



ARKANSAS RAILROADER



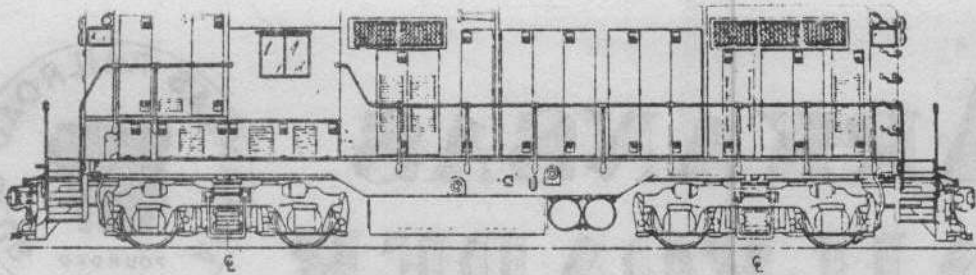
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 18 NUMBER 12

DECEMBER 1987



May these tracks, or similar tracks anywhere, take you where you want to go this Holiday Season. Have a **JOYOUS** and **CALM CHRISTMAS!**



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1987 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - Peter Smykla
2800 West 37
Pine Bluff, AR 71603
(501)-535-4724

Vice-President - Carole Sue Schafer
103 Thayer
Little Rock, AR 72205
(501)-371-0034

Treasurer - Dick Byrd
12 Flintwood Dr
Little Rock, AR 72207
(501)-225-7354

Secretary - Polly Hamilton
522 South Main
Benton, AR 72015
(501)-778-6221

NRHS Rep - Mike Adams
3609 Lakeshore Dr
N Little Rock, AR 72116
(501)-753-5120

Editor - Ken Ziegenbein
905 Valerie Drive
N Little Rock, AR 72118
(501)-758-1340



ANNUAL CHRISTMAS PARTY - The Arkansas Railroad Club's Annual Christmas Party will be held **FRIDAY, DECEMBER 4** at the Yellow Daisy Restaurant (2811 Kavanaugh Blvd in west Little Rock). The menu will include beef stroganoff,

Cost is \$12 per person. Send your \$12 to club treasurer Dick Byrd, 12 Flintwood Drive, Little Rock AR 72207 and make checks out to the "Arkansas Railroad Club." The restaurant will be paid with one check from the club. Be sure to put on your check "Christmas party" to let Dick know it is for the party. Deadline is November 30.

If you can't get your money in to Dick by November 30, call our vice-president Carole Sue Shaffer at 371-0034 and let her know how many in your family will be coming. You can pay the club back later at the party.

Time of the party is 7:00 PM. Let's have a strong turnout. See you there! After the party at the Yellow Daisy, we'll all go over to Carole Sue's home at 103 Thayer for some hot cider and to see her famous "railroad" Christmas tree and other interesting items.

1988 OFFICERS NOMINATED - The Nominating Committee has presented the following names to be officers in the Arkansas Railroad Club for 1988. They are: President - CAROLE SUE SHAFER; Vice-President - RALPH DAVIS; Secretary - POLLY HAMILTON; Treasurer - DICK BYRD; NRHS Representative - PETER SMYKLA. A new member of the Board of Directors is William Church.

COVER PHOTO - Union Pacific's double track main line just west of Little Rock looking west.

\$ \$ DUES \$ \$

DUES ARE DUE - The 1988 dues of the Arkansas Railroad Club are due. They are still only \$10 per year for Arkansas residents and \$7.50 for out of state. Make checks out to the "Arkansas Railroad Club" and mail your check to Dick Byrd, 12 Flintwood Drive, Little Rock AR 72207.

DEADLINE for the January RAILROADER will be December 15.

"After a time you may find that having is not so pleasing a thing after all as wanting. It is not logical, but it is often true."

SPOCK

(from the Star Trek episode AMOK TIME)

("Club Happenings" continued on Page 13)



THE TRAINS I RODE* - MORE PERSONAL REMINISCENCE

by: W. M. "Mike" Adams

I made my first train ride at a pretty early day - after the perfection of the air brake and Jenney coupler, however, despite allegations to the contrary from some sides of the lake. My father was in the employ of the Missouri Pacific at Branson, Missouri when I was born and had pass privileges. My grandparents on both sides of the family lived at or near Yellville, Arkansas, some 55 miles to the southwest, and while I don't want to infer that I can remember the trip, I am sure my father rushed me to Yellville at the earliest opportunity to show me off to the old folks.

Actually, the first train ride that really sticks out in my memory was on an excursion train from Cotter, Arkansas to Memphis in June 1924. In April 1923 Lewis Warrington Baldwin took over the tottering Missouri Pacific and set about turning it into a first class railroad after decades of Gould mis-management. One of the first things he did was to organize booster clubs on each division. This was a social gathering of the employees designed to promote the railroad and secure business. He would and did authorize any kind of special or excursion within reason, the railroad furnishing the equipment and fuel while the employees ran them on a volunteer basis, without payment.

Anyway, the White River Division Boosters had organized a trip from Carthage, Missouri to Memphis and the train rolled into Cotter about 9:00 PM and this I do remember - many of the coaches, including the one we rode, were of the old open platform variety complete with Pintsch

gas lights and green plush seats smelling like the bottom half of the coal chute. As I recall, the train was quite lengthy and it was all the 2300 class ten-wheeler could do to handle it even on the water level grade south out of Cotter. Another thing I remember was the incessant string of wooden trestles stretching practically all the way from the St. Francis River to Memphis on which the railroad operated in those days. Long since filled in or, when necessary, replaced with pre-cast concrete they were a feature on all lines entering Memphis across the Arkansas Deltalands.

In 1927 we moved to Aurora, Missouri and that Christmas my mother decided to go to the neighboring and much larger town of Springfield and do some Christmas shopping. Of course, the main line of the Frisco ran directly from Aurora to Springfield but we were true to the Mo-Pac and took the south-bound local from Aurora to Crane, 11 miles. Here we were about three miles farther from Springfield than when we started and here we changed from the steam powered three-car local to a motor car known far and wide as the "Bullmoose." The engineer or if you will, motorman, was an old-timer named Bob Pennington. Bob had been a boomer in his younger days and was a pretty garrulous old codger, his tales had to be taken with a grain of salt.

The most interesting thing to me was that there were several seats in the baggage/control compartment of the motor car used as a "smoker" and occupied by those addicted to the weed while just opposite the engineer and actually on the

* Again with apologies, this time to the late Lucius Beebe and Charles M. Clegg.

right side of the compartment was an empty seat. Bob let me ride here the 35 miles from Crane to Springfield and also on the return trip later that day. I am sure the success of the trip was due in part to my expert look-out, however, it was not without incident. At that time the Springfield branch was laid with about 56 pound rail. We were rocking along, and I do mean rocking, perhaps 30 MPH, between Clever and Hurley when Bob hollered for all to "grab a hold" and slammed the brakes in emergency. It was too late, however, and we bounced right over a section of rail with about 6 or 8 inches of the ball broken out. The conductor, another old-timer named Douglas, threw off a message at Hurley and we went merrily on our way. The trusty section forces had effected a repair by our return and that portion of the trip was uneventful.

Later we did make a trip from Aurora to Springfield on the Frisco. Dad was along and we went into the diner - just to have a drink as the trip couldn't have taken over 40 or 45 minutes. I do remember the diner having arch windows with stained glass transoms. The ride was also a good deal smoother than the clickety-bang branch from Crane on the Mo-Pac.

