



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 28 NUMBER 8 AUGUST 1997



Union Pacific 3527 ETAL westbound, approaching Tooele, Utah on February 5, 1983. (Peter Smykla, Jr. photo)



A Southern Pacific freight passes the soon-to-be-demolished Brinkley, Arkansas Union Station on December 6, 1989 with Nos. 5111 (GE-B23-7), 4107 (EMD-GP20-R), 8274 (EMD-GP10) and an unknown GE unit in the lead. Union Pacific plans to demolish this structure soon (see story inside). This was where the Rock Island crossed the Cotton Belt. *(Jonathan Royce photo)*



A KCS wreck of a caboose hop caused by a washout at Bridge A 453 (Flat Creek) just south of Winthrop, Arkansas circa 1943. Brakeman Frank Huckabee of Texarkana was killed in this wreck (he drowned). *(Philip L. Moseley photo)*

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BOARD '01 - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be on SUNDAY, AUGUST 10 at 2 p.m. at Mercantile Bank's main bank (the tall glass building) on Main Street in North Little Rock. This bank is across the street from the Riverfront Hilton. We meet on the third floor.

The program will be about Operation Lifesaver (the education program trying to keep people from getting hit by trains). The presenter will be someone from Union Pacific. John Jones has arranged for this.

The September program, September 6 - notice date change - will be at Peter Smykla's Paperton Junction Southern Railroad near Pine Bluff with an excursion. In October, we will have a program given by Kevin EuDaly of White River Publications and former editor of Missouri Pacific Historical Society's *The Eagle*. November's program will be by Robin Thomas. The November meeting date has been changed to November 16th because of the conflict with our November 9th excursion. Our annual Christmas Dinner is tentatively scheduled for Saturday, December 6. The place has not yet been determined. The Christmas program will be given by Tom Shook.

STEAM TRIP NOVEMBER 9 - An order blank is in this newsletter for ordering tickets for our November 9 UP 844 steam trip between Tyler, Texas and Pine Bluff, over the Cotton Belt. Notice that there will be three intermediate stops. Buses will be provided for return trips, but at extra expense. The Cotton Belt group in Pine Bluff is also selling tickets for a percentage. Another copy of this order blank can be obtained from our Internet Web site at:
<http://pw1.netcom.com/~ken.z.rw/weather/trains/844.html>

Union Pacific also has our address and other information on their company Internet Web site at: <http://www.uprr.com>

The train will have over 600 seats available, including 5 coaches and 6 dome-coaches. Although food will be available, it will NOT be included in the ticket prices.

Union Pacific will operate this train on various other routes, beginning October 12 (our trip on November 9 will be the last trip for this tour). Here are the other trips and their sponsors (*thanks to Bob Heavenrich of the NRHS and the Union Pacific Web Page*):

OCTOBER 12 - Omaha to Sergeant Bluffs, Iowa and return. This will be first steam on this former C&NW line since the mid 1950s. Single tickets \$135. Contact: Sioux City & Pacific Excursion, PO Box 791, Columbus NE 68602-0791

OCTOBER 18 - Wichita, Kansas to El Reno, Oklahoma. Contact: Great Plains Transportation Museum, c/o Steve Corp, 1310 West Douglas, Wichita KS 67203

OCTOBER 19 - El Reno, Oklahoma to Fort Worth, Texas. Contact: Central Oklahoma Chapter NRHS, c/o Tom Elmore, PO Box 6620, Oklahoma City OK 73153-0620.

