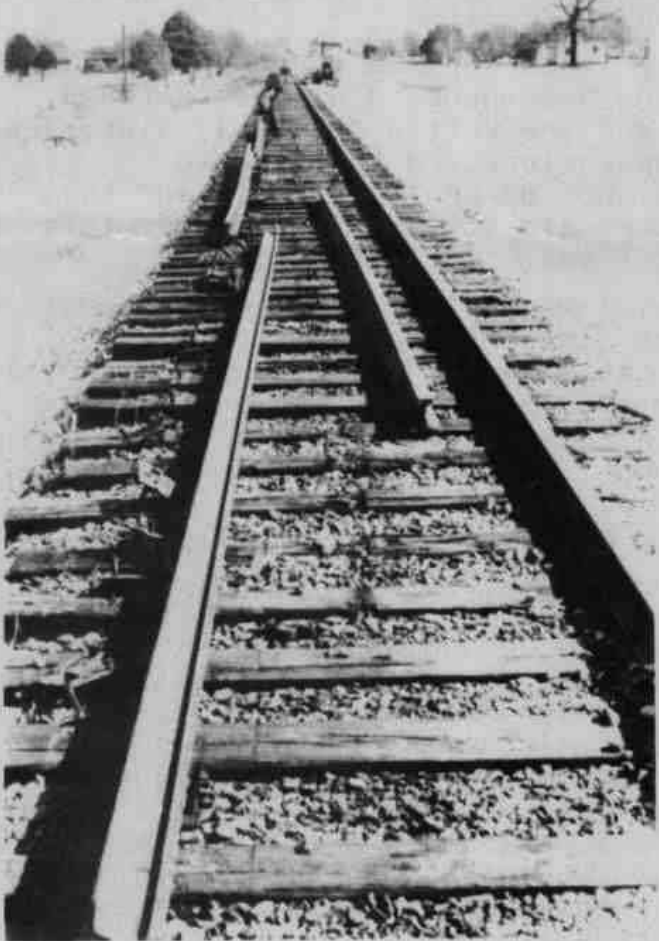
ROCK ISLAND UPDATE - As of March 8, the RI right-of-way from Booneville to milepost 220 had been completely cleared of all ties and rail, and by the end of the month, all remnants were gone all the way to Danville (from the west). The "house track" rail at both Belleville and Havana was manufactured in 1899, the year the line was first constructed. The picture at left, made by Bill Pollard, shows the welded rail being dismantled at Havana, Arkansas, looking west on February 23.

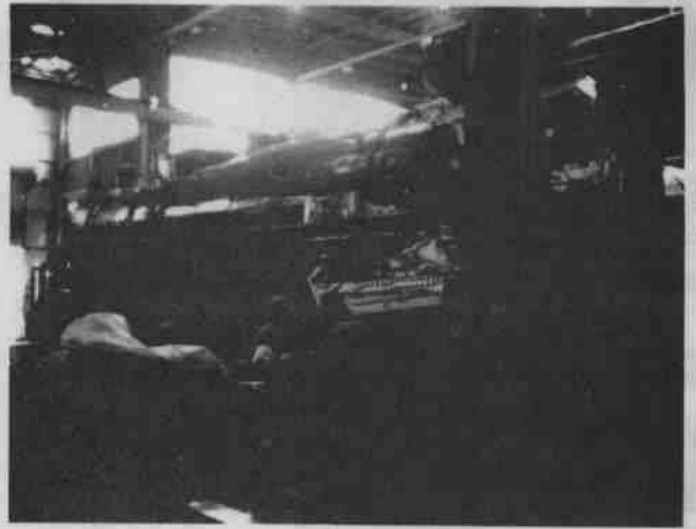
Not all news of The Rock is bleak, however, as portions of the "Sunbelt" route have been saved. The 34-mile segment between Perry and Danville has been bought by Continental Grain and leased to the Little Rock & Western Railroad for operation. Biggest user of the new route will be Wayne Feed of Danville. Actual trains will begin running in mid to late April. (Thanks to Bill Pollard for part of above).

AMTRAK TOUR will head for Dallas from Little Rock on April 23 to promote Arkansas's Sesquicentennial. The group of Arkansans, politicians included, will leave on the "Eagle" (#21) the morning of April 23 to promote the fact that Arkansas is celebrating its 150th Anniversary as well as Texas. (Randy Tardy).

ANOTHER STEAM ENGINE GONE - According to Bill Bailey, ex-KCS/L&A Steam Engine #253 (a 0-8-0) located in a park in Texarkana, has been sold and will be cut up. However, the 819 Foundation of Pine Bluff probably will get the tender.

PINE BLUFF RELOCATION ON TRACK - The entire track-relaying should be complete by June (see picture at left, taken March 17, 1986). This will mean that the Cotton Belt will now run parrallel to the Missouri Pacific through downtown Pine Bluff, causing less traffic congestion. Ties for this project came from Thomas Industries of Russellville.





UPPER LEFT - Thanks to many people, like Elton M. Taylor, retired SSW Yardmaster of Pine Bluff, and Elizabeth Gaines, and many others, the location of the "mystery" Cotton Belt train on page 6 of the March RAILROADER, was at 4th and Main in Pine Bluff. This shot was taken of the exact same scene on March 17 of this year. The train shot was of SSW Train #5, about 1 pm in 1950 or 1951. ABOVE - Restoration work continues on Cotton Belt 4-8-4 #819 in Pine Bluff, with the engine 98% complete. LEFT - On March 24, I ran into the Arkansas Sesquicentennial Wagon Train on Highway 64 between Wynne and Marion, AR. Related article below.

819 NEARING COMPLETION - Bill Bailey reported that the SSW 4-8-4 #819 was now about 98% complete, with most painting having been done. A dispute between the city of Pine Bluff/Chamber of Commerce and the Cotton Belt Rail Historical Society on funding the project, potential operations and "unanswered questions" about storage and insurance, will not dampen the spirits of the people who rebuilt this locomotive. Operations are still planned later this Spring, but don't have any specifics or dates yet.

WAGON TRAIN TOURING STATE - A Sesquicentennial Wagon Train through Arkansas is well underway. It began at West Fork some time ago and will tour the entire state before the year is over. Some dates: April 5/6-Pine Bluff; April 7-Rison; April 8/9-Fordyce; April 10/11-Warren; April 12-Monticello; April 13/14-Hamburg; April 15/16-Crossett; April 17/18-'82 Bridge; April 19-Strong. I'll keep you posted on future schedules when I get them. It's planned that the Wagon Train will be in Little Rock June 4.

NEW ACTIVITY - The Cotter Subdivision of the Union Pacific has become busy since the first of the year, with several new/rename trains. Most prominent are the hot runthroughs UMS and SMU (UP-MP-SOU), which date to well before the UP/MP merger. Other trains include the NOKC and KCNO, NLKC (NLR-KC) and KCLN, CBNL (Council Bluffs-NLR) and NLCB, as well as the rock haul (locals 555 and 556) and the coal trains to AP&L's Independence Station CLNW (Coal-Load-Newark) and CEPB (Coal-Empty-Powder River Basin). Since mid-March, a tie gang is working its way north, with a steel gang to work this August.