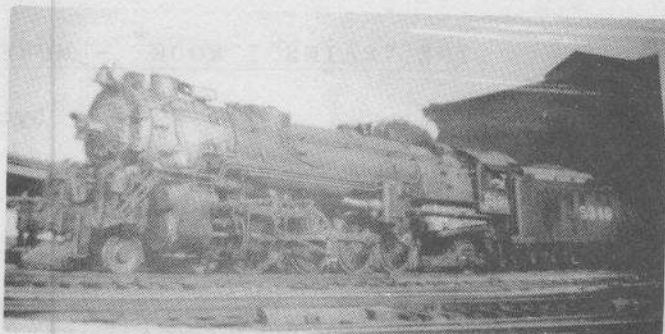


My father's oldest brother was a doctor and in 1930 was working for the Department of Interior in charge of medical service at the Indian School at Fort Mohave, Arizona. He had invited me to visit him and just as soon as school was out that May, my mother and my youngest sister and I left Aurora on the Missouri Pacific bound for Kansas City and a connection with the Santa Fe. We arrived at Kansas City about 9:00 PM and the train we were to ride, "The Navajo", was not due out until about 2:00 AM but a Pullman was added at Kansas City that you could board at 10:00 PM. When we awoke the next morning,



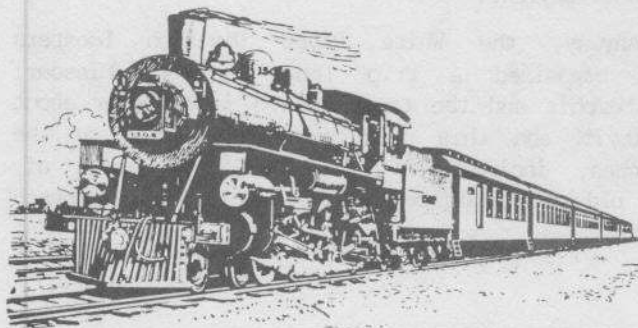
we were just out of Newton, Kansas and it was time for breakfast. At that time the only train on the Santa Fe carrying a diner was the famous "Chief" and all others, including the one we were riding, stopped thrice daily for meals at the reknown Harvey Houses. Besides this fascinating ritual at every meal, the thing I probably remember most was leaving Trinidad, Colorado and climbing the Raton Pass. We only had about 9 or 10 cars but it took three engines, two pulling and one pushing, to get the train over the 3% grade of this famous route.

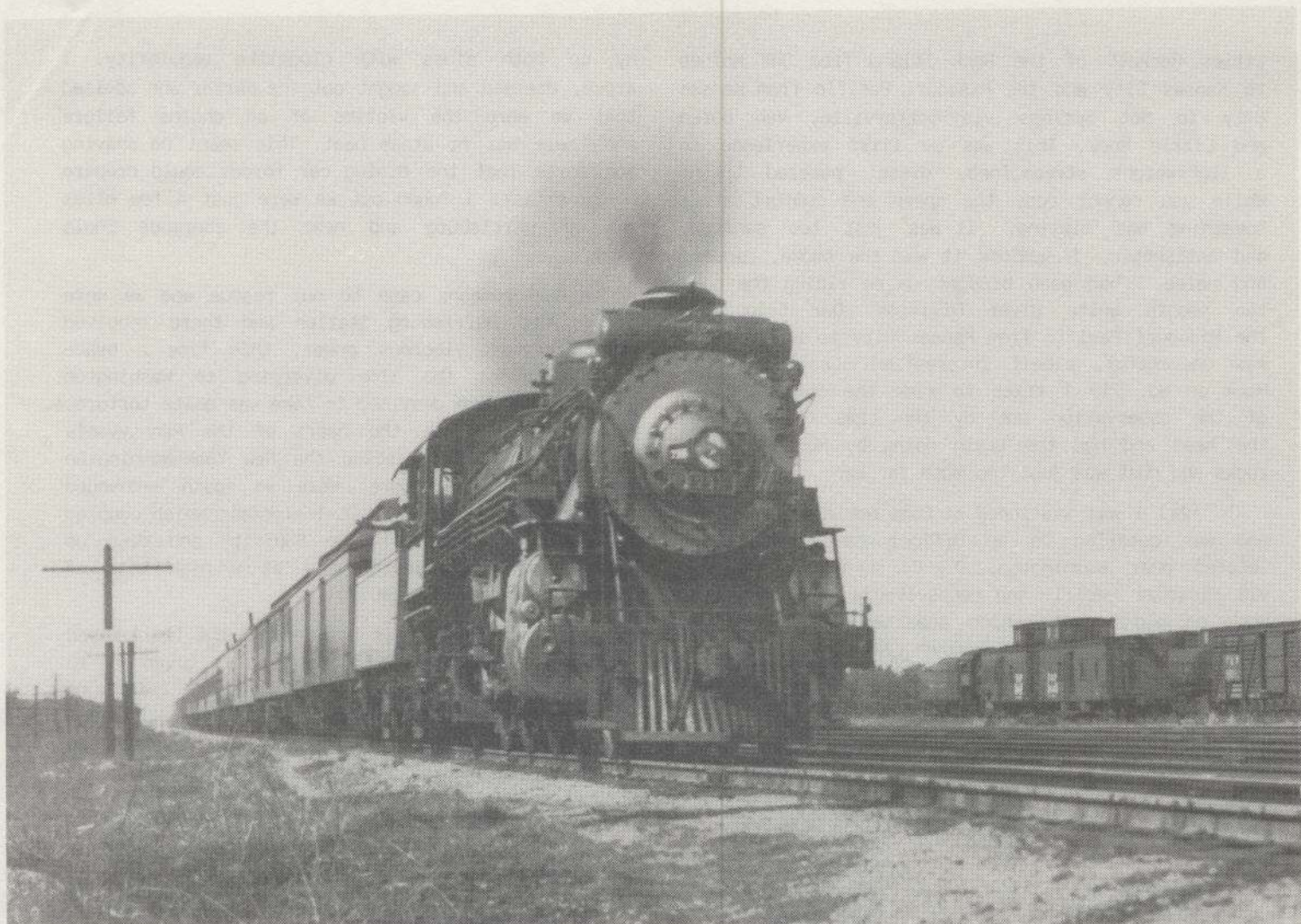
I had picked strawberries that Spring and made a few dollars and at every Harvey House after getting into New Mexico there were always a group of Indians on the station platforms selling trinkets. I held out as long as I could and finally bought a "genuine bow-n-arrer" from a stern looking old squaw. My uncle met us at Kingman, Arizona and we drove to Fort Mohave. He took me to task about the bow and arrow, told me it was made in a factory up East and summoned one of the Indian lads attending the government school and bade him construct me the real article. Well - live and learn.



MOPAC 5340, giant 4-8-2 built by American in 1930 ready to depart St. Louis with Train #3, the OZARKER ca. 1937. (MOPAC photo in the Mike Adams collection).

In the summer of 1937 I was visiting friends in Kansas City when we succumbed to the wiles of a recruiting sergeant and enlisted in Company B, 110th Engineers, Missouri National Guard, then in the process of preparing for a two weeks encampment at Fort Riley, Kansas. I had received ROTC training in high school and was no stranger to the military but believe me had many misgivings on the long hike with full field pack and a 9 pound Springfield rifle from the armory far out on South Main to the Union Depot. Here we boarded a troop train on the Union Pacific. It consisted of a couple of baggage cars and a long string of coaches, all of the windows open in deference to the hot summer night in Mid-America and being stuffed with embryo soldiers in **WOOLEN** clothing!





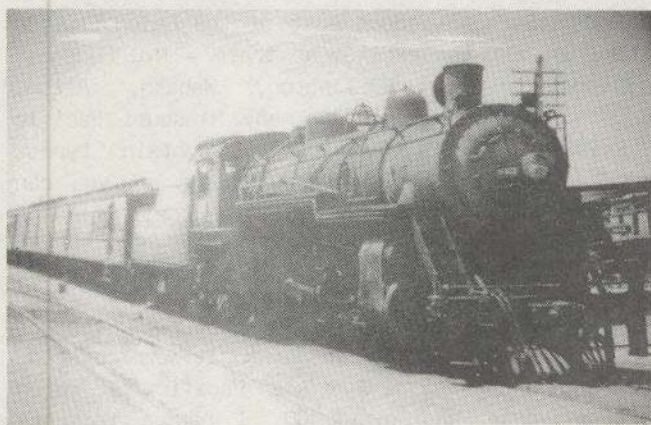
Paying scant attention to the yard limits as is the prerogative of a first class train, the LOUISIANA LIMITED, New Orleans to Dallas/Fort Worth flyer of the Texas & Pacific, follows Pacific type 715 through Mineola Yard. In this May, 1937 shot the engineer greets the photographer with a wave of his right hand while his left firmly grips the throttle. A companion train to the famous SUNSHINE SPECIAL. (Harold K. Vollrath collection given your editor by Mike Adams)

I remember several things about the trip out and nothing about the trip back. Outbound we must have met at least 6 stock trains all handled by enormous 9000 class 3-cylinder 4-12-2's of the UP and all leaving a trailing effluvia throughout the troop train as they sailed by. Another was the fact that the UP had an exceptionally smooth roadbed - another that they operated mixed trains at high speed with 25 or 30 freight cars and 5 or 6 passenger cars handled by high-wheel Pacifics. Seems like I also remember some little beasties called grasshoppers infesting the environs of historic old Fort Riley.

In the summer of 1938 I made a trip from Carthage to Monroe, Louisiana. What stands out most was at Little Rock during the return when I had several hours layover. I had gone out to the steel fence still standing along the parapet east of the depot on Garland Street and was engrossed in the arrivings and departings of the multiple sections of the "Sunshine Special" and breathing in the oil smoke of the many 6600's when a 5300 hove into view from under the Lincoln Avenue viaduct trailing a long string of Pullmans. Until the last car went by I imagined it to be another section of the "Sunshine" - this car was one of the solarium lounges first placed in service on the "Sunshine Special" in 1927.

