



ARKANSAS RAILROADER



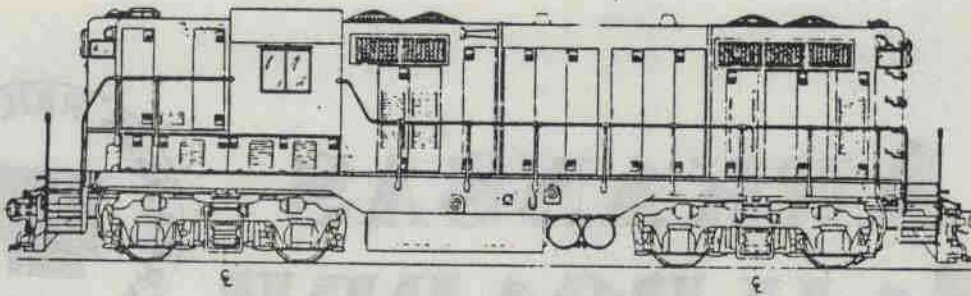
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 19 NUMBER 12

DECEMBER 1988



ARKANSAS & MISSOURI RAILROAD'S #22 (Alco RS1, built in 1943, the same year Cotton Belt's 819 was built) pulled an 1899 coach full of Arkansas Railroad Club members from Springdale to Chester, Arkansas on October 15, 1988 over the former Frisco/Burlington Northern tracks. This scene was taken at Chester. (Ken Ziegenbein photo)
INSIDE... Three pages of photos of the Pine Bluff to Tyler 819 trip of November 5, 6 and 7.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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CHRISTMAS DINNER FRIDAY DECEMBER 2 will be held at the Yellow Daisy Restaurant, 2811 Kavanaugh in Little Rock at 6:30 PM. Please inform club president Carole Sue Schafer by Wednesday, November 30 if you can attend. The cost will average between \$14 and \$15 per person. Contact Carole Sue at 371-0034. We will be going to her home at 103 Thayer after the dinner for various goodies.

As usual, there will be no regular program or meeting this month. SEE YOU DECEMBER 2!!

DUES LIFEblood OF OUR CLUB - As you know, your dues of \$10 (\$7.50 for out of state) are just about our only source of income and DUES WILL BE DUE JANUARY 1ST. Please make every effort to get them in by that time as we run the club, including RAILROADER expenses, from the dues for the rest of the year. It wouldn't hurt our feelings if you wanted to pay them now, either. Send them to Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207.

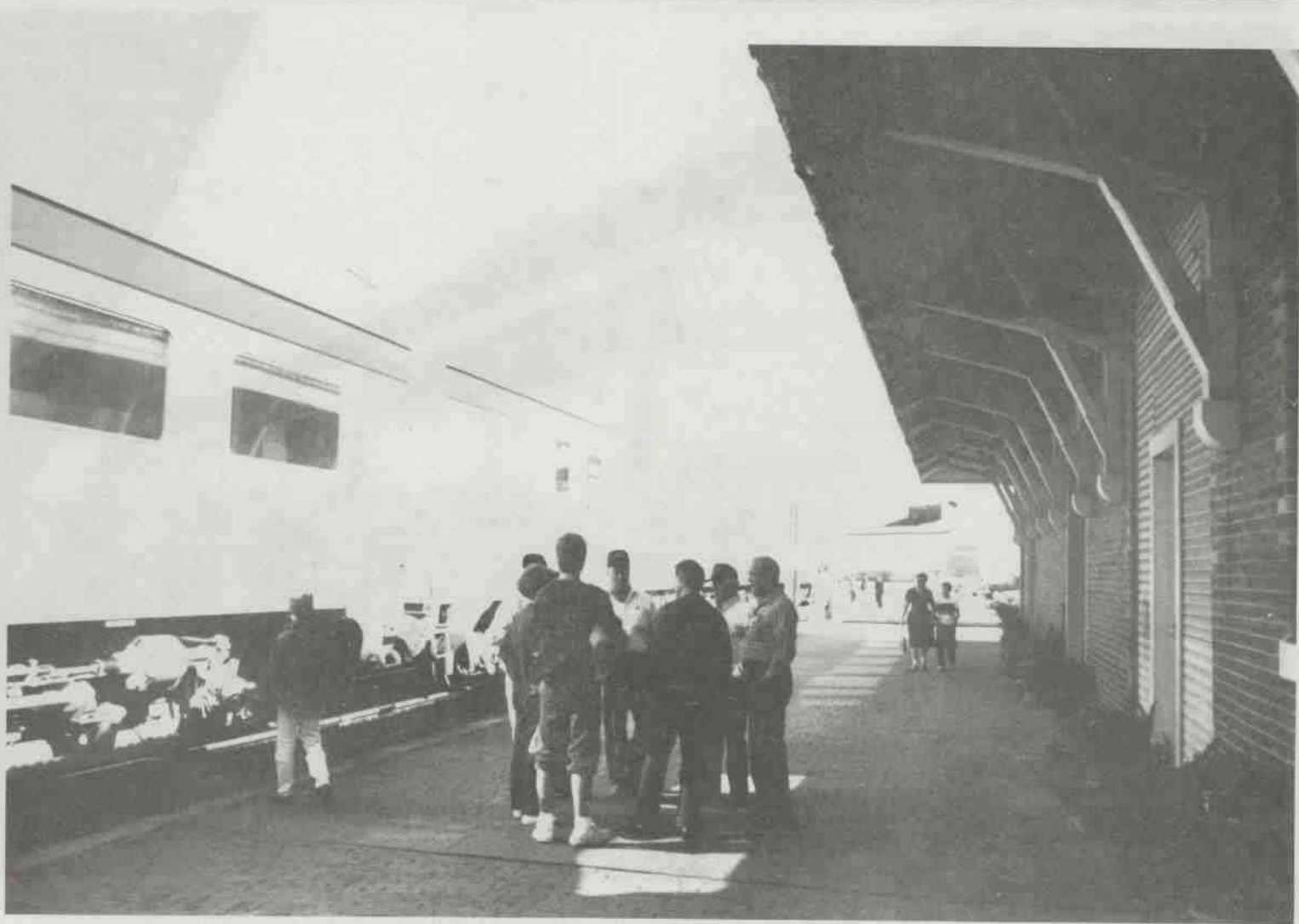
HELP WANTED - George W. Schmidt, 501 Taldan Court, Virginia Beach, VA 23462 would like some help. He writes: "I lived in Russellville in '47 and '48 about two blocks from the MoPac station. I visited