Similar work is being done along parts of the route through Coffeyville and Van Buren. With the work, loaded and empty coal trains to AP&L's White Bluff Station are being re-routed through St. Louis at least through May. This is an unusual route, since the detour route for Independence coal trains is through North Little Rock. (JOHN HARVEY, Batesville)

UP DERAILMENT - From John Harvey comes the following: Just after 2 PM on March 1, the northbound NOKC (New Orleans-Kansas City) Union Pacific train derailed near O'Neal, Arkansas on the Cotter Subdivision. Twenty-two cars were derailed in mid-train, probably by a rock slide. The crew in the caboose were sent scrambling to pick up themselves off the floor and find a fusee to flag a second freight following the NOKC, which was stopped in time. The cars were empty autoracks, for the most part, but included a hopper of roofing granules, a pig flat with loaded trailers, and 3 racks of new Oldsmobiles. The cars spilled down a 20-foot embankment into the field below. The Hulcher crew from Little Rock was busy with another derailment in south Arkansas, so the one from Tulsa was called instead. The line was re-opened at 5 PM Sunday, March 2. Photo next month.

(Continued on page 14...)



The Fordyce & Princeton Railroad's daily-except-Sunday local leaves Fordyce sharply at 4:00 PM Friday, March 21, 1986 for its trek to the Georgia Pacific plant at Crossett. Today the two GP-28's are pulling 43 carloads of forest products.

CLASS III RAILROADS OF ARKANSAS

Part 9 - The Fordyce & Princeton Railroad Company

With the annual "Fordyce-on-the-Cotton Belt" Festival scheduled this year from April 21 to 26 (with the Arkansas Railroad Club's participation being on April 26), it seemed appropriate for a story on the Fordyce & Princeton Railroad. On March 17 and 21, I took a trip to Fordyce (with a good friend on March 17), and we were treated to a great time! General Manager Robert G. McManus was very helpful. As far as the festival is concerned...the F&P will once again run a passenger train from the Fordyce station (former Rock Island) southward about 3 miles and return. Lets all try to make it there!

The Fordyce & Princeton Railroad Company was created on February 22, 1890, primarily as a logging line for the Fordyce Lumber Company. It was named because it was to connect Fordyce with Princeton, a town 20 miles north of Fordyce, which was the county seat in 1890. However, the line never made it to Princeton.



The Fordyce & Princeton was supposed to connect Fordyce with Princeton, Arkansas way back when, but the tracks were never laid. Today, Princeton still exists, but its only a wide spot in the road.

When the Rock Island built its line through the area in 1905, it didn't go through Princeton, but instead went through Carthage and Fordyce. Thus, the county seat was moved, with a runoff between Fordyce and Carthage for the honors. Fordyce won.

The Fordyce Lumber Company grew at a rapid rate (from 5,000 acres of timber in 1892 to 100,000 acres in 1928). The city and railroad grew along with the company. Fordyce had a population of 1,700 in 1900 but grew to near 3,000 in the 1920s. Today's population is 5,175.

The Fordyce Lumber Company was bought out by Georgia Pacific in 1963 and Georgia Pacific now owns the Fordyce & Princeton Railroad. Georgia Pacific began peeling and gluing southern pine plywood, giving birth to the plywood industry in the south. Today, the F&P hauls 6-inch smooth, round pine cores in core-cars, the only railroad in the country where these cores are hauled.



Core-cars heading for Crossett. The F&P is probably the only railroad in the country to haul this type of wood product (the cores become 2 x 4's).

The Fordyce & Princeton in 1963 was only 2.5 miles long, a switching line between the Georgia Pacific plant and the Rock Island Railroad. In 1929 it was listed as a road extending from Fordyce to Trigg, some 17 miles. However, this was to change in 1981.

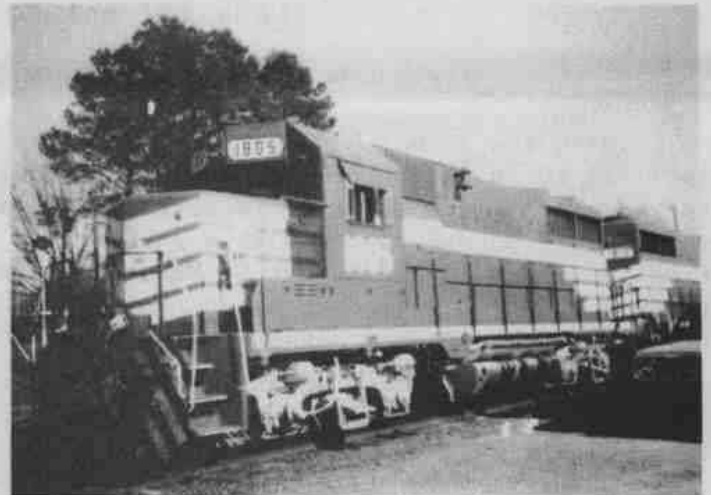
The F&P expanded its trackage by 52 miles in 1981 when it bought 52 miles of the former Rock Island from Fordyce to near Crossett. (The switching line outlived the main line!). Purchase price was \$1.9 million.

Upgrading of the bad Rock Island tracks began immediately from about a 10 MPH speed limit in 1981 to around a 25 MPH limit in 1986. The F&P has 4 miles of trackage rights on the Ashley, Drew and Northern Railway from just north of Crossett down to Crossett to complete their Fordyce to Crossett segment.

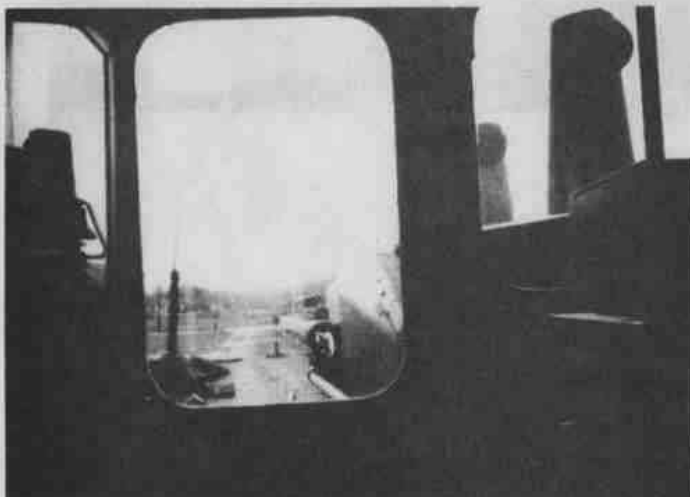
The F&P has access to the locomotives of the Ashley, Drew and Northern, and vice-versa. So, on any given day you're liable to see AD&N units on F&P's trains.



Engine #1205 from the Ashley, Drew and Northern, parked in front of the F&P depot in Fordyce, March 17, 1986. This engine will do switching chores beginning at 10AM.



F&P #1805 will be the trailing engine of two preparing to leave Fordyce on March 21 at 4 PM.



View from the cab of engine #1205 as it switches cars around Fordyce on March 17.



Crew of #1205 - Jerome Anderson (left) and Jack Emerson.

The units lettered F&P are three: 1) #1503 (SW-1500 EMD, built 1970, previously AD&N); 2) #1504 (SW-1500 EMD, built 1966, previously Rock Island #941); 3) #1805 (GP-28 EMD, built 1964, previously Illinois Central #9436).