As the glistening Pullmans stopped I could make out the tailsigns, there were two, one on either side of the rear end of the car. This

was the famous "City of Mexico" that the Missouri Pacific and the National of Mexico operated for about two years as a weekly Pullman special from St. Louis to Mexico City. The right hand tailsign was in English while its companion on the left side was in Spanish. The engine was quickly replaced and a switch engine coupled on the rear and almost before you were aware of it they were off again with the switcher shoving until the train topped Rose Creek hill.

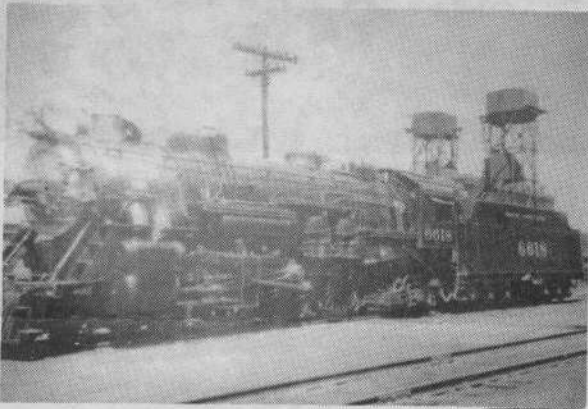


MOPAC #125, THE SOUTHERNER at Coffeyville, Kansas ca. 1935. (W.M. Adams collection).

In 1940 I was stationed in Fort Des Moines, Iowa and managed to secure a detail to accompany an invalid soldier to the Army-Navy Hospital at Hot Springs. Our trip was made on the "Twin

Cities Rocket" of the Rock Island from Des Moines to Kansas City and the Missouri Pacific from Kansas City to Hot Springs via Coffeyville, Van Buren and Little Rock. This was my first experience in a lightweight streamlined, diesel powered train. While you cannot deny the speed and comfort still something was missing. It was just too sanitary and antiseptic. I suppose it was the smoke, cinders and noise I had been brought up on riding the none too smooth White River Division. Our trip over the Missouri Pacific from Kansas City to Hot Springs was uneventful, albeit interesting. Leaving Little Rock on No. 219 I tried to ride the open platform of the observation but by the time the 6600 on the head end had the train going by Mabelvale the rocks and dust was just too much for me.

In 1943 I was stationed at Camp Robinson, Arkansas and was detailed to an Officer Candidate School located near Washington, D. C. I decided to go via Missouri Pacific and Pennsylvania leaving Little Rock on old No. 18 which departed at 9:00 PM and arrived at St. Louis at 7:50 AM. No. 18 was a heavy Pullman and mail train and I recall being awakened time after time during the night when we headed into sidings and met train after train of Pullmans headed by a roaring 5300 or 6600, displaying emerald



MOPAC 6618 4-6-2 built by American in 1924. Here at St. Louis in 1929, engine was still in "as built" configuration with spoked pilot wheels and wooden pilot and sans feedwater heater. (MOPAC Photo from Mike Adams collection).

class lights and each capped off with a red and gold tailsign on the rear car reading "The Sunshine Special". I had reservations on the "Spirit of St. Louis" on the Pennsy due out of St. Louis at 12:30 PM. This left me several hours to go out on the 18th Street viaduct east of the Union Station and take in all the excitement there - NYC Hudsons, Pennsylvania K-4's, Burlington, Wabash, Alton, GM&O and IC Pacifics and the many Missouri Pacific and Frisco locomotives, mostly Mountain types. Since it was the last day of January, as you can well imagine, I damn near froze taking it all in!

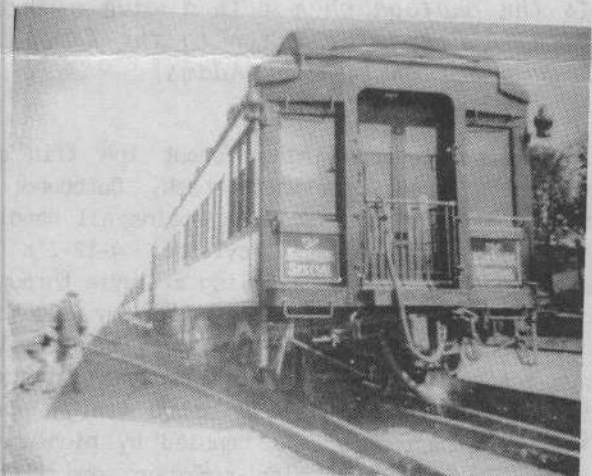
The "Spirit of St. Louis" was all-Pullman and completely equipped with light-weight streamlined rolling stock painted the famous Tuscan red of the Pennsy and lined out in gold. It was powered, however, by the standard K-4's Pacific of which the Pennsylvania had over 400. I had a rommette and though my view was confined to one side of the train, thoroughly enjoyed the speed and comfort of the famed flyer; up until about daylight the next day, that is. About daylight I woke up cold and puzzled. We were standing still and when I raised the shade could see we were in the midst of a raging blizzard and standing on an inside track of a four-track main line with trains zipping

by on both sides with clocklike regularity. I arose, dressed and sought out the porter who advised that we were the victims of an engine failure and there was no steam heat. This meant no shaving and worse that the dining car forces could prepare no breakfast. I found out we were just a few miles out of Harrisburg and near the enormous Enola Yard.

Finally someone came to our rescue and we were towed into Harrisburg Station and there received new and more vigorous power, this time a brace of K-4's, for the line diverging to Washington and which we were destined to take was quite torturous. This line, through the heart of the Pennsylvania Dutch country, intersected the New York-Washington main line at Baltimore. Here we again exchanged engines, this time for a GG-1 electric which coupled onto the rear end of the "Spirit" and drug us unceremoniously backwards and at a high rate of speed to the nation's capitol.

Upon graduation I was assigned to the III Armored Corps at Camp Polk, Louisiana and given a 10 day delay enroute plus travel time. My trip home was made on the "Tennessean" of the Southern. This was a mixture of light-weight and standard equipment handled by diesels on the Southern but by the matchless 4-8-4's on the Norfolk and Western portion from Lynchburg to Bristol. As I recall, it was a rough trip - lots of slack action. Of course you traversed some pretty country but there was also a lack of expertise in the handling of the air, too - especially on the Southern.

Leaving Little Rock for Camp Polk found me riding the good old "Sunshine Special" headed



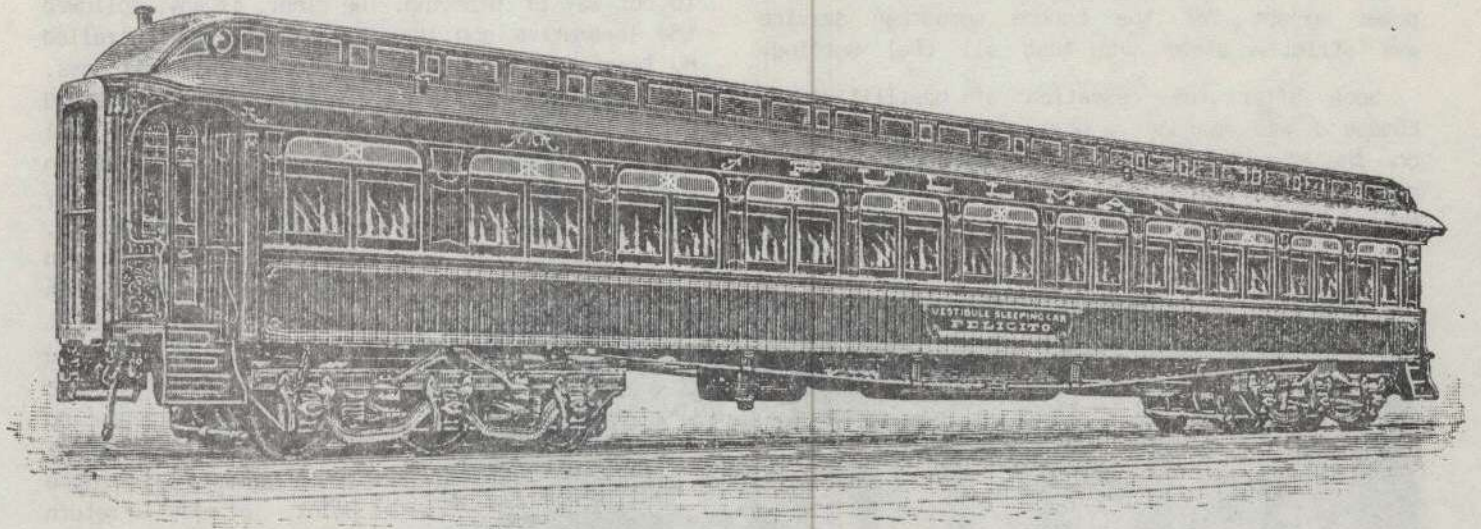
MOPAC Train #2, the SUNSHINE SPECIAL departing Bismarck, Missouri ca. 1930. (MOPAC Photo from the Mike Adams collection).