(CLUB HAPPENINGS continued on Page 11)

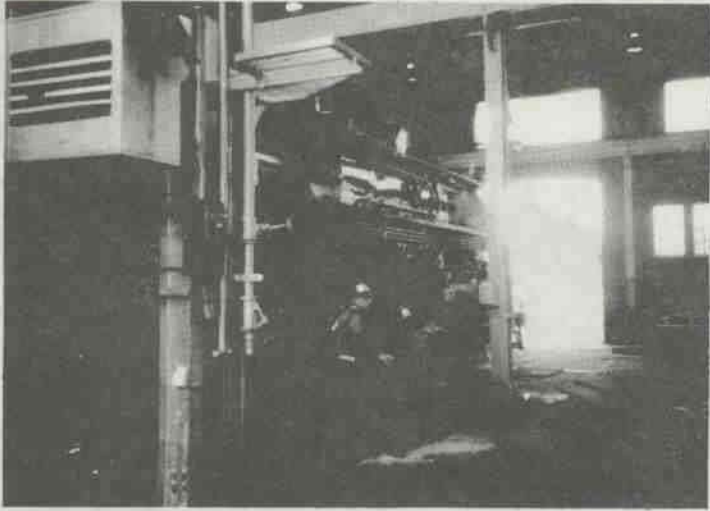
SLSW 819 GOES TO TEXAS!



ABOVE - SLSW 819 at the Cotton Belt yards in Texarkana November 6, 1988 about an hour before it left with 9 cars of railroad employees (retired and active), press and other invited guests of the railroad. (Ken Ziegenbein photo). **BOTTOM** - Thirty-five years earlier, on July 26, 1953, this R. S. Plummer photo was taken at Texarkana's Union Station of an unusually long Cotton Belt Train #7, which will be split upon arrival in Mount Pleasant, Texas with one chair car going to Dallas, the other chair car and Pullman sleeper going to Tyler (like we did in November). Motive power at Texarkana was an Alco PA1, #301. (Bill Merck collection)