Back in 1904, the F&P had 5 geared Shay locomotives (a 50-ton, two 20-ton, one 35-ton and one 13-ton). In the 1930s and 40s, the F&P had two steam locomotives, #8 and #101. In a fire on March 18, 1946, the F&P's roundhouse burned down, destroying #8, but #101 was saved and restored. Fordyce & Princeton's famous #101 is now on display at Little Rock's Zoo. It is a Baldwin-built engine (built in 1922), was retired in 1948 and donated to the zoo on April 19, 1960. It began service in 1922 on the Tennessee, Alabama & Gulf Railroad, sold to the F&P in 1931. In 1947, F&P obtained a 45-ton diesel, #9.

Currently, the F&P leases 200 boxcars and about 200 chip cars and road racks. This, in addition to their three engines. They haul mostly pulpwood and wood chips from Fordyce to Georgia Pacific's Crossett plant. They also serve Fordyce industries, such as Transtank Car Corp. and Barham-Sevier. Currently, they employ about 25 people. This railroad will be around for a long time.

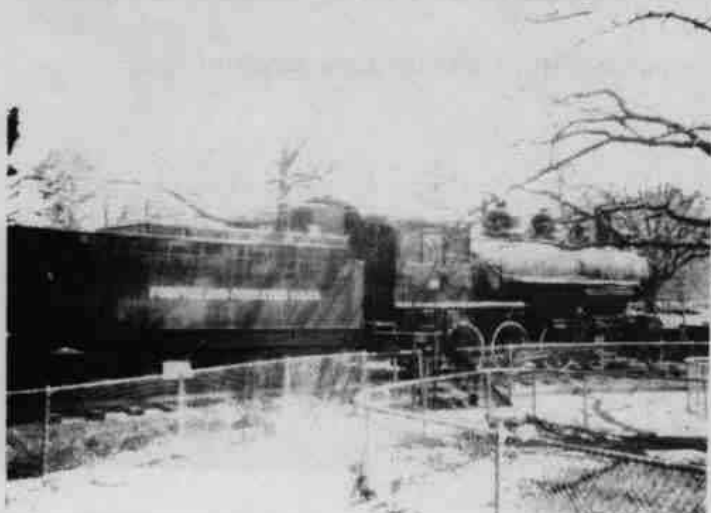
(Thanks to General Manager Robert G. McManus for much of the above information and to the Fordyce NEWS-ADVOCATE and Ashley, Drew & Northern and Fordyce & Princeton President Russell Tedder).



The Fordyce & Princeton RR depot headquarters in Fordyce. This depot is the former Rock Island depot and will be the scene of passenger train rides during the annual Fordyce-on-the-Cotton Belt festival April 26.



The Georgia Pacific plant near Fordyce. Another pooled engine from the AD&N, #1811, sits ready to take the local out to Crossett later in the day (March 17).



UPPER LEFT - End of the line - the northern end of the F&P, a couple of miles north of Fordyce. From here northward, tracks of the old Rock Island (over which the F&P operates) have been taken up. UPPER RIGHT - Remnants of the old Rock Island still exist on The Rock's old right-of-way through Carthage in 1986. LEFT - Steam engine #101 in the park next to the Little Rock Zoo. This F&P engine was used on the F&P in the 30s and 40s. (All photos by Ken Ziegenbein).

(Another photo on the next page)



The daily-except-Sunday local makes its way southward along F&P's tracks over a trestle about 2 miles north of Tinsman, Arkansas along highway 274. Date is March 17, 1986. The train is on its way to the Georgia Pacific plant at Crossett.

- END -

Thanks to William Church for the following:

From the ARKANSAS GAZETTE's February 4, 1986 edition in the "Other Days - 100 Years Ago" section (used with permission):

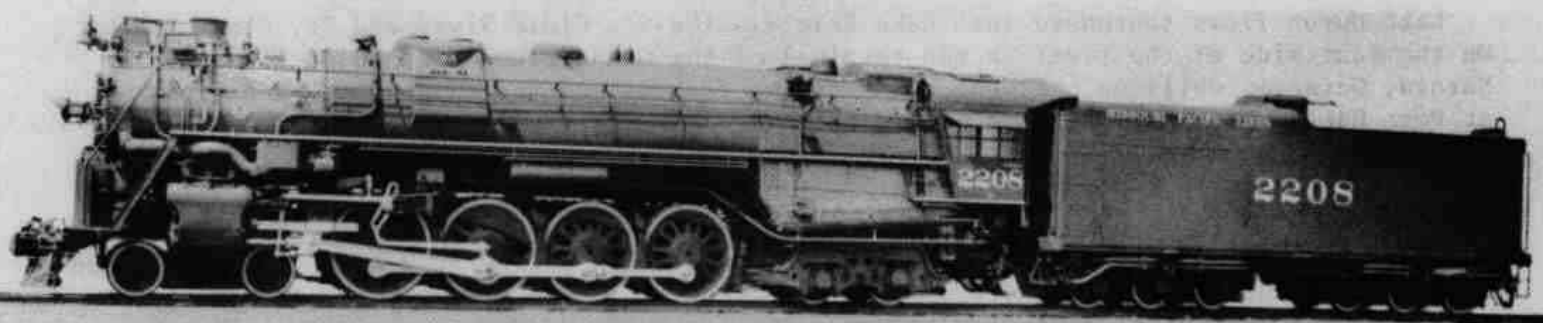
"Passengers who arrived yesterday morning at 7 O'clock on the delayed Iron Mountain trains from the north corroborated the reports of the remarkable fall of snow in the northern part of the state. The snow ranged from sixteen to twenty-eight inches in depth. So seldom does snow fall in the state that none of the railroads are provided with snow plows, and are obliged to resort to all sorts of expedients to burrow through when a snow does come".

Polly Church, a member of the Arkansas Railroad Club, remembers her grandmother, Belle Brents of Conway County, Arkansas, telling of a large snow storm in the state when she was a young girl. A storm so large that her little brother, who was about six years of age at the time, walked off the porch of their farm home and was in snow over his head. His age determined from the date of his birth put this incident in the same year of the snow storm mentioned in the GAZETTE.

My Grandfather, William Church, who was a conductor on the Iron Mountain back in the 1880's, used to tell about big snow falls that would require crews to dig out by hand in cuts before they could proceed. Also about snow on top of cars when the crews had to walk the top to set hand brakes.

By this article, you get the feeling that a snow storm in those days was not an event to be enjoyed by all.





Missouri Pacific Baldwin-built Northern 4-8-4 #2208 as built in 1943. She was a coal burner, with 285 pounds of steam pressure and tractive power of 67,200 lbs. (MOPAC photo)

REQUIESCAT IN PACE

by: W.M. "Mike" Adams

The MISSOURI PACIFIC is dead! Long Live the MISSOURI PACIFIC!

Orders went out from Omaha that "Effective January 1st (1986) the formal identity of the railroad is UNION PACIFIC COMPANY, discontinuing the use of the individual names Union Pacific Railroad and Missouri Pacific Railroad in reference to the merger partners, and the Union Pacific System in reference to the consolidated railroad. The order went on to state that the name "UNION PACIFIC RAILROAD" would henceforth be used on ALL things pertaining to the merged lines, i.e., Western Pacific, Union Pacific and Missouri Pacific.

The State of Missouri granted a charter for the PACIFIC Railroad on March 12, 1849. This railroad was to build west from Saint Louis toward the state capital at Jefferson City and on to Kansas City and who knows? Another branch (ultimately the Burlington Northern!) was to build toward Indian Territory. The first 5.22 miles of the line opened for service to Cheltenham on a cold December 9, 1852. The Pacific Railroad of Missouri was to fall on hard times and was taken over October 21, 1876 by a new corporation, the MISSOURI PACIFIC RAILWAY.