OCTOBER 25 - Fort Worth, Texas to Marlin, Texas. Contact: Age of Steam Museum, 844 Texas Flyer, PO Box 2302, Arlington TX 76004-2302

OCTOBER 25 (also) - Marlin to Houston, Texas. Contact: Gulf Coast Chapter NRHS, Ticket Office, 12335 Kingsride, Houston TX 77024-4116. 713-597-3413. E-mail: chopper@iamerica.net

NOVEMBER 1 - Houston/Palestine, Texas roundtrip over former Missouri Pacific tracks, using regular UP diesels. \$99 coach, \$159 dome. Contact: Gulf Coast Chapter NRHS, Ticket Office, 12335 Kingsride, Houston TX 77024-4116. 713-597-3413. E-mail: chopper@iamerica.net

NOVEMBER 8 - Houston to Tyler. Contact: Gulf Coast Chapter NRHS, Ticket Office, 12335 Kingsride, Houston TX 77024-4116. 713-597-3413. E-mail: chopper@iamerica.net

NOVEMBER 9 - Tyler to Pine Bluff with stops at Mount Pleasant, Texarkana, Camden and Pine Bluff. \$150 coach (\$140 over 65/under 12), \$180 dome (\$170 over 65/under 12). Shorter segments are \$50 each (\$40 under 12/over 65). Contact: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. 501-945-2128 after p.m.

STEAM TOURIST NUMBERS

Member Dan Barr of Houston, Texas, send in an article from the June 24, 1997 *USA Today* which listed several numbers to call to take steam train trips. All were from the *32nd Annual Steam Passenger Service Directory* book by Kalmbach, a book which our club owns. (I recently put various tourist addresses and phone numbers in our area from this book in the *Railroader*). Here are some numbers listed in the article: CALIFORNIA RAILROAD MUSEUM, 916-552-5252; GRAND CANYON RAILWAY, 800-843-8724; CUMBRES 7 TOLTEC NARROW GAUGE, 505-756-2151; ILLINOIS RAILWAY MUSEUM, 815-923-4000; MID-CONTINENT RAILWAY MUSEUM IN WISCONSIN, 608-522-4261; BOONE & SCENIC VALLEY RAILROAD, 800-626-0319; TENNESSEE VALLEY RAILROAD IN CHATTANOOGA, 423-894-8028; TEXAS STATE RAILROAD, 903-683-2561; STEAMTOWN NATIONAL HISTORIC SITE IN SCRANTON, PA, 888-693-9391.

CALENDARS FOR 1998 - The 1998 Arkansas Railroad Club calendars are READY! They contain 14 black & white photos of various railroads in Arkansas, including:

Reader Railroad, Arkansas & Missouri, Amtrak, BNSF, Union Pacific, Reader, Arkansas & Missouri, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River (1960), Helena Southwestern, Olympic Torch Train, and the Dardanelle & Russellville. Photographers include: Mike Adams, Harold K. Vollrath, Gene Hull, John Jones, Peter Smykla, Jr, Jonathan Royce, Tom Shircliff, Dr. William J. Husa, Jr., Keith R. White and Ken Ziegenbein.

To order one, send in the coupon located elsewhere in this newsletter.

AUGUST BIRTHDAYS - STAN BOOTH (8/4); JAMES C. BELL (8/8); QUIN S GODSEY III (8/10); JOE A. HALEY (8/11); MONTY MANN (8/12); PETER SMYKLA, JR (8/12); JIM BENNETT (8/15); ARTHUR D. McCOY (8/17); JOSEPH DARREL CASON (8/20); WILBUR E. JOHNSON (8/22); DAVID PHILLIPS (8/31).

MUSEUM ACTIVE - Dreat Younger of Joplin, Missouri and helping run the Missouri and North Arkansas Museum in Harrison, invites all of us to come by and see the many railroad items on display at this museum. There's also a restored steam locomotive on display in Harrison at the Rusty Wheels location.

CONTINUOUS REQUEST FOR NEWS - Thanks to all of you who have been sending news in to me. I need consistent sources of news from various parts of the state to keep the newsletter "newsy." Mainly, I need news from your LOCAL PAPER. Please keep sending the articles in.