for Texarkana and a date with the Kansas City Southern. The official guide intimated that there was about an hour's wait between the arrival of the "Shine" at Texarkana and the departure of the Kansas City Southern's "Flying Crow." In reality, this turned out to nearer eight hours as it was nearly noon when the belated "Crow" finally backed into the Texarkana station. It wasn't a bad trip from Texarkana to Shreveport but from there to Leesville, Louisiana the KCS, at that time, was strictly a streak of rust. We had a little ten-wheeler oil burner and the coach I was riding had flat wheels and I had the good fortune of riding right over them. As darkness fell and the lights were turned on, we discovered that the generator was about played out, or the belt was loose, or both, and when the train stopped, which was all too

frequent, the lights went out. It was a weary, dreary hell-hole where I served for exactly one year and one day before ordered to the European Theater of Operations to assist General Eisenhower in his endeavors.

I had initial orders to report to Camp Reynolds, Pennsylvania and the rail transportation officer at Camp Polk made me reservation on the Pullman that was operated from Shreveport to Hope on the Louisiana and Arkansas connecting with the

town of Richmond, Indiana when I finally got a seat. I did fight my way up to the diner about noon and managed to get a meal. It was good food and would have been enjoyable except that there were two high-wheeled K-4 Pacifics on the head end and those engines were literally blasting the stacks off them. The trouble was the front door of the diner would not stay shut. There was no vestibule and there was a terrific torque action transmitted from the engines and the door would slam open, you would catch a glimpse of a bucking,



Missouri Pacific and the "Sunshine Special" there. At St. Louis, I could change to the Pennsy and again ride the "Spirit of St. Louis." My wife and I were living at De Ridder, Louisiana, near Camp Polk, at that time and we drove to Shreveport where I made arrangements to protect my Pullman space at Little Rock the following night. The next night I boarded the FIFTH section of the northbound "Sunshine" and was in the last Pullman of a 16-car train, 11 of which were Pullmans. My car was almost under the Third Street viaduct. We went into St. Louis right on time. Secure in my reservations, I wandered around the huge train shed taking in all the sights, sounds and smells of that famous old railroad terminal.

About 9:30 AM I decided to check my Pullman space and went to the Armed Forces counter in the lobby. Much to my disgust, anger and chagrin, I was informed that since I was only going as far as Pittsburg my Pullman space had been re-assigned to a New York bound traveler, who also probably outranked me considerably. What had me upset was the fact that the only coach train I could ride until late that night was due to leave at 9:30 AM and it was some few seconds past that then. Luckily I had my luggage with me and grabbing it up headed for the concourse gates. I arrived just in time to see a Pennsy train, "The American", leaving. The gateman assured me, however, that this was a first and Pullman section and that the coach section would be leaving momentarily and the only room would probably be in the first car.

I shouldered my valpak and ran all the way to the head end car of the train while the conductor waited with his highball until I had boarded the second car - the first was a diner. I got just as far as the vestibule. I managed to find floor space for my bag and used it for a seat or alternately stood until we had reached the

bouncing tender with "5436" emblazoned on the back in gold and then the soft coal smoke and cinders took over penetrating everything, including your hair and teeth. I asked the steward, politely, I thought, if it had ever occurred to him to prop a chair under the door! I don't remember his answer for the damn door came open again about that time.

I found quarters in the Fort Pitt Hotel in Pittsburg that night and spent about an hour scrubbing the grime and cinders off my body and out of my hair. The following morning I boarded a Pennsylvania local hauled by an L-1 Mikado for the trip on to Victory, Pennsylvania and Camp Reynolds.

Thankfully our stay at that famous or infamous camp was short and in a very few days we were marched to the railroad and boarded a troop train for the Port of New York. I was in the last seat of the last car of a 16-car train. I have no idea what the motive power was, probably an L-1 Mikado. We operated from Victory to New Castle as the second section of a local passenger and of course, had to make all the stops made by our parent train. It was a slow trip and we reached Pittsburg somewhere around 10:00 PM.

Leaving that famous terminal we had two K-4's on the head end and as we ascended the Alleghenies toward Gallatin we were treated to a terrific display of lightning. As we went over the crest and down around Horseshoe Curve the brilliant flashes kept the night lit up like day and illuminated for us the spectacle of a four-track mountain railroad infested with trains powered by multiple clutches of roaring locomotives. It was worth the trip for just that one experience. At Weehawken we were traded off to the New York Central's West Short line for a short trip up the Hudson to Camp Shanks, New York.

My experience on English trains was limited to a trip from Liverpool to Tarporley and then

from Tarporley to London and thence, by suburban train, to Teddington. On our return from Europe we rode a troop train from Southampton to Tidworth Barracks near Salisbury and then retraced this route two weeks later to board the Queen Mary. While at Tidworth I made a fast trip to London on the Southern - arriving and leaving from famed Waterloo, hard by the Thames. Even after years of wartime privations the English trains were fairly clear, reasonably fast and smooth. There was no slack action at all and you were scarcely aware of the startings and stoppings. All the power except for the London suburban service was strictly steam and that all coal burning.

Soon after the cessation of hostilities in Europe I was awarded a seven day leave to Cannes on the French Riviera. A fellow officer from my unit and I arranged rail transportation from Paris to Marseille and on to Cannes. We managed



to scrounge a sleeper space out of Paris on the French equivalent of the Twentieth Century Limited and occupied a bedroom in a "Wagon Lit" car. There was no dining service so we stuffed our duffle with "K" rations to sustain the innerman - the journey was to be nearly 24 hours long.

As I remember, our power out of Paris was a Pacific, or as the French term them, 2-3-1. We left in the evening and the next morning found us deep in the Massif Central and being hauled by a Mountain type machine, burning bricquets,

and sprouting, in the French manner, pipings and tanks from every view. It was a good trip as far as Marseille and there we exchanged our Wagons Lit for the plebian coach of a coastwise train. We stood all the way to Cannes, jammed up with numerous French civilians all of whom had apparently just dined on garlic fortified sausage washed down with good red wine! I kept longing for my gas-mask which I had discarded about a year previous.

The French ran their trains just backwards to our way of thinking. The diner, if any, followed the locomotive and then came the sleepers trailed by first, second and lastly, third class carriages. The travelers themselves ranged from well-dressed French mesdames leading a matched pair of well clipped Poodles to a ragged gypsy looking urchin boarding the last carriage carrying the family goose and with a rabbit tucked in her blouse.

Interspersed with the journeying Gauls were several recent graduates of Dachau or Buchenwald - shaven heads just beginning to sprout again, emancipated almost to the point of no return and with the aura of death following them in spite of numerous bathings. One and all were greeted with tearful hero's welcomes at the various provincial towns on our route.

I did make another trip in France. On our return from Germany we moved by rail from Soissons, railhead for Camp Oklahoma City, set up to redeploy the army home, to Camp Lucky Strike, railhead for the port of Le Harve. Again I boarded a 16-car train, again the last car, a bullet riddled carriage from the Deutsche Reichbahn. We had a peanut roaster for motive power and as I recall, achieved the munificent speed of about 25 miles per hour descending one of the many grades

encountered on the 117 mile trip. We stopped twice for an hour's duration each for meals and the whole trip took exactly 21 hours. Not precisely mainline timing but what did we care? We were on our way home and would have gladly gotten out and pushed and several times I thought we were going to have to.

Believe it or not, I once more rode a 16-car train and once more it was a troop train. The Queen Mary, laden with the 30th Infantry Division, arrived in New York Harbor, the evening of August

21, 1945 and docked in her usual berth, Pier 90. We were off loaded, given a pint of genuine pasturized USA style sweet milk and promptly marched off onto a ferryboat and back down the Hudson we went. This time to the Jersey Central Terminal of the Pennsy.

I made a slight change this time; I rode the first car of this train. The power was a GG-1 and the trip was short both in distance and time, 35 miles in just 35 minutes found us unloading in Camp Kilmer, at 2:00 AM, being fed a beefsteak supper, dinner or breakfast as you will. I stayed in Camp Kilmer until about 9:00 PM of the second day. We were going over 1000 miles and rated Pullmans and they being in short supply delayed our departure until they could be secured. This time we had a 12-car troop train and the next morning found us leaving Pittsburgh and racing across the mid-west flatlands to St. Louis and an interchange with our old friend, the Frisco.