From that day, until January 1st, instant, there was to be over 300 separate corporate identities involved in the total make-up of the MISSOURI PACIFIC. This covers a multitude of companies ranging from the Avoynelles Railroad through the Council Grove, Smokey Valley and Western Railway, the Ellsworth, McPherson, Newton and Southeastern Railway, the Iron Mountain and Helena, the Southwestern Arkansas and Indian Territory Railroad to the Wingfield, Texas and Gulf. They ranged in mileage from 0.59 miles of the Little Rock Junction Railway to the St. Louis, Iron Mountain and Southern, the Chicago and Eastern Illinois and the Texas and Pacific, each with several thousands of miles. In gauge they ran the gamut from the 3 foot width of the Arkansas Central to the 5 foot 6 inch gauge of the original Pacific Railroad and also the original St. Louis and Iron Mountain.

What is rather strange about the whole affair is that one Jay Gould, after besting the Eastern railroad magnates, turned his attention to the west and gained control of the affiliated Kansas Pacific and Union Pacific. In 1879 he relinquished control of these lines and took over the Missouri Pacific. In 1881 he moved in on the Iron Mountain and in the next dozen years forged what he termed the "SOUTHWEST SYSTEM" which, at one time or another, included practically every road in the southwest. Gould died in 1892, but his empire lived on in the hands of his sons and daughters and in-laws. The Goulds gained control of the Denver and Rio Grande and using their funds along with the capital from the Missouri Pacific and Iron Mountain, built the Western Pacific. For better or worse, the Goulds controlled the Missouri Pacific and affiliates for the next forty years.

When the Gould empire crumbled, the remnants were taken over by the Van Swerigens and it was the remains of this ownership that was fought over so bitterly culminating in what I will call the "Jenks" regime in 1961. If a merger must come - and it certainly has - I personally am glad it was the Union Pacific that engulfed the Missouri Pacific.

The MISSOURI PACIFIC is dead! Long Live the MISSOURI PACIFIC!

XXX

LOCOMOTIVE MOLES

by: Clifton Hull

Lake Huron flows southward into Lake Erie via the St. Clair River and St. Clair Lake. On the east side of the river is the terminal of the Grand Trunk's Canadian lines at Sarnia, Ontario, while on the west bank was the terminal of the Chicago & Grand Trunk at Port Huron, Michigan. Traffic had to cross via train ferry in the late 1880's. The ferry crossed an average of 1 trip every 48 minutes.

This was a real bottleneck. A bridge would too greatly interfere with boat traffic, so the only answer was a tunnel. Test borings revealed the presence of a soft, blue, water-bearing clay containing dangerous gas pockets. After much delay, it was decided to proceed boring the tunnel 10 feet above the hard bedrock to avoid the gas pockets and hope to keep at least 16 feet of blue clay above.

A tunnel technology still in its primitive stages was necessary - shield tunneling. It was a very strong steel cylinder to resist the inward pressure of earth and water. The shell was kept charged with compressed air to keep water and mud from coming in the front. Workers excavated the material at the front, and behind came others assembling a tunnel lining of heavy steel plates dipped in asphalt. When the earth inside the front of the shield had been removed, the shield was rammed forward by hydraulic jacks, cutting into the clay like a huge cookie cutter.

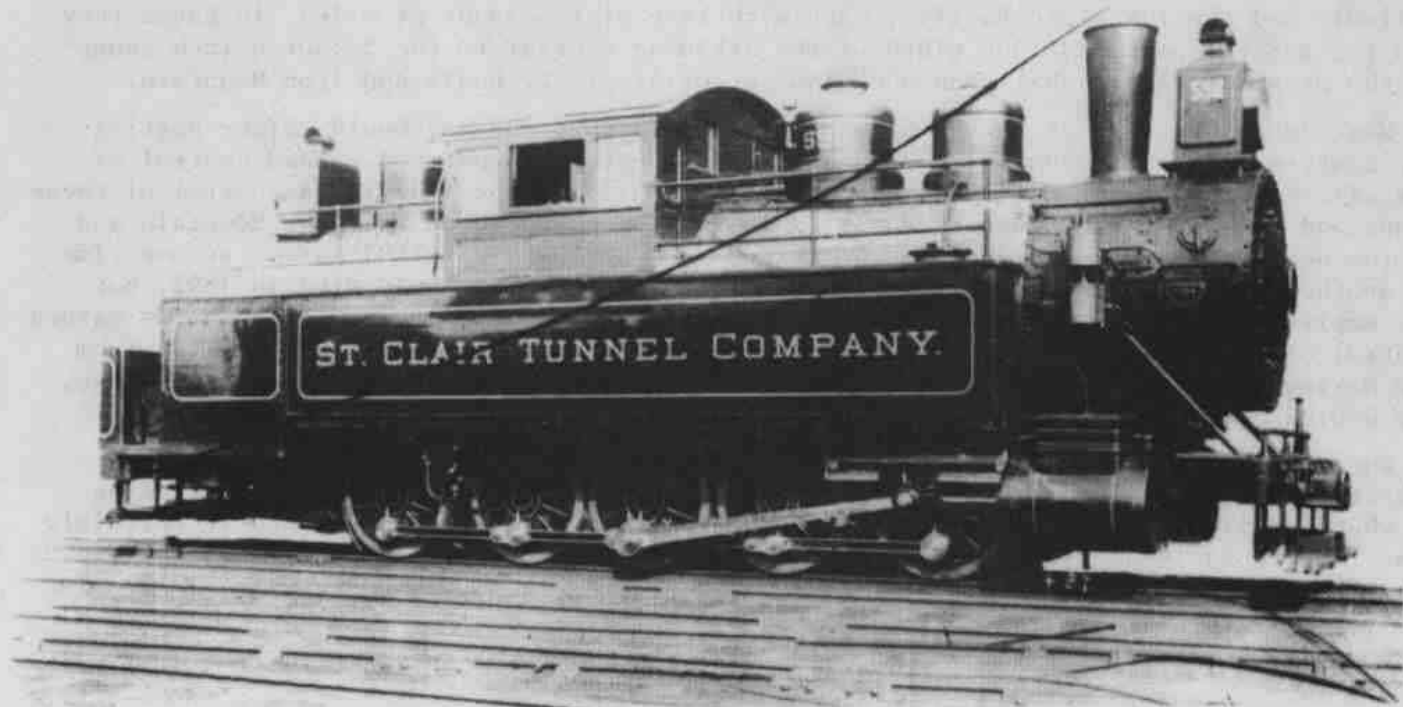
Work began on the American and Canadian sides at the same time. They started in January, 1889, when the mud was frozen. The shield moved ahead at two-foot intervals. The material carried out was used to build up the rail yards at either end. By making daily corrections in their advances, deviations were less than 2 inches. On August 23, 1890, an auger on the American side broke through. Work ceased for a celebration.

The first freight to pass through was a plug of chewing tobacco handed through to a Canadian worker. The two shields came together on August 30, 1890. The deviation was less than a quarter inch vertically and unmeasurable horizontally!

To move freight through the hole, the St. Clare Tunnel Co. ordered 4 monstrous 0-10-0's from Baldwin in 1891. They were numbered 598-601 and No. 598 moved a train through on October 24, 1891. These "mudhens" used a low-gas brigquette for fuel, and firemen were told not to put green coal on the fire when going through the tunnel to prevent gassing the men.