WANTED: FOR SALE OR TRADE

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

WANTED - Photos or diagrams of any trestle bridge. Degray State Park has part of its trails on an old logging abandoned right of way and wants to make a path there, including some trestles. Contact Brad DePriest, Degray State Park, RR 3 Box 490, Bismarck AR 71929.

WANTED - Photos of American Refrigerator Transit (ART) reefers, icing facilities and information on operations in Arkansas. Jerry Michels and myself are working on a book to be published in 1998. Contact Gene Semon, 2718 Hwy 38, Cabot AR 72023 or phone 501-843-6080.

FOR SALE - "Cabooses of the Missouri Pacific" by Jerry Michels. \$65 ppd. Gene

Semon, 2718 Hwy 38, Cabot AR 72023.

FOR SALE - Pre-publication orders are being taken for the Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. Until November 1, 1997, the price will be only \$24.95 (plus \$4.50 shipping and handling). To order yours now, make a check out (for \$29.45) to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. To use MasterCard or Visa, you must call White River Productions at 816-695-4433. Remember, this book has not been published yet.

FOR SALE - Two MKT wood cabooses on private property in Holland, Texas (about 15 miles south of Temple). They have been parked on the property since 1929. One caboose was built in 1887, the other in 1893. No set price. (One part of this For Sale offer

said it was two wooden boxcars, the other part called them cabooses). Contact the owner, Robert Wiley, Holland, Texas 817-657-2350 or 817-578-1775.

WANTED - Photographs of 1940's-1960's streamlined passenger trains anywhere in the country to be used in the *Arkansas Railroader*. Also, photographs of depots in use during the same time period. Your photographs will be returned. Send to Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118 or e-mail at ken.z.rw@ix.netcom.com.

WANTED - Photographs of abandoned or used (rail or otherwise) depots in Arkansas taken 1990 to present. I want to get pictures of as many depots as possible that are still standing for a permanent record in the *Railroader*. Send to Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118 or e-mail at ken.z.rw@ix.netcom.com.

RAILROAD ABANDONMENT PROPOSALS

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

MICHIGAN - CSX - To abandon 1.32 miles of line between m.p. CHC-2.11 near Grand Ledge and m.p. CHC-3.43 at the end of the line at Eagle, Michigan. Effective July 20, 1997. (FR June 20, 1997)

INDIANA - CSX - To abandon the Monon Subdivision extending from m.p. Q-217.67 at Hunters to m.p. Q-213.41 at the end of the line at Ellettsville, Indiana, 4.26 miles. A final decision will be made September 19, 1997. (FR June 23, 1997)

NEBRASKA - UNION PACIFIC - To abandon a 1.88 mile segment of its Lincoln Branch extending from m.p. 492.88 near 33rd Street to m.p. 494.76 near 10th Street in Lincoln, Nebraska. Final decision to be made by September 24, 1997. (FR June 26, 1997)

WISCONSIN - UNION PACIFIC - To abandon 2.0 miles of the Clyman Branch from the end of the line at m.p. 110.0 to m.p. 112.0 near Fort Atkinson, Wisconsin. Effective July 26, 1997. (FR June 26, 1997)

WASHINGTON - LAND CONSERVANCY OF SEATTLE - To abandon a line of railroad known as the Sammamish to Issaquah Branch, extending from m.p. 7.30 near Redmond to the end of the line at m.p. 19.75 in Issaquah, Washington. Final decision to be made by September 29, 1997. (FR July 1, 1997)

KANSAS - SOUTHEAST KANSAS RAILROAD COMPANY - To abandon a line extending from m.p. 421.0 near Coffeyville to m.p. 387.0 near Faulkner, Kansas, a distance of 34 miles. A final decision will be made by October 10, 1997. (FR July 14, 1997)