We were given to the Frisco during the next night and the second morning found us nearing the mountain terminal of Newburg, Missouri and reduced to 8 cars as 4 were diverted at St. Louis to Fort Leavenworth, Kansas. Dixon Hill, Springfield, Aurora (old home town), Monett and a three hour wait for 4 more cars on a following train and then turn south behind a Consolidation type locomotive for the trip to Fort Smith through the rugged Boston Mountains.

We just about taxed the capacity of the Consolidation, especially in the matter of supplying sufficient air to retard our progress down the south slope of the Ozarks below Winslow. I was glad to reach more level terrain - the brakeshoe smoke

was getting in my teeth. At Fort Smith, we met up with Mo-Pac again and home was getting closer - we finally arrived at Camp Chaffee about 8:30 PM that night.

Forty-five days later we reassembled at Camp Chaffee and again boarded a troop train, this time a mere five cars as many of the men had been discharged. My commanding officer refused to release me and duty called. We had a baggage car, a kitchen car and then three Pullmans, the last of which was a fine old observation lounge car with several drawing and/or bedrooms. Leading the way was a high-wheeler Missouri Pacific Atlantic, the 5515.

There was only one thing to mar this otherwise classy little train. The observation platform was turned next to the train. We left Camp Chaffee late in the evening and soon arrived in the Missouri Pacific yards at Van Buren. Here the engine was detached and sent to the cinder pit for much needed attention. I got off and hunted up the yardmaster and determined that it would be at least 30 minutes before the engine would be serviced and asked him if he could and would turn the observation car so that we might have a proper train. He was happy to do this, especially when I hinted that we might serve Spam and coffee while this was being done.

We left Van Buren in style headed for Fort Jackson, South Carolina via North Little Rock and Memphis. The next morning found us in Bruceton, Tennessee on the good old Nashville, Chattanooga and St. Louis, the famed "Grandpa" line. I think the NCSTL was one of the most interesting roads I have ever ridden on. We had a succession of



Missouri Pacific Train #7 with engine 6622 at the 16th Street crossing in Little Rock in 1947. The train was topping Iron Mountain Hill. (Mike Adams)

power, mostly Mikados or Pacifics and occasionally a pair for they cross some mighty rugged country in the Cumberlands. We met train after train, either long Pullman sections of the various "Dixie Flyers" or long trains of reefers mostly hauled by the famous little 4-8-4's of the Dixie Line and all roaring like the proverbial bat out of hell.

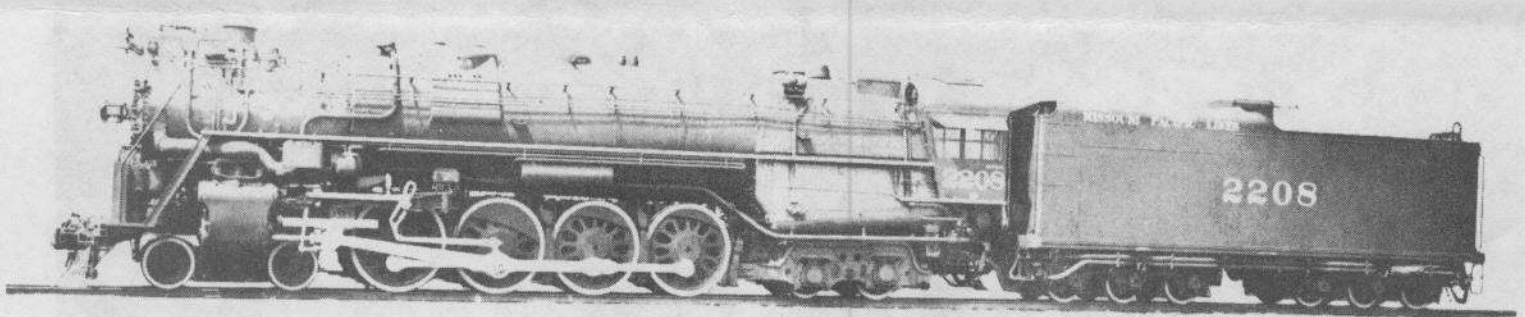
At Atlanta in the middle of the night we were interchanged with the Southern for the remainder of the trip and here received a light Pacific painted in the gaudy green livery of the Southern. The engineers on this portion of the Southern, from Atlanta to Augusta and Columbia, must have had a lot more seniority (or perhaps less!) than on the Washington-Memphis line as the ride was much smoother with no slack action to loosen your fillings.

During the hey-day of rail passenger service it is a curious fact that the principal routes and better trains on the eastern seaboard ran north and south. To go from, say Columbia, South Carolina to Atlanta enroute to Little Rock, meant a long trip northwest to Greenville, a long wait and a change to the southwest and Atlanta and another change to Birmingham and another then to Memphis and of course, another to Little Rock.

To save nearly a day upon my release from active duty Thanksgiving Day, 1945, I forsook my beloved railroads and took to the air, flying from Columbia to Atlanta. Here I caught the "Robert E. Lee" of the Seaboard Air Line and

In the next year, I had occasion to ride the "Sunshine Special" and also the "Southerner" between Little Rock and St. Louis several times. This was the wind-up of standard operation and also the wind-up of steam. The "Eagles" were on order, due to the delivered and placed in service during the summer of 1948. Passenger traffic was heavy and the schedules were speeded up in a post-war drive to capture business. The Missouri Pacific at that time was using mostly the 2100 class 4-8-4 or the tremendous 2200 class 4-8-4 double headed on all the heavy passenger trains between Poplar Bluff and St. Louis with an occasional big 5300 in the line-up. It was some experience to ride out of St. Louis on Number 31 with the 2212 and 2123 on the head end. You could, if you had goggles and a good secure cap and some manner of protecting your face and neck, find a "dutch" vestibule door and hang your head out and listen to the stack music as these big brutes assaulted Tip Top Mountain - man oh man how I would love to have a tape of one of those trips!

I can't fault the "Eagles". Placed in service in August 1948 they trimmed five to seven hours off the trip from St. Louis to the principal cities of Texas and the trip was already pretty fast. They had as good equipment as was possible to buy. They operated from St. Louis to Texarkana, 491 miles, with just two stops. The entire operating force of the railroad was tuned to keeping them clean, comfortable and on time. From the Fall of 1954 until I went to Texas in July 1956 I had occasion to make at least 40 or 50 trips



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)

at Birmingham changed to the Frisco riding the "Sunnyland" to Memphis. I don't suppose there is any doubt how I got from Memphis to Little Rock. Anyway the trip on the SAL was comfortable and I had dinner in their diner and it was good.

Leaving Birmingham late at night on the Frisco's "Sunnyland" was an experience. The "Sunnyland" was little more than a local and I was riding an ancient coach with wooden arm rests on the seats. Believe me they made poor pillows and I arrived in Memphis much the worse for wear. No. 219, the "Hot Springs Special" on the Missouri Pacific was equipped with fine deluxe coach equipment and the 6600 on the head end swung us across eastern Arkansas in good style.

on them between Little Rock and Texarkana. When the electric brake was still being used it was possible to make up 20 minutes from Texarkana to Little Rock without exceeding the legal speed limit of 79 MPH imposed by our benevolent government. You could, if you wanted to ignore such mundane restrictions, operate at 100 miles per hour in perfect safety and comfort over mile after mile of the south end of the Arkansas Division and over practically all of the north end from Little Rock to Poplar Bluff. They are gone now and I will say no more about them "sic gloria transit."

During my nearly four years as Trainmaster on the Missouri Pacific I had occasion, in the furtherance of my duties, to ride just about

every kind of train. Relief outfits, locals, traveling switch engines, redball freights, drag freights, Sperry Rail detector cars, Cotton Bowl Specials, Kentucky Derby Specials, troop trains, Shriner Specials, riding the engines, cabooses, diners, parlor cars and all places in between. One of my favorite ways to get home from say, Texarkana to Gurdon, was to go up and ride the baggage car with Paul Nelson or R. E. Graham or whoever was in charge that trip. We would open the door a little if the weather was agreeable and pull up a box or trunk and sit there and watch southwest Arkansas roll by.

Anytime a high ranking official moved over your territory you were required to accompany them. By high ranking, I mean those exalted enough to rate a private car for their ramblings about the railroad. I was host to Mr. P. J. Neff when he was President of the far-flung Mo-Pac and also to Mr. Russell Dearmont. Both were fine gentlemen and Mr. Neff was also an outstanding railroad man with a world of experience. They gave you no trouble but there were several in between that could and did make life miserable for you. They always fed good on those private cars but oftimes the food kinda dried up in you mouth while the GM dined on your hindquarters carping about everything in general and nothing in particular. You were always mighty glad to get to the other end of the division.