The engines had 22" x 28" cylinders, 50½" drivers, T.E. 37,637 pounds, weight of 173,100 pounds, pressure 165 pounds, Stephenson Valve gear, Grand Trunk class G, grate area 37.3 square feet, horsepower of 875, built in February, 1891. They had single-stage air pumps as there were not to be any airbrakes used on the trains, only on the engines to prevent an emergency application accidentally and asphyxiation of train crew or passengers.

On May 17, 1908, a trial run was made with a Westinghouse electric engine. On May 17, 1908, steam operations halted. The 0-10-0's were used in yard service, a conventional tender being added. Later the cabs were moved back and the mudhens became ordinary engines. They were renumbered twice, 1301-1304 and 2650-2653; they were scrapped in the early 1920's.



☆☆☆ PROGRAM ☆☆☆

Next Club Meeting - SUNDAY, APRIL 13 at 2PM, Twin City Bank Building in North Little Rock

The April program will consist of a BLUE RIBBON PANEL of former railroad greats in our club representing over 184 years of railroad service. The panel will hold a sort of "round robin" discussion, telling us of their railroading experiences over the years. Among the members on the panel will be GENE HULL, L.T. WALKER, EAKLES A. HILLE, WALTER "MIKE" ADAMS, W.T. CHURCH, E.B. FAULKNER and LYNN GAINES, JR (who won't be able to make the program). Following is a brief biography of each:

GENE HULL

RAILROAD: Missouri Pacific; POSITION: brakeman; PERIOD OF SERVICE: December 1940-June 1943.

LOCATIONS: North Little Rock to Van Buren. COMMENTS:

Period of service World War II. Rather hectic - very few student trips. Several trips when crew was mostly students. "Dark" railroad. Only signals were train order boards.

L. TILLMAN WALKER

RAILROAD: Rock Island; POSITION: Brakeman and conductor; PERIOD OF SERVICE: 35 yr, 6 months.

LOCATIONS: Little Rock. COMMENTS:

Hired by Rock Island RR August 18, 1942. Made first student trip August 19, 1942 out of Booneville, Arkansas on train #992 leaving Booneville at 12:30 PM. It was a doubleheader with one 900-Class Rock Island passenger engine and one 3000-Class Freight Rock Island engine, both steam. The 3000-Class was one of largest engines operating in Arkansas. Made student trip to Camden, El Dorado, Memphis and Booneville. Held regular runs and road switchers at Malvern and Stuttgart and regular road run to Booneville, Hot Springs, Camden, Memphis, El Dorado, Sercey, Stuttgart. Made first pay trip to Hot Springs and return January, 1943. Had to jump off engine at Butterfield before it turned over. Jumped off engine at Benton before rear-end collision, no flag out, no injuries, but crashed caboose. Conductor jumped out before impact. Got 30 demerits because conductor told me not to put torpedoes down. -- On SSW passenger train #6 in March 1943. Rear brakeman on 994 train Biddle to Memphis. Got train order at Lonoke. About 1:30 AM slipped on step of caboose, held on grab iron for about one mile before managed to pull myself back up on caboose. Conductor wanted to know where I had been so long when I brought order in caboose. -- I failed to get derail in pocket track at Haskell, Arkansas. Ran engine 2536 over it, got engine all on ground. Last derail I ever forgot about. Got 10 demerits for that, so did engineer and fireman. -- September 1946 out of Booneville on Extra 2318 with 75 cars, loads and empties. Had run by rock Jockey at Bigelow changing shifts. He was supposed to run 20 minutes ahead of every train but we came around a curve at Ross Hollow beside river, hit Big Rock, derailed engine. Fireman and brakeman and I started on water tank but I could not make it, so I went out the window, slipped down gangway and hit ground, end over end to the old river bed in vines. Engine never turned over. Rock Mountain on one side and river on the other. The brakeman and fireman came and got me out of the vines. No broken bones but black all over. Engineer stayed in cab of engine, said he was afraid to jump on account of apron was jumping up and down so bad. -- Coming out of Hot Springs and between Jones Mill and Butterfield, we met a train going to Hot Springs. We were supposed to meet at Butterfield. The fireman was running the engine going to Hot Springs, he had 4 diesel engines pulling 105 cars, most of them loads. He let it get away from him and they ran into us head-on. Jumped off and not one got hurt, but damaged our two diesels and their 4 units. Turned over 12 or 15 cars. -- Was conductor on train #88 out of Hot Springs with 118 cars out of Butterfield, 8,400 tons, three units between Butterfield and Haskell. Broken rail turned over 31 cars, largest derailment I was ever in. One diesel unit that derailed, believe they are safer than steam engines. Was on one train where one good friend was run over by two steam engines and killed. Something you never forget. And crossing accidents, I have made out a lot of reports on injuries and deaths to motorists and been on engine shoving injured and dead motorists down the track, another thing you can't forget. -- Made my last trip January 4, 1978. Lots of ups and downs but enjoyed it. Even liked to get killed several times. Always thought it better to try to jump than get scalded to death or burned up. -- The above is some of the accidents I went through. Would take a book for all of them.

(continued on next page)

☆☆☆ MAR 30 1989 ☆☆☆

EAKLES A. HILLE

RAILROAD: Missouri Pacific Railroad Co. (NEVER Union Pacific); POSITION: FIREMAN. First trip July 30, 1923, 3/67 Engine 87, Engineer W.A. Plott. Last trip June 7, 1942, 18 Engine 1151, Engineer H. Wiseman. 19 years as fireman. ENGINEER. First trip June 10, 1942, Malvern switch engine 62, fireman R.B. Mills. Last trip January 26, 1972, Pine Bluff to North Little Rock, Engine 720, fireman A. Parrien. (29½ years).

LOCATIONS: Arkansas and Memphis Divisions out of North Little Rock, Arkansas.

COMMENTS:

SENIORITY: Jan 1, 1924 was #266.	August 1, 1942 was #38 as fireman.
Jan 1, 1943 was #245.	January 1, 1972 was #2 as engineer.
Jan 1, 1973 was #50.	January 1, 1986 was #9 as retiree.

I made 202,627 actual miles as a fireman, 927,962 actual miles as engineer for a total of 1,130,589 miles. -- My first trip paid \$7.59 and the last \$9.36 as fireman. Engineer \$9.60 to \$71.39. I was fireman on the first diesel road units operated in Arkansas. August 1, 1940, GMC (Demonstrator) #103, North Little Rock to Texarkana, engineer J. Holdford. -- I helped "break-in" the one-of-a-kind 7100, with heavy weight consist until the lighter equipment was delivered from the builders (DELTA EAGLE, September 1940). -- MADAME QUEEN. 6001. I was the first engineer to run the new poppet valves (or as the Colled Gentman says, "puppy valves". November 17, 1942. -- YES, I've worked on most everything the "Old Mop" had to offer; Spots, Mikes, Mastadons, Atlantics, Pacifics, and Ten-Wheelers, some with oil, some with stokers, some muzzle-loaders (with chain operated doors). But, if a count was made, most of my time, both as a "Tallow-Pot" and a "Hog-Head", was spent on 0-6-0s and 0-8-0s. -- Up hill and down dales, up the lead and tracks and down to the roundhouse, go home and wait for the phone to ring and start all over again. Soon fifty years has flashed by, and now you're retired and do all your railroading at the ARKANSAS RAILROAD CLUB.