ARKANSAS RAILROADER

ARKANSAS RAIL NEWS

ARTRAIN PRESENTATION

(Pine Bluff) - An Arkansas flag was presented to the Artrain when it was on display in Pine Bluff on June 10. Arkansas Railroad Club member Lynn Gaines, Jr. was one of the presenters for the Sons of the American Revolution (SAR), Bayou Bartholomew Chapter. The Daughters of the American Revolution also helped present the flag. Arkansas was the 40th state Artrain has visited the past 25 years. *(Lynn Gaines, Jr)*

NEW CONNECTION

(Texarkana, Arkansas) - According to Jud Powell, Union Pacific is building a connection between the former MoPac and SSW yards in Texarkana. This would allow former SSW and former MoPac trains to cross over and eliminate a backup move

through the interlocker. For instance, southbound SSW trains can now continue southbound over the former MoPac. *(via the Internet)*

BRINKLEY UNION STATION

(Brinkley) - Brinkley Union Station, a classic red brick structure located at the former crossing of the Cotton Belt and Rock Island in eastern Arkansas is apparently threatened with demolition by its Union Pacific, the current owner. This large structure is the last surviving example of a junction-type station in the state of Arkansas. The station served Cotton Belt passenger trains until their demise in 1959 and was a regular stop on the Rock Island's Memphis-Oklahoma City route until passenger service ended in

November 1967. The station remained a 24-hour train order office for the Rock Island until March 1980, and was used for a year or so thereafter for the same purpose by the Cotton Belt. More recently, the station had been leased by the owners of the adjacent Great Southern Hotel. It was never renovated, however.

Local efforts were underway in early July in Brinkley to preserve the structure, but UP's response thus far has not been encouraging and those wishing to see or photograph this unique eastern Arkansas/Rock Island landmark should do so. (It may already be too late by the time you receive this newsletter). *(Via the Internet and Bill Pollard)*

GENERAL RAIL NEWS

LAST DAY OF COTTON BELT

The legal merger of the Cotton Belt into Union Pacific will take place August 1 (changing from Road Code 694 - SSW to Road Code 802 - UP). The D&RGW legally merged into UP June 30. All repair bills after August 1 must be consolidated into one bill and sent to UP only. The reporting marks for Union Pacific Railroad will be (this should be good information for historians): ARDP, ARMH, ARMN, BKTY, CEI, CGW, CHTT, CMO, CNW, DKS, DRGW, FDDM, LM, MI, MKT, MKTT, M.P., MSTL, OKKT, SI, SSW, SSWN, TNM, UP, UPFE, WP, WPMW. (Anyone out there who could tell me what some of these stand for? I know most, but such as ARDP I don't - thanks) *(UP release via Don Weiss and UP Online, July 2, 1997 via Lynn Gaines, Jr)*

RETENTION TANKS UNDER ENGINES

Retention tanks are being placed under 670 Union Pacific locomotives to catch oil and treated water before it hits the tracks. *(UP Online, July 2)*

PENZOIL REJECTS UP OFFER

On July 1, Penzoil rejected Union Pacific Resources' offer to buy Penzoil stock for \$84 share. *UP Online, July 2 via Lynn Gaines, Jr.)*

UP/NS BEGIN NEW SERVICE

Beginning July 14, Union Pacific and Norfolk Southern began new fourth-morning service between Columbus, Ohio and Los Angeles. NS carries the intermodal cars from Columbus and Kansas City with UP taking over to Los Angeles. Trains will operate through Kansas City without switching.

BNSF PURCHASES UP TRACKS

(California) - On July 11, BNSF completed the purchase of 112 miles of Union Pacific tracks between Bieber and Keddie, California. This was part of the agreement imposed as a condition of the Surface Transportation Board's approval of the UP/SP merger.

"STRAWBERRY LINE" CAR DONATED

(Cassville, Missouri) - The "Strawberry

Line", perhaps once the shortest standard gauge railroad in the world running 5 miles between Cassville and Exeter, Missouri between 1896 and 1956, had a special rail baggage/freight/passenger coach. This car was bought in 1957 for less than \$500 by Norma Burtrum of Joplin. Now she wants to donate it to the city of Cassville. She had been willing to sell earlier, but thought the car would be worth lots of money. It's an old Edison battery-powered car and should never have been left standing in the open these past 40 years. Dreat Younger of Joplin wonders if it can even be transported without falling apart.