In the course of my official duties I made many trips over my territory on motor cars. The Roadmasters were "issued" a small two-man car and I have covered all the branch lines on the Arkansas Division and my entire territory in Texas riding one of these jawbreakers. They were not my favorite way of traveling.

When I was in Texas the Roadmaster on the north end of my particualr sub-division was a big rangy Texican named Sam York. Known, naturally, as "Sergeant", Sam was not one to trifle with the more subtle niceties of railroading. I was riding south on his motor car with him one day and as long as we were on the prairies where a train could be seen for miles I was doing pretty

good but then we hit the broken up country around Chambers Creek winding around the curves and through the cuts I asked Sam where the north local might be. "Hell, I don't know - down around Malone I guess." I had absolutely no desire to be pried off the coupler of a GP-7 and about the third curve south I made Sam stop while I walked around the curve and through the cut and sure enough, about two miles away was a headlight. I gave Sam a good lecture about his laxness but the last I heard he was still Roadmaster down there and so far as I know still "smoking" his way up and down the line.

On the Arkansas Division we had a primitive "high-rail" car for the Superintendent. This was a Willis Jeep station wagon. Mr. John Treadwell, our genial Superintendent, did not use the car much and the Trainmaster, Mr. J. W. Toler, and I tried to keep it at Gurdon most of the time so we could cover our branch lines. These high-rails were good traveling and were later brought to a higher state of development; the Superintendent at Palestine had a fine one, a Chevrolet station wagon. I made many trips between Ft. Worth and Houston in the P-514 and must say I really enjoyed them.

A Divison Superintendent and Trainmaster must maintain a close working relationship. They have to think alike and actually be good friends in order to make their railroad function. A trip over the line with them was always a pleasure for me. Any criticism was constructive while the higher officials seemed to want to sharpen their teeth just for the practice whether justified or not. I suppose that is railroading, but seems to me that I ran into similar circumstances in the Army.

Please believe me this was not the extent of my train riding. This is just some of the trips that for one reason or another I seem to remember so well. I sincerely hope you have enjoyed reading them as much as I have in recalling them.

- END -

(This story by Mike Adams was started in the October 1973 issue of the "ARAKNSAS RAILROADER" but due to newsletter length restrictions back then, the story was never completely run...only the first few paragraphs followed by a "to be continued." I'm sure you'll agree that it was well worth the 14 year wait!

Mike was the Chief Clerk to the Superintendent of Terminals at Mo-Pac in North Little Rock in 1973 when this story was written.)



THE TRAVEL-WISE

prefer

MISSOURI PACIFIC LINES



Sunshine Special Travel Refinements

- Luxurious Lounge-Observation Cars with shower baths, fountain, lounge and radio.
- Bedroom Sleeping Cars between St. Louis and Dallas, Ft. Worth, Houston, Galveston, San Antonio, Mexico City.
- De Luxe Coaches with reclining, rubber cushioned seats, individually controlled lighting, spacious lounge and wash rooms.
- Dining Cars distinguished for fine foods and pleasing service. Economy Meals for coach travelers—served on removable table at your seat.

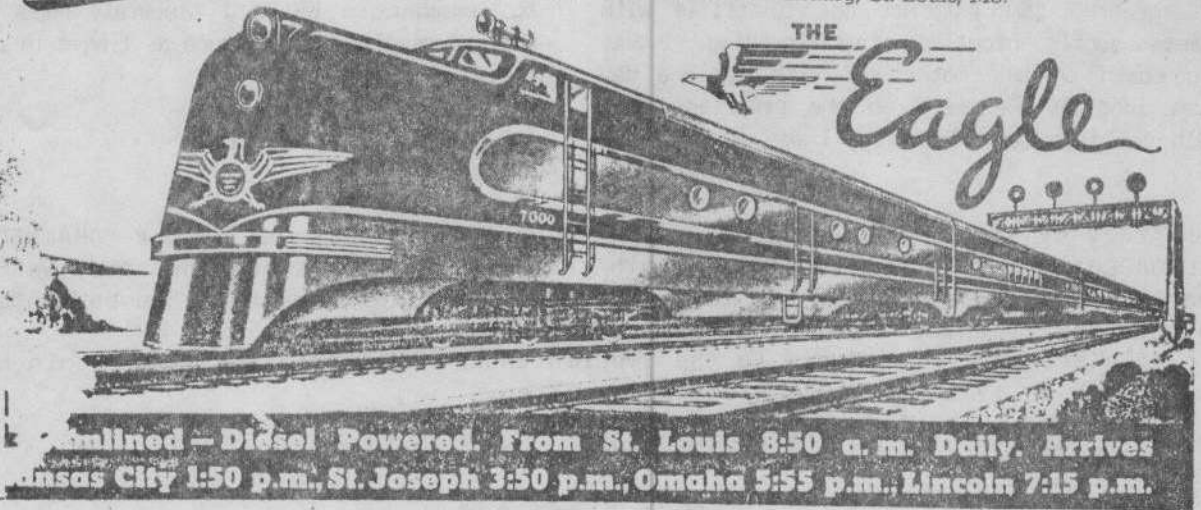
Bedroom Sleeping Cars Now Available Via The **SUNSHINE SPECIAL**

between

St. Louis - Dallas - Ft. Worth - Houston Galveston - San Antonio - Mexico City

Here's another good reason for suggesting The Sunshine Special when you route your patrons to Texas or Mexico—they'll appreciate this new travel comfort feature. For reservations wire nearest Missouri Pacific representative or—

P. J. NEFF, Assistant Chief Traffic Officer
1601 Missouri Pacific Building, St. Louis, Mo.



Streamlined - Diesel Powered. From St. Louis 8:50 a.m. Daily. Arrives Kansas City 1:50 p.m., St. Joseph 3:50 p.m., Omaha 5:55 p.m., Lincoln 7:15 p.m.

(Thanks to Jim Bennett of Stuttgart for the above MoPac ad from the 1940s. I will put more of these ads, from "THE TICKET AGENT" Magazine in future newsletters.)

NEWS in this issue of the RAILROADER updated through November 15 - projected mailing date November 19.

HAZEN DEPOT NEWS - L. T. Walker reported at the November meeting that the former Rock Island depot at Hazen has been nominated to be put on the National Register of Historic Places. It is still in need of four more tiles to finish fixing up the roof and they are asking anyone to help them find these tiles. Also, they need financial help in restoring the depot and if anyone is interested, call P. McMullens at 225-3576 (office) or 255-3037 (home).



819 NEWS - The new ex-Santa Fe Lounge/Dormitory car #1378, "Concho", has arrived and is in the museum building. This car (which is being leased from a Texarkana man) requires a lot of work. It has a bar in it, crew accommodations and 3 rest rooms. It was built by Budd in 1939.

Power/Commissary car #1943 (year the 819 went into service) just had a ladies rest room added. This car is former SP #6741.

Work began October 21 on the first phase of the railroad museum reroofing project in Pine Bluff. Jake Commer, president of the Cotton Belt Rail Historical Society, said about one-fifth of the overall roofing job will be done in the initial phase. Twelve to 13,000 square feet of roof area has to be rebuilt from the support beams up. It is being done on a 'pay as you go' basis and donations are welcome. (Regular dues in the Cotton Belt Rail Historical Society are \$10 per year and can be sent to P.O. Box 2044, Pine Bluff AR 71613).

Once the roof is completed, the CBRHS volunteers will be able to begin inside construction of exhibition areas and ready that portion of the building for showcasing historical aspects of the railroad transportation industry in Arkansas, not just Cotton Belt. The first roofing project is expected to be completed in 3 to 6 weeks.

The museum is open daily weekdays from 9 a.m. to 3 p.m.

The CBRHS Christmas Party will be held Friday, December 11 at 6:30 PM at the Eden Park Country Club in Pine Bluff.

ARKANSAS RAIL NEWS

AMTRAK CHANGES - Amtrak's EAGLE now carries two Superliner sleeping cars, in place of a single Superliner sleeper and a low-level sleeper. This revision to the train consist will increase the available sleeping car space by about 25%. Sleeping car accommodations on the EAGLE have become increasingly difficult to obtain, because of the heavy demand for space, and the additional capacity of the second Superliner sleeper will help alleviate that problem.