WALTER MICHAEL ADAMS

RAILROAD: Missouri Pacific, Rock Island; POSITION: With Rock Island - Switchman. With MoPac see below; PERIOD OF SERVICE: MP 1935-1939 (temp); 1945-1980; RI 1949.

LOCATIONS: Little Rock - North Little Rock - Carthage Missouri, Mart Texas - Gurdon, AR

COMMENTS:

Went to work temporary (extra) as Station Helper at Carthage Missouri while still in high school. Later worked as Engine Watchman at same point. Military service 1939-1945. Worked Mo Pac as Mail and Baggage Handler December 2, 1945. To Yard Clerk - General Clerk and Chief Crew Caller June 1946 - March 15, 1948. To Freight Car Clerk NLR shops March 1948 to January 1953. Time out in September - October 1949 to work as Switchman on Rock Island account Missouri Pacific out on strike. Chief Clerk to Assistant Superintendent January 1953 - November 1954. Assistant Trainmaster Entire South End Arkansas Division November 1954 - June 1956. Headquarters Gurdon. Trainmaster on ex I&GN between Fort Worth and Houston, Texas July 1956 - July 1958. Returned to Chief Clerk to Ass't Superintendent North Little Rock July 1958 account health problems (heart). Chief Clerk to Superintendent of Terminals North Little Rock July 1962 to July 1977 then as Ass't to Superintendent of Terminals until retired September 30, 1980. -- Organized and commanded Little Rock Detachment 759th Railway Operating Battalion early 1954 until mid-1955 after transfer to Gurdon started interfeering. Have written over 100 stories, articles, brochures, etc., concerning railroads, mostly historical or personal experience. Have sold five stories to TRAINS Magazine and one to MODEL RAILROADER.

WILLIAM THOMAS CHURCH

RAILROAD: Cotton Belt, STLSF (Frisco), Missouri Pacific, Chicago, Burlington Quincy, Terminal Railroad of St. Louis, Claiborne & Polk, Iranian State, UPRR. PERIOD OF SERVICE: 1936 - 1977; LOCATIONS: Cotton Belt, Illmo, Missouri; Frisco, Chaffee, Missouri, Memphis, Tennessee, Enid, Oklahoma; CB&Q, Alliance, Nebraska; Union Pacific, Sterling, Colorado; TRRA, St. Louis. COMMENTS:

Started career of railroading in Illmo, Missouri. Crew caller 1936. Brakeman in Chaffee, Missouri on Frisco in 1937; Missouri Pacific brakeman/conductor - 1941 - 1977. CB&Q brakeman 1952; UP 1952; TRRA 1952; US Army Military Railroad Service 1941-1945; Telegrapher on Frisco 1939. Served as local Chairman ORC Division #3 in St. Louis. Retired account of bad back in 1977. From a railroad family, fourth generation conductor.

E. B. FAULKNER

RAILROAD: Missouri Pacific (Union Pacific); POSITION: Clerk, freight office, Yard Clerk Wynne and Pine bluff; PERIOD OF SERVICE: January 1937 to July 1, 1974. U.S. Army 1940-1945; LOCATIONS: Wynne-New Augusta-Paragould-Helena-Lexa-Pine Bluff. COMMENTS:

I think it was an excellent idea to have some of the retired railroaders tell of some amusing incidents that happened during their time. One thing for sure, you can get a well-rounded education in a railroad yard office.

LYNN N GAINES, JR

RAILROAD: St Louis Southwestern Rwy (COTON BELT ROUTE); POSITION: Agent, Manager-Telegrapher (wire chief), clerk-telegrapher, Asst Test Telegrapher, Interlocker Operator, control operator, Ticket Clerk (telegrapher), Cashier-Telegrapher, Lift-Span operator, Clerk-Telegrapher. Present job is Clerk-Telegrapher Pine Bluff yard, 3-11 PM Wednesday-Sunday. Raise and lower the lift span at Rob Roy on the Arkansas River and other duties. PERIOD OF SERVICE: August 6, 1949 to present (36½ years). LOCATIONS: 25 stations in the following states: Illinois, Missouri, Arkansas, Louisiana, Texas. Unable to state how many different jobs actually worked. COMMENTS:

Have worked under 10 Superintendents and 4 superintendents of Telegraph. Have worked "joint-telegrapher" Fordyce Interlocking Tower with Rock Island. Was next-to-last Agent at Fordyce, was next-to-last Wire Chief (mgr-tel) Cotton Belt Relay Office, Pine Bluff, Arkansas, was once agent at Gillett, Arkansas, was on Telegraphers Extra list off-and-on for 11 years serving 5 states "all year round". NO EXPENSE ACCOUNT, GENTS. For the first 5 years I worked, CB Rwy operating on Main Line Train Orders, Pine Bluff to Dexter Jct, Missouri and "joint line" with MOPAC Paragould to Dexter Jct, and the biggest part of my work was in this territory. CB Rwy had 5 first class trains operating Brinkley to Pine Bluff, and 3 first class trains Dexter Jct to Brinkley. -- Served two years in US Army as radio operator Ft Jackson Car & Schofield Barracks 25th Inf(Territory of Hawaii).-- Used a good bit of morse telegraph 1949-1966 when officially abandoned used it unofficially until about 1971 when micro-wave killed it complete. Although involved in numerous ESCAPADES never "UP FOR INVESTIGATION". Presently member of Brotherhood of Rwy and Airline Clerks, former member of The Order of Rwy Telegraphers, 36½ years continuous membership - even before the "closed-shop". -- Have handed up to trains running in excess of 70 MPH at Dexter Jct, MO, trains such as BSMFF (fastest train in the world in its day), and 2 and 3 car passenger trains requiring 3 sets of orders. Have copied train orders from morse telegraph at Fordyce (RI) and at other locations from CB Rwy dispatchers. -- Early -on handled the following: Western Union Telegrapher; US Mail on and off trains; Southwestern Trans Co (truck line Agent); Have remitted cash to banks/direct to express messenger on passenger trains; Pullman Co (Agent); Handled cash book, with double entry bookkeeping; Travelers passenger insurance; been bonded 36½ years; Passenger tickets and baggage; Carload & Less CL freight; Served 2 years as secretary of superintendent's safety committee "Individual Performance Awards Cmty"; Worked on ARKANSAS TRAVELER "Operation Lifesaver Train". -- Relatives working on Cotton Belt Rwy: Father Agent & Telegrapher 50 years; Grandfather Lineman and car inspector; Uncle Telegrapher; Sister Roadmaster's Clerk in Camden, Arkansas. Sister is working at present. -- I served as an officer in the Morse Telegraph Club, Pine Bluff Chapter when it was active.

- END -

(Thanks to Arkansas Railroad Club President Jim Wakefield for making up the forms that each of the individuals filled out). SEE YOU AT THE MEETING, Sunday, April 13 at 2 PM at the usual place, the Twin City Bank Building in North Little Rock.

If there are any railroaders out there who would like to have his or her story told, like those above, please drop me a line at: 905 Valerie Drive, North Little Rock AR 72118. I'll be glad to print it, and I'm sure everyone would be tickled to read about your particular feats and endeavors. Thanks...Ken Ziegenbein, Editor.