The 5-mile Strawberry line was uphill from Cassville to Exeter, climbing 240 feet from depot to depot. Steam pushed the train to Exeter, then it coasted downhill to Cassville. *(The Joplin Globe, June 26, 1997 via Dreat Younger)*

FRISCO 1522 WOES

(St. Louis) - Apparently there is a big problem with the St. Louis Steam Train Association's steam engine #1522 which

will require lots of money and manpower to fix. When it started pulling the BNSF Employee Special out of St. Louis on May 31, 1997, one of the driver axle bearings overheated at track speed. The trip continued with diesel power. The Association is now in the process of determining the costs and time needed for repair.

UNIDIRECTIONAL SERVICE

According to an article on the "Railspot"

mail server, Union Pacific will begin the unidirectional service from St. Louis to Houston October 1. The source also said that the Shreveport Cotton Belt yard received a total refurbishing in June.

FIRST AMERICAN RAILWAYS PLACEMENT

First American Railways sold stock recently to the public to raise money to replenish funds used to buy the Durango & Silverton

Railroad. The company also plans various "Fun-Trains" in the country including one to begin in October 1997 between central and south Florida. The company's mission is to provide quality entertainment-based rail service across the country, currently using Amtrak equipment except for the Durango & Silverton.

AMTRAK NEWS

TURNING POINT

Legislation moving through Congress the week of July 14, including diverting 1/2 cent of the gas tax to the Amtrak capital fund, which had not been used for highways anyway but went to deficit reduction, could mean the difference between survival and bankruptcy of Amtrak. Should these legislation pieces not pass, even strong Amtrak supporters in Congress will file a bill to declare bankruptcy.

LITTLE ROCK DERAILMENT

On July 11, about 1:40 a.m., the northbound *Texas Eagle* derailed just after leaving Union Station. The locomotive and five cars remained upright with the lounge car and rear three cars derailed. The engine and five front cars continued on to Chicago at 4:30 a.m. Cause may have been a switch in the area. There were 200 on board. Passengers in the rear cars were bused on. The four derailed cars were coaches 34051, 34066, 31543 and

lounge 33040.

1996 PRESIDENT'S AWARD

Longview, Texas Amtrak agent Griff Hubbard was awarded Amtrak's 1996 President's Award in a surprise June ceremony in Longview. Longview is a stop on the *Texas Eagle*. (Thanks to Ray Dunbar of Longview)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

NORFORK, ARKANSAS - WHITE RIVER RAILWAY - Excursions run most days between Norfolk, Calico Rock, Sylamore and Flippin, Arkansas on the White River Railroad (former Missouri Pacific). Call 800-499-5700 or write White River Scenic Railroad, Inc. PO Box 306, Norfolk AR 72626.

WATERLOO, IOWA - September 12-14, 1997 - Rock Island Technical Society's National Convention. Contact: Russ Kokotan, 109 Woods Rd, Denver IA 50622.

CINCINNATI, OHIO - September 20, 1997 - The Cincinnati Railroad Club will run a special between Cincinnati, Ohio and Paris,

Kentucky over the ex-L&N Corbin route, leaving Cincinnati Union Station at 4 p.m., arriving in Paris about 6 p.m. Train returns to Cincinnati about midnight. Trip will feature Amtrak Superliners. Fares: \$79 coach, \$179 first class. Contact: Cincinnati Railroad Club, PO Box 14157, Cincinnati OH 45250-0157.