The last low-level 'Heritage' sleeping car passed through Little Rock on Train #22 on Sunday night, October 25, 1987. This last car, #2900 PACIFIC BAY, was a former Union Pacific car built by Budd in 1949. The replacement of the 10 roomette-6 bedroom sleepers with a Superliner will mean that conventional roomettes and bedrooms will no longer be available on the EAGLE. While the Budd-built 10-6 sleepers lacked the more professional designed interiors of Pullman-built cars, they nevertheless preserved a historic link with the pre-Amtrak era. The cars will, of course, continue to operate on trains east of the Mississippi River.

It is unknown whether this Superliner car assignment will prove permanent for the EAGLE. Superliner sleepers are in extremely short supply during the busy summer months, and next spring or summer might well see the reassignment of a low-level sleeping car to the EAGLE. (Thanks to Bill Pollard)

UNION PACIFIC SUED BY FAMILY - (Fort Smith) - Joe David Hollan of Fort Smith was an escapee from the Sebastian County jail when he died early June 23 after a train ran over him at the North 32nd Street RR crossing in Fort Smith. Hollan's mother filed a \$1.5 million suit in federal court in Fort Smith August 31 on behalf of Hollan's wife and family against the Union Pacific. Police speculated Holland laid in the middle of the tracks June 23 to sleep. Railroad personnel told police the accident occurred at about 3:45 AM when something thought to be a cardboard box was seen on the tracks. The train continued on, but later returned to the scene to find Hollan's body. The suit claims the train was traveling too fast and failed to stop and render aid. (SOUTHWEST TIMES HERALD)

STUCK SIGNALS - (Rogers) - Arkansas-Missouri Railroad officials have promised to survey rail crossings in Rogers this winter in an effort to determine which may qualify for federal repair funds and to stop faulty stuck crossing signals. A&M President Randy (Tony) Hannold admits that there are problems at some crossings. "Railroads are in a weird situation," he said. "We're not the one wearing out the surface why should we be the one repairing it?" (NORTHWEST ARKANSAS MORNING NEWS)

STATE TO GET THREE RAILROAD OFFICIALS - Three of Union Pacific's 30 new Superintendents of Transportation Services" are being assigned to Arkansas. Jerry Lange, superintendent of the Arkansas Division at North Little Rock, will become superintendent of the new Arkansas Service unit at North Little Rock. Mike Chapman, regional transportation superintendent at Salt Lake City, will become superintendent of the North Little Rock service unit. Gerry Everett, superintendent of the Illinois Division at St. Louis will be superintendent of the Van Buren service unit. The moves are expected to be phased in by the end of 1987. The 30 new superintendents will be responsible for day to day operations in their areas. (ARKANSAS DEMOCRAT, October 27, 1987)

OFFERS FOR ENGINE 226 AT BENTON - (Benton) - The Tyndall Park locomotive dormant since 1958 will be sold. The Benton City Council considered three bids to purchase this engine and its tender. Reader Industries bid \$5,600 (for the Reader Railroad); D. F. Barnhart of Mount Pleasant, North Carolina bid \$10,100.50; the Eureka Springs and North Arkansas Railroad Co. bid \$25,000 (\$5,000 payable by December 1, \$10,000 by July 1, 1988 and the other \$10,000 by July 1, 1989). In addition, the ES&NA has also offered free rides to Benton residents on the company's excursion train pulled by the Tyndall locomotive.

The locomotive and tender have been fenced off from the public since asbestos was discovered late in 1986. After the council decided the city could not afford to clean the engine, it set a September 15 deadline for \$18,750 in private funds to be raised. Donations were about \$17,000 short of the goal, however.

It appears the engine will go to the ES&NA. Engine 226 was donated to Benton in 1958 by the Dierks Lumber and Coal Company. Proceeds from the sale are to be used for playground equipment at the park, so the locomotive will leave a legacy for the children of Benton. (BENTON COURIER, October 13)

RAILROAD ARTIFACTS DONATED TO MENA DEPOT - (Mena) - The Mena KCS depot recently received a donation of some railroad items, including a marking light, KCS red globe lantern, oil can and a switch key. The particular marking light donated was from one of the 900 series engines of which there were only 10. The 900 series was the last series of passenger engines purchased by the KCS in 1939. Vance Hess donated these items. Hess said that he didn't have any family left after his wife died and he was afraid that his things would be thrown out when he died. (MENA EVENING STAR, October 23, 1987)

FAYETTEVILLE MAN RECEIVES NATIONAL HISTORY AWARY - (Fayetteville) - Robert G. Winn of Fayetteville (an Arkansas Railroad Club member) was honored by the American Association for State and Local History at its annual meeting October 3 for his contributions to the preservation of local history. Winn was given a national commendation award for his work as a regional historian, author, columnist and lecturer.

COTTON BELT RAIL HISTORICAL SOCIETY MEMBERS GET COMMUNITY SERVICE AWARD NOMINATIONS - (Pine Bluff) - The following CBRHS members were nominated for the 1987 Pine Bluff Community Service award: Jake Commer, T. D. Davis, Joe McCullough, Jack Stone. The Society itself was nominated in the non-profit category.

MUSEUM OPENED IN OLD EARLE DEPOT - (Earle) - After more than a year of volunteer work, the Crittenden County Museum opened for its collection of local history on Sunday, October 25, 1987. The museum is located in the renovated Missouri Pacific depot in Earle. The 65 year old building, which served its last passenger trains in the late 1960s, has been named to the National Register of Historic Places and is the county's first museum. (West Memphis EVENING TIMES)

SPECIAL TRAIN - (Ashdown) - The Kiamichi Railroad had ribbon-cutting ceremonies the weekend of October 24 at its headquarters in Hugo, Oklahoma. The Kiamichi leased several Union Pacific passenger cars and ran them from Ashdown, Arkansas to the event in Oklahoma.

GENERAL RAIL NEWS

SOUTHERN PACIFIC SALE - SFSP Corporation said October 16 that it had received seven offers to buy SP. The bidders included railroad companies and non-railroad interests. SPT's management and the Railway Labor Executives Association submitted proposals. Other companies submitting bids were the Denver & Rio Grande Western Railroad and the Kansas City Southern. SPT's management and the RLEA's bid involved \$750 million cash, assumption of the long term dept (\$800 million) and other liabilities. Other offers included: Guilford Transportation Industries, Inc. This company has been in arbitration lately about its alleged union-busting tactics in the northeast according to news reports. (UPDATE and Randy Tardy of the ARKANSAS DEMOCRAT)

EMPLOYMENT DOWN - Southern Pacific employment was down to 25,621 in September 1987 compared with 28,069 in September 1986, a drop of 8.7%. SP's carloadings in October 1987 were 135,064, up 5.2% from a year ago. Meanwhile, Union Pacific's carloadings for the year through early October were up 6.0% from a year ago. During the first nine months of the year, UP hauled 546,000 carloads of coal. Carloadings of automobiles were down 17% on the UP, however. (SP UPDATE, INFO MAGAZINE, Oct. 1987)

BN SELLS 189 MILES OF OKLAHOMA LINE - On August 20, 1987, BN sold 189 miles of line from Enid, Oklahoma to Davidson. Farmrail Corp. began operations August 31 on this line, now called the Grainbelt Corp line. The line serves more than 30 businesses. Farmrail has managed the former Rock Island line in Oklahoma from Clinton since 1981. The BN addition to Farmrail will result in a 270-mile system covering much of western Oklahoma. (Springfield BN REGION NEWS, October 1987)

ALABAMA APPROVES NEW AMTRAK RUN - The Alabama Legislature has funded expansion of Amtrak passenger service in the state. Alabama will provide \$691,000 in 403-B funds to establish Amtrak service between Birmingham and Mobile. It will enable Amtrak to split its CRESCENT at Birmingham, with one section going south to Montgomery and Mobile and the other to New Orleans. (UTU NEWS, November 1987)

INSURANCE RATES LOWERING?? - According to a rumor in THE RPO, Old Smoky Chapter NRHS in Knoxville, the CSX and Conrail may be dropping their insurance rates down to \$5 million from \$25 million soon. Anyone know if they actually did this?