RESIDENTS OF REDFIELD CONCERNED ABOUT RAILROAD CROSSING SITUATION - At present, there are only two crossing over the railroad tracks in Redfield, Arkansas, and now one, the viaduct, is considered hazardous and is closed. In the event of a train derailment, an emergency would exist. All the people east of the tracks would be trapped. Most of the residential section of Redfield is now east of the tracks, so are the schools. The only escape route from the east side of town is the Arkansas River and there are no boats readily available. Therefore, the people who happened to be on that side of town would be trapped for at least a five mile stretch in any direction, much of which would be through woods and muddy low-lying areas. (WHITE HALL JOURNAL)

TANKER CAR LEAK SPURS EVACUATION - Residents of a mobile home park near Bald Knob were forced from their homes March 7 after two tanker cars derailed on the Union Pacific. (AP)

OPERATION LIFESAVER talks on railroad crossing safety were given February 13 in Osceola, Arkansas by Richard Graviett of the BN; on January 13 in Jacksonville, Arkansas by Dennis Wise of the UP; on February 4 in DeQueen by Ron J. Morris of the KCS and Carl Wommack of the DQ&E. Even so, accidents still happen. On March 2, Dana A. Martin, 26, was killed when he tried to beat a train over a crossing at Cabot. He went around the crossing barricades! I was on Amtrak's "Eagle" a couple of hours after the accident and they had a 10 MPH slow order through Cabot in order to protect the crossing. Incidentally, I'll be riding the "Operation Lifesaver" train from Kansas City to Wichita April 8 and 9 (which reportedly will use UP's E9A #951 as one of the engines, along with the KATY and KCS.

TRESTLE REPAIR AT CAMDEN - Supports of a trestle that crosses Grinstead Street in Camden were being replaced in early February by UP crews. This was in anticipation of an increase in the speed limit of trains throughout that area. (CAMDEN NEWS)

KENSETT VOLUNTEERS MOVE CABOOSE - Several months ago, the UP System began to phase out the use of cabooses. As a result, they made it possible for Kensett to receive a caboose that is to be used as a meeting place for Cub Scouts and Boy Scouts. It will sit in Cowan Park. (WHITE COUNTY RECORD)

BROTHERS LOSE SUIT AGAINST MOPAC - Two DeKalb, Texas brothers who sued Missouri Pacific for a July 1984 automobile accident and subsequent injuries should not collect any money from the railroad, a federal jury ruled in early February. Herman and Larry McCullough sued the railroad for the July 21, 1984 accident off U.S. 82 west of Avery, Texas. They argued the accident was caused because boards for automobiles to cross on were old and defective and threw their car from the road. Accident reconstruction expert James Larry Williams argued that a car traveling the speed of the McCulloughs' would have slid between 60 and 80 feet before stopping. "It appears that the vehicle was deliberately turned over," Williams said. (TEXARKANA GAZETTE)

NEW TRAINING CENTER - Union Pacific recently opened a new technical training center at the Downing B. Jenks Shop in North Little Rock. The new center replaces one destroyed by a fire early last year. (INFO MAGAZINE)

UP'S NORTH LITTLE ROCK TERMINAL SWITCH YARD has upgraded its departure yard with the installation of 10 power switches, new rail, crossties and ballast. The NLR terminal is UP's second largest terminal, where switchmen assemble some 4,000 inbound and outbound cars daily. Run-through trains between Chicago and Texas now are refueled on the main line instead of making a 3-hour trip to and from the terminal service track. More than 30,000 gallons of fuel per day are being pumped at this facility, which opened in December of 1985. UP has budgeted more than \$6 million in 1986 for additional projects, such as: construction of six industry tracks at Biddle Yard (formerly Rock Island); replace wheel turning machine at the locomotive repair shop; apply new ballast under 64 bowl yard tracks; install 8,000 crossties, 32 switches, 34 turnouts, 6 miles of relay rail in the industry and local yard. (INFO NEWS)

TORNADO DERAILED COTTON BELT TRAIN - A strong wind (possibly a tornado) derailed 28 cars of a Cotton Belt train near Fair Oaks, Arkansas March 11. There were no injuries. The 60th car of the 130 car train was literally blown one and a half feet off the track. Most of the derailed cars were empty.

(Continued on page 15...)

JAPANESE EXCHANGE STUDENT VISITS PINE BLUFF - A foreign exchange student is staying with the family of Paul Findley, assistant roadmaster at Pine Bluff for the Cotton Belt. She is named Asaka Inoue of Kochi, Japan. The student exchange tradition originated with the American Field Service volunteer ambulance drivers who served in World Wars I and II. (SP BULLETIN)



OTHER EVENTS OF THE ARKANSAS SEQUICENTENNIAL FOR APRIL INCLUDE:

<u>DATE:</u>	<u>EVENT:</u>
<u>MARCH 28-APRIL 10</u> -	University of Arkansas at Pine Bluff Guild will sponsor a juried painting exhibition and competition.
<u>APRIL 6</u> -	The Arkansas Room of the Saline County Library will be moved to larger room and dedicated to the late David Demuth of Benton, who helped organize the Saline County Library.
<u>APRIL 8-10</u> -	Fourth Annual Spring Senior American Special at Petit Jean State Park.
<u>APRIL 11-12</u> -	A celebration of birds at Lake Chicot State Park will feature slides and films.
<u>APRIL 12</u> -	Arts and Crafts Bazaar at Dyess.
<u>APRIL 15</u> -	Special concert performed by the North Little Rock Community Concert Band at Northeast High School in North Little Rock.
<u>APRIL 17</u> -	Open House at the renovated Pulaski County Courthouse held by the County Judge between 4 and 6 PM.
<u>APRIL 18-MAY 25</u> -	Benton in the Ozarks Exhibition at the Arkansas Arts Center in Little Rock displaying paintings and prints focusing on the years 1924-1934 on areas of rural Arkansas and the Ozarks.
<u>APRIL 26</u> -	Hogeye Marathon and Relays sponsored by the Fayetteville Civitan Club beginning at 7 AM.
<u>APRIL 27-MAY 2</u> -	Warfield Music Festival in Helena featuring free concerts on these 6 nights.
<u>MONTH OF APRIL</u> -	Confederate Memorial in Harrison sponsored by the Arkansas Division of the Sons of Confederate Veterans.
<u>MAY 3</u> -	Historic Helena Tour of 5 historic homes in the Batesville area beginning at the Morrow House.

GENERAL RAIL NEWS

FOR YOUR INFORMATION - Nationwide, there are about 210,000 public railroad crossings. Of these, about 55,000 are equipped with active warning devices, such as flashing lights or gates, which are activated by the approach of a train. Additionally, another 7,000 have some type of special warning device, such as manually operated gates. The remaining 150,000 crossings have a passive warning system. Approximately have of the grade crossing fatalities each year occur at these crossings. Currently, the cost of equipping a grade-crossing with flashing lights is about \$40,000 per crossing and gates cost almost \$100,000.