First wide bituminous burner - CB&Q 2-4-2 No. 590, by BLW 1895. (Gene Hull collection)

THE FIRST WIDE BITUMINOUS BURNER

by: Gene Hull

In the latter years of the 19th century, American railroads were making intense efforts to increase the speed of trains, especially their fleets of passenger trains. Improvements in equipment had made this possible with much greater safety. The fast-acting air brake triple valve, and Janney automatic coupler were two very important such improvements.

The higher speeds achieved by the regular passenger trains were not spectacular by later standards. The fastest train on the Burlington between Omaha and Denver averaged 32 miles an hour. Even so, it was faster than the Overland Flyer on the Union Pacific.

In this desire for higher speed, the Burlington had a spectacular opportunity to receive some nationwide publicity. The amount of mail criss-crossing the nation had reached a tremendous volume by 1884. The U.S. Post Office Department decided to run a solid train of mail cars out of New York to San Francisco. A connection was available west from Council Bluff, Iowa, on the Union Pacific. A fast schedule out of Chicago to Council Bluffs was all that was needed. Between the schedule from New York to Chicago, and the train out of Council Bluffs, there was a time of 15 hours and 50 minutes. This would require an average speed of 31.08 m.p.h. over a distance of 492 miles.

Postmaster General Walter L. Gresham made his proposal to two railroads, but the companies wouldn't even consider the challenge. He had better luck with 1st Vice President Thomas J. Potter of the Burlington. These two men negotiated an exclusive contract to run a solid train of mail from Chicago to Council Bluffs every day for six days a week. A train was made ready, and on the morning of 11 March

1884 the "Fast Mail" roared out of Chicago on the Chicago, Burlington & Quincy.

It was this traditional fast mail service which was responsible for one of the greatest improvements in over-all locomotive design ever made. In 1895 the Burlington asked the Baldwin Locomotive Works to design an experimental engine for high speed service on the Fast Mail. The decision was made to use a 2-4-2 type, which Baldwin had introduced two years earlier. In 1893, Baldwin had built 17 locomotives as an exhibit for the Columbian Exposition in Chicago from May to October. One of these was a 2-4-2 type, consequently called the "Columbian" type.

The new Burlington engine had two trailing wheels mounted in rigid frame pedestals. As an innovative feature, directly above these wheels was mounted a very wide firebox, entirely behind the driving wheels. This allowed the boiler to be constructed much closer to the rails than if the firebox had been above the drivers. The center of gravity of the engine was lower than usual.

The single-expansion cylinders were 19" x 26" with piston valves. The engine had driving wheels 84" in diameter, 200 pounds of boiler pressure, 19,000 pounds of tractive effort, a 4.55 adhesion factor, a firebox 107" by 60", a weight of 138,000 pounds with 86,200 pounds on the driving wheels.

The engine was given number 590 on the Burlington engine roster. The most significant feature was the fact that it was the first locomotive ever built with a deep, wide firebox in this position for burning BITUMINOUS coal.

The "Columbian" type had a tendency to sway at high speed. It was unstable, but this Burlington engine had an influence on the later wheel arrangements, such as the 4-4-2 "Atlantic" type. ~~1884~~

ARKANSAS RAILROAD CLUB MEMBERSHIP ACTIVITY FORM

Membership renewal New Member Change of Address Information update
(See dues information at bottom of this sheet)

Send membership renewal, application, change of address, etc. to:



Arkansas Railroad Club
PO Box 9151
North Little Rock AR 72119
501-758-1340 (phone/fax)
E-mail: ken.z.rw@ix.netcom.com

Please fill out the following questions after checking the appropriate box above.



Date: _____ Your birthday (optional - no year needed) _____

Name: (last) _____ (first) _____ (init) _____

Address: _____

City: _____ State _____ Zip _____

Phone: (____) _____ E-mail address: _____

Please check the appropriate boxes below:

Interests: Early Steam Era: Late Steam Era: Train chasing:
Early Diesel Era: Contemporary: Excursions:
History: Models: Photography: Artifacts:
Railroad of interest: Missouri Pacific: Rock Island: Kansas City Southern:
Cotton Belt: Amtrak: M&NA: Frisco: Southern Pacific:
Union Pacific: Burlington-Northern: Shortline (specify) _____
 Other (specify) _____

Other comments: _____

Membership dues information:

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.