SP LOSES RANDOM DRUG CASE - A Superior Court jury award of \$485,000 was given to a former SP employee who said she was wrongfully dismissed for refusing to take a random drug test. The unanimous verdict in favor of Barbara Luck; who at the time was a computer programmer at SP, will be appealed by SP. The judge instructed the jury in San Francisco that it must decide whether it was necessary for SP to include her in the testing program to achieve the public interest of safety in the operation of the railroad. On October 30, 1987, the jury said it was **NOT necessary to include Luck in the program.**

Meanwhile, SP is praising its drug testing program. It said that since the beginning of random testing in August 1984, human factor train accidents have declined from 449 in 1984 to 74 through August 1987. In the first nine months of 1987, drug or alcohol use was involved in only 3.2 percent of the human factor accidents on the SP. (SP UPDATE)

MORE TRUCKS - The ICC has given permission for the CSX Corporation to buy Sea-Land's trucking companies. (SP UPDATE)

UP'S RoadRailer SERVICE - Union Pacific will start an expedited Road-Railer service in the Chicago-Dallas corridor this fall using 175 new RoadRailer truck trailers and 100 specialized railroad wheel assemblies. The service will be operated by two-man crews and operate 5 days a week on a 26-hour schedule (through North Little Rock?). (INFO)

CHANGES FOR SURE - According to Jerry R. Davis, Executive VP of Operations on the Union Pacific, -- "The day we fail to change as a railroad or as an industry, that's the day we're going under." (An alternate thought from your editor, for what its worth - "If it ain't broke, don't fix it." - OR - "Don't throw out the baby with the bath water." Use caution but at the same time, don't be afraid of change either. Change is always resisted, good or bad.)

PUBLIC INFORMATION STATEMENT
 NATIONAL WEATHER SERVICE LITTLE ROCK AR
 110 PM CST THU NOV 12 1987

.....WIND CHILL CHART.....

WIND SPEED - MPH

| | CALM | 5 | 10 | 15 | 20 | 25 | 30 | 35 |
|-----|------|-----|-----|-----|-----|-----|-----|----|
| 45 | 43 | 34 | 29 | 26 | 23 | 21 | 20 | |
| 40 | 37 | 28 | 23 | 19 | 16 | 13 | 12 | |
| 35 | 32 | 22 | 16 | 12 | 8 | 6 | 4 | |
| 30 | 27 | 16 | 9 | 4 | 1 | -2 | -4 | |
| 25 | 22 | 10 | 2 | -3 | -7 | -10 | -12 | |
| 20 | 15 | 3 | -5 | -10 | -15 | -18 | -20 | |
| 15 | 11 | -3 | -11 | -17 | -22 | -25 | -27 | |
| 10 | 6 | -9 | -18 | -24 | -29 | -33 | -35 | |
| 5 | 0 | -15 | -25 | -31 | -36 | -41 | -43 | |
| 0 | -5 | -22 | -31 | -39 | -44 | -49 | -52 | |
| -5 | -10 | -27 | -38 | -46 | -51 | -56 | -58 | |
| -10 | -15 | -34 | -45 | -51 | -59 | -64 | -67 | |
| -15 | -21 | -40 | -51 | -60 | -66 | -71 | -74 | |
| -20 | -26 | -46 | -58 | -67 | -74 | -79 | -82 | |
| -25 | -31 | -52 | -65 | -74 | -81 | -86 | -89 | |

The wind chill index...or chill factor...depends on two parameters: temperature and wind speed.

To use this chart...locate the temperature along the left-hand column and the wind speed across the top row. The wind chill index is found at the intersection of the two.

For example: Suppose you have a temperature of 20 degrees and a wind speed of 15 MPH. Moving to the right along the 20 degree row to where the 15 MPH column intersects...A wind chill of -5 degrees is indicated.

If you have any questions about the use of the wind chill, you may call the National Weather Service.

A CHRISTMAS QUIZ

Each of the following is a restated title of a Christmas Carol. How many can you identify?

1. Exalted heavenly beings we have perceived by our auditory mechanisms.
2. May the omnipotent Supreme Being grant you respite, ecstatic personages of the male gender.
3. Proceed forth declaring upon a specific geological alpine formation.
4. The first person nominative plural of a triumvirate of oriental potentates.
5. In awe of the nocturnal time span characterized by religiosity.

ANSWERS: 1. Angels We Have Heard On High 2. God Rest Ye Merry, Gentlemen 3. Go Tell It On The Mountain 4. We Three Kings 5. Oh, Holy Night

-Faith Lutheran Church
 Portland, OR

The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. 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 before the monthly meetings. In order to receive this monthly newsletter, 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.

If you'd 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 paying \$9/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 (including stories, pictures, diagrams, news, address changes, etc.):

KEN ZIEGENBEIN
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118

Phone: (501)-758-1340



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$9.00 additional per year (total payment for Arkansas residents \$19.00).

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 check out to the "Arkansas Railroad Club" and mail to:

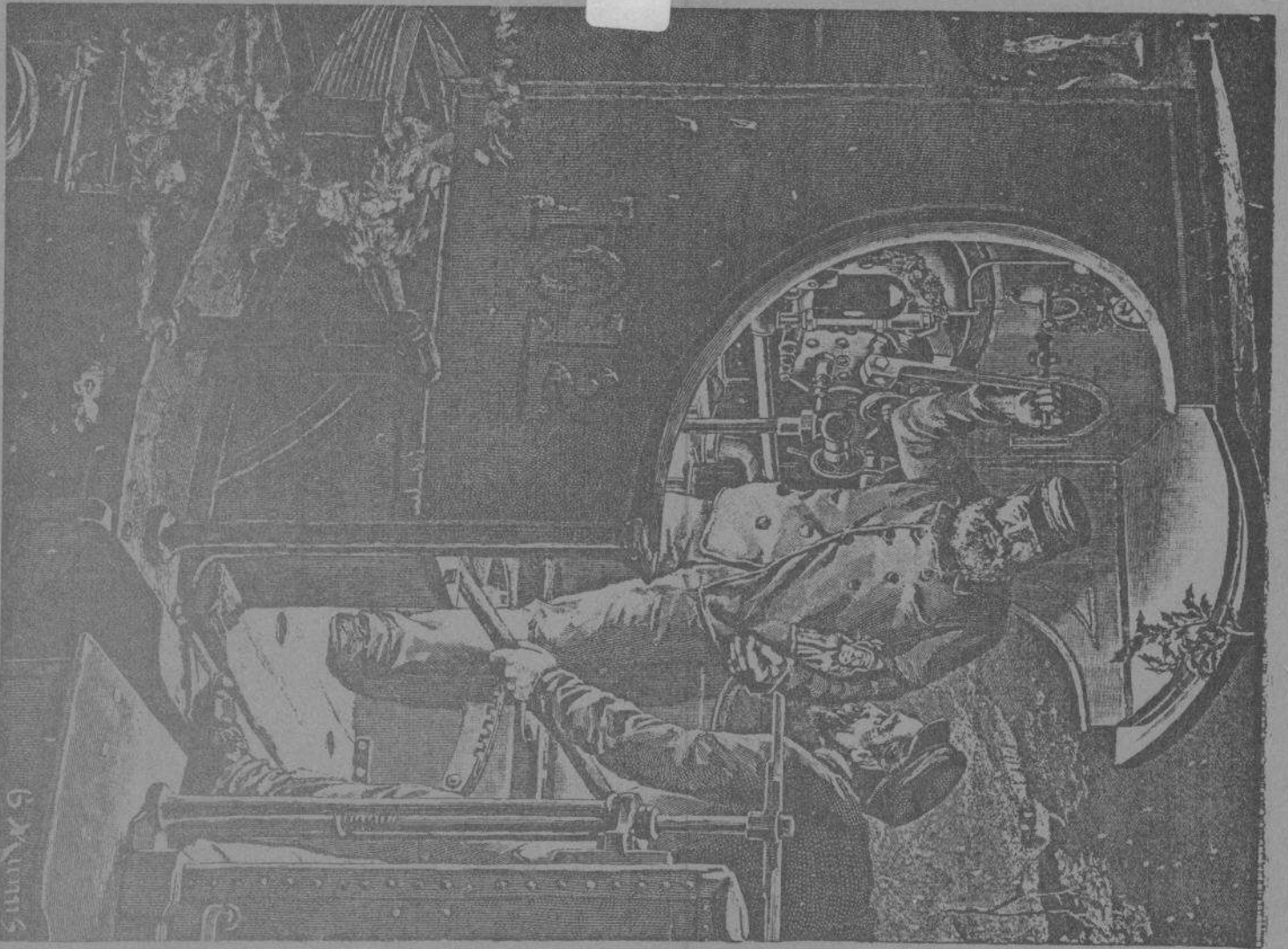
Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

WELCOME ABOARD!!!

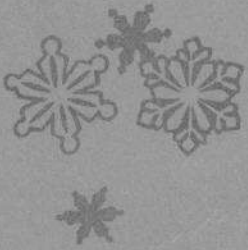
For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118



ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118
ADDRESS CORRECTION REQUESTED

NON-PROFIT ORGANIZATION
U.S. POSTAGE PAID
NORTH LITTLE ROCK, AR
PERMIT No. 821



MEETING NOTICE INSIDE

Kenneth Ziegenbein
905 Valerie Drive
N Little Rock AR 72118