AMTRAK MUSINGS - Amtrak President Graham Claytor recently said "I do not believe that anyone could credibly suggest that funding for Amtrak, which amounted to 2.5 percent of the transportation budget or .07 percent of the entire FY86 federal budget, is a main contributor or even an important factor in causing the deficit". Meanwhile, the Federal Railroad Administration has been thinking about several possibilities to cut costs for Amtrak, including a one year wage freeze, combining routes, trimming reservation systems and contracting out for food services. -- A letter to the DALLAS MORNING NEWS says (by R.N. Wright): "How much subsidy would the airlines and bus companies have to report if they had to go go Congress direct to pay for their share of their freebies such as airports, highways and air traffic controllers. They would have to show a glowing deficit. President Reagan made a very strong statement against Amtrak saying they cost the taxpayer \$35 per passenger. Under the same guidelines that were used to determine that cost, it has also been determined that each airline passenger costs the taxpayer \$42.50". -- (continued on next page) --

AMTRAK MUSINGS (continued) - Another reason not to abandon Amtrak is the fact that oil prices will once again rise. According to the March 21, 1986 WALL STREET JOURNAL, by 1990, perhaps sooner, the stage will be set for a new run-up of oil prices, one that will again inflict great economic losses on the U.S. -- The Rail Labor Executives Association says that if the white House gets its way, this country will lose all rail passenger service forever. They also contend that another loss would be \$10 million a year in direct income tax revenues from 20,300 Amtrak employees and 2,700 employees of other railroads. It calculated that 70,000 coach seats and 6,000 readily available berths for troop transport in national emergencies would be lost. Elimination of Amtrak would cost millions of dollars to upgrade airports and the highway systems to alleviate the congestion. The RLEA also asks: "Are we to destroy our passenger rail system while we continue to spend millions through the World Bank to support the passenger railroads of other countries?" (Thanks in part to "THE CLEARANCE CARD", "THE DISPATCHER" AND TO "LABOR").

COAL RATE REFUND - The Interstate Commerce Commission in March ordered Burlington Northern and Southern Pacific to refund almost \$60 million in excess coal hauling charges to the city of San Antonio. SP's portion is about \$15.5 million.

SAVING MONEY - Southern Pacific is now saving about \$8 million a month on its fuel bill due to the rapid decline in diesel fuel prices. These are the lowest prices since 1978. However, according to the March 21, 1986 WALL STREET JOURNAL, by 1990 more than half the world's excess oil capacity could be gone. The stage would then be set for another run-up in price. (SP UPDATE)

NEW COTTON BELT INTERMODAL FACILITY - Ground was broken March 21 for a \$3 million, 40-acre SSW intermodal facility at Tyler, Texas. The facility, scheduled to open June 2, is owned by the east Texas Transportation Company, Inc. (SP UPDATE)

STEAMED? - The St. Louis chapter will sponsor a steam powered excursion July 5th and 6th with N&W #611. (RAILLETTER)

4449 TO STAR IN MOVIE - SP 4-8-4 #4449 will begin work in its first feature moved soon. Filming of the movie - "Tough Guys" - is expected to take several weeks. The film, starring Kirk Douglas and Burt Lancaster, is scheduled for release this Fall. (I believe its a Disney movie).

GLEE CLUB OVER - The Southern Pacific Glee Club, which has been giving free concerts throughout the San Francisco area for 63 years, is disbanding at the end of March. Dorothy McDougall, the club's director for 38 years, says "There was a time when we had 60 members...now we're down to 8". (SP UPDATE)

DOUBLE STACK CARS BIG PLUS - By the end of 1985, there were 3,674 double-stack platforms in operation, with 23 steamship-rail services in place, linking 18 U.S. cities and involving 12 railroads, including all four major roads in the west. Double-stack cars, an SP innovation, are truck-competitive in terms of price and service. they're the railroad industry's best new shot at taking general merchandise off the highways. (SP BULLETIN)

UNION PACIFIC IS UP - From January 1 through late February, the railroad experienced a 6 percent increase in carloadings compared with the same period in 1985. Coal traffic on the Union Pacific increased 10 percent, totaling nearly 120,000 carloads by late February. (INFO MAGAZINE)

VOLUNTARY SEVERANCE PROGRAM OF SP - More than 1,000 members of the union BRAC on the western lines of SP applied for the voluntary severance program by the deadline. This is a program to reduce the number of active employees on the railroad. (SP UPDATE)

AUSTIN, TEXAS TO BUY A RAILWAY - The city of Austin, Texas (that state somewhere to the west of Arkansas) is about to buy a segment of the Southern Pacific Railroad (about 163 miles) and lease it to a private operator. Someday, Capital Metro may run its own commuter trains on a section of the line. Excursion trains through the Hill Country are also a possibility. The rail line runs northwest from downtown Austin to Llano and through Leander, Liberty Hill, Burnet, Marble Falls and Kingsland. The eastern section of the line connects downtown to Manor, Elgin and Giddings. (AUSTIN AMERICAN STATESMAN - thanks to member JAMES FAIR)

NO RUN - Apparently, the much-publized "Texas Independence Express" may not run at all...no time to get things together. However, it has been rumored that U.P.'s 8444 may be sent to Texas later this year.

(Continued on page 17...)

A BILLION DOLLAR FLOP - (We told you so)...The \$1.8 billion Tenn-Tom Barge Canal, connecting the Tennessee and Tombigbee Rivers, carried about 1.7 million tons of cargo in its first full year of operation. Supporters had predicted it would handle 27 million tons during the first 12 months. The 234 mile canal, 12 years in construction, was designed to give barge traffic on the Upper Mississippi River and in the Ohio River Basin a shortcut through Mississippi and Alabama to ports on the Gulf of Mexico. The nations's railroads fought the boondoggle from day one. (SP UPDATE)

NOW CONTINUOUS - Most of Southern Pacific's 2,068 miles of main line track between Los Angeles and East St. Louis is now continuous welded rail. The last major section of jointed rail between Tyler and Corsicana, Texas, was made into continuous welded rail March 19.

TEX-MEX EXPRESS BEGINS!! - Regular Friday-Sunday runs of the Texas-Mexico Railway from Corpus Christi to Laredo, Texas began January 31, 1986. The round-trip fare from Corpus Christi to Laredo is \$39.95 for adults and \$20 for children. Trains leave Corpus Christi at 9:30AM and arrive at 2PM at the Laredo depot. The return train leaves Laredo at 4PM and arrives in Corpus Christi at 8:30PM. Movies are shown in route, with hostesses serving drinks and food. The terrain is rather flat. Apparently, the train runs as a mixed. According to a rumor, written by someone in a Texas newspaper, a man was told that his wife delivered a baby on board the Express. He was shocked, and replied, "she wasn't pregnant when she got on!" (honestly, it doesn't take THAT long). (Thanks to James Fair for some of the above -- not the last sentence, however). Call the Tex-Mex at 512-289-1818 for more information.

OKLAHOMA COMPLETES ROCK ISLAND BUY (Arkansas lags behind, as usual) - Apparently placing more emphasise on potential jobs and employment instead of just the current outlays of money, Oklahoma spent \$2.8 million to complete its purchase of the ENTIRE east-west route of the former Rock Island through the state of Oklahoma. The last 69.9 miles of the line in eastern Oklahoma, from McAlester to Howe, was recently bought. An operator, possibly the KATY RAILROAD, has already been found. Meanwhile, in Arkansas from about Howe, Oklahoma eastward to Danville, the old Rock has been dismantled.

NEWS updated through March 31 - RAILROADER mailed Wednesday, April 2.

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

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For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

WELCOME ABOARD!!!

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers. The club meets once a month on the second Sunday. This month's meeting details can be found under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received by the meeting date. In order for you to receive the RAILROADER, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The publication is mailed to all members automatically. Dues are always due the first of the year.

If you would like to join, send your check made payable to the ARKANSAS RAILROAD CLUB to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by sending \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Any change-of-address, stories, pictures, news, etc., are all welcome. Send all correspondence regarding the RAILROADER and all material contributions to:

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