Arkansas Railroad Club
 Little Rock Chapter - NRHS
 PO Box 9151
 North Little Rock AR 72119
 Email: ken.z.rw@ix.netcom.com



501-758-1340

The Little Rock Chapter NRHS

RAILROAD CALENDAR 1998



Warren & Saline River Railroad No. 101, 1912, crossing the bridge over the Saline River, Arkansas, circa 1912. The 101 is a 2-8-0 steam locomotive. Photo by Ken Z. R. W. © 1998. The 101 is a 2-8-0 steam locomotive. Photo by Ken Z. R. W. © 1998. The 101 is a 2-8-0 steam locomotive. Photo by Ken Z. R. W. © 1998.

The Arkansas Railroad Club's 1998 calendar consists of 14 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month and a photo on both front and back.

Railroads included are:
 Reader, Arkansas & Missouri, Amtrak, BNSF, Union Pacific, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River, Helena Southwestern, Olympic Torch Train, and the Dardalelle & Russellville RR. Various photographers.

Our calendar (format and sample picture shown at left) will make a great and unique Christmas or special occasion gift. There's a discount for ordering more than one and all include postage.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
					June 1998		
	1	2	3	4	5	6	
7	8	9	10	11	12	13	
14	15	16	17	18	19	20	
21	22	23	24	25	26	27	
28	29	30					

Make checks payable to: Arkansas Railroad Club

MAIL TO: Arkansas Railroad Club
 PO Box 9151
 North Little Rock AR 72119

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Please send me:

Calendar @ \$7.00 each _____

Calendars (2-9) @ \$6.50 each _____

Calendars (10 or more) @ \$6.00 each _____

(Calendars are Postage Paid)

TOTAL ENCLOSED _____

STEAM RETURNS TO THE COTTON BELT ROUTE!

JOIN US ABOARD THE "BLUE STREAK SPECIAL"

TYLER, TEXAS TO PINE BLUFF, ARKANSAS (and inbetween stops), SUNDAY, NOVEMBER 9, 1997

FEATURING UNION PACIFIC'S #844 STEAM ENGINE
(the fastest mainline steam engine on the rails today!)

The train will also feature Union Pacific's famous streamlined excursion passenger cars, including dome cars...the best rail cars used on excursions today.

Our trip begins in Tyler, Texas early Sunday morning and will stop for passengers at Mount Pleasant, Texas ... NEAR Texarkana, Arkansas ... Camden, Arkansas ... and finally arriving in Pine Bluff. A return bus will be provided at EXTRA cost. (Exact times will be sent with your tickets. Tickets will not be mailed until mid to late Summer)

Join us for a great daylong trip - sit back and relax - enjoy the scenery - enjoy the company of real friendly riders - remember the train trips of years past. Food and drinks will be for sale on board the train (no alcohol allowed, however). Here is an order blank (exact times to be announced). BUS RETURNS ARE NOT INCLUDED IN THE PRICE, but they will be available at a small extra cost.

_____ TYLER-PINE BLUFF COACH TICKETS @\$150 (\$140 under 12/over 65) - Total \$ _____

_____ TYLER-PINE BLUFF DOME TICKETS @\$180 (\$170 under 12/over 65) - Total \$ _____

_____ TYLER-MOUNT PLEASANT COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

_____ MOUNT PLEASANT-TEXARKANA COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

_____ TEXARKANA-CAMDEN COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

_____ CAMDEN-PINE BLUFF COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

TOTAL ENCLOSED: \$ _____

Send checks to any address below:

ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119
501-945-2128 (after 7 pm cst)

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