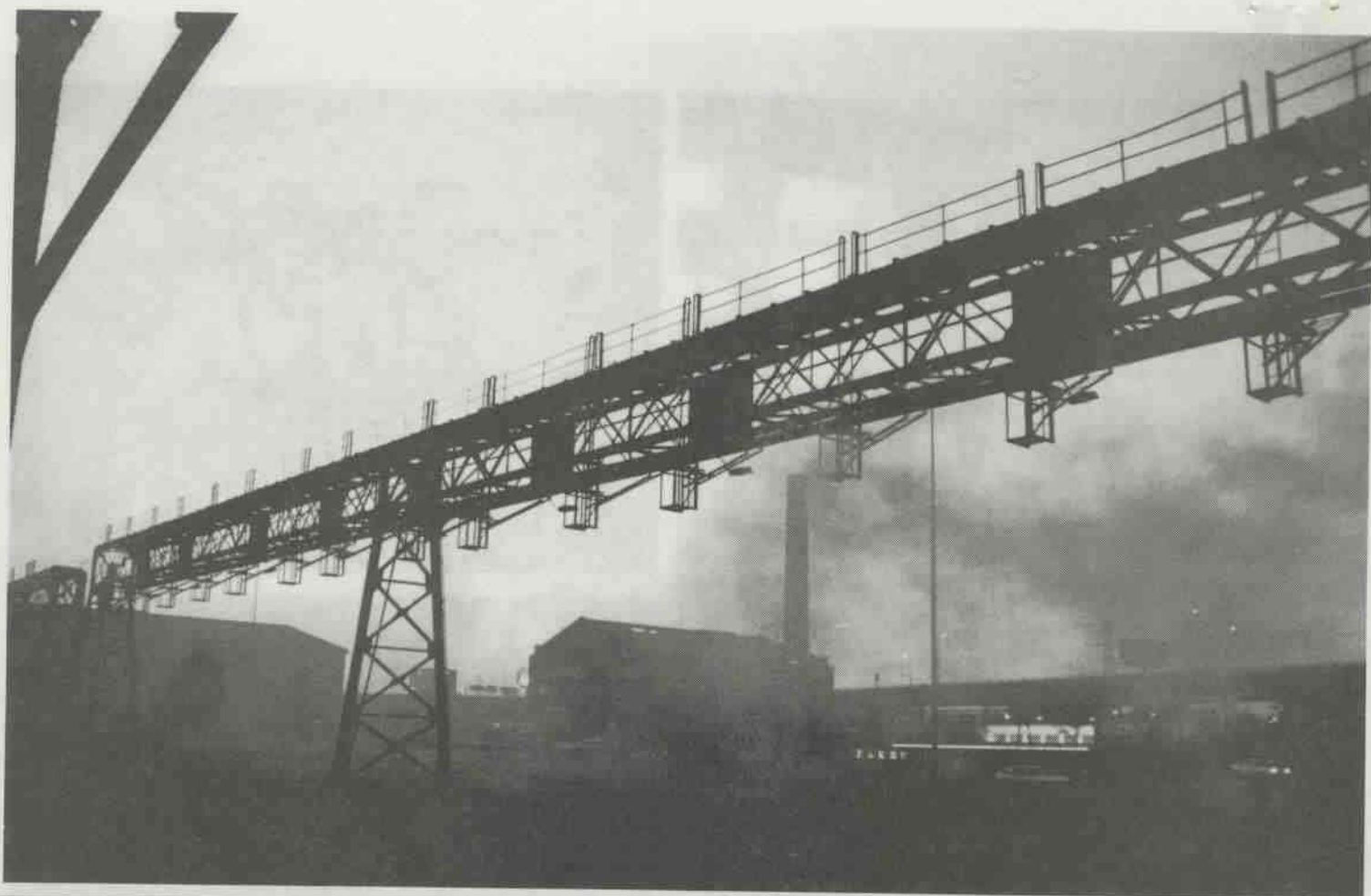
TOP - Arriving in Tyler, Texas about 12:25 PM Sunday, November 6, the special 819 train let the hundreds of people waiting look her over for the next 4 hours. The train returned to Pine Bluff the next day. **BOTTOM** - Reminiscent of years past, this scene looks just like a regularly scheduled Cotton Belt passenger train had just pulled into Tyler to discharge and pick up passengers. You can almost imagine the porter in the distant center is waiting for you in his Pullman. (Ken Ziegenbein photos)



TOP LEFT - The day before her days in the sun, the 819 sits in its building waiting for the chance to prove itself once again. **TOP RIGHT** - Engineers T. D. Davis (left) and Jack Stone are shown in Camden, Arkansas during the 819's four-hour layover there for public display. Date is Saturday, November 5. **BOTTOM LEFT** - Giving some idea of the largeness of this engine, five people talk rail about trains. **BOTTOM RIGHT** - The overall scene in Camden on November 5.



Southbound through Thornton, Arkansas on a beautiful fall day, Saturday November 5. The tree in the center is bright red. Consist of the special train was: SLSW 819, baggage 1942, baggage 1943, 1601 (SUSACAPEJO), 1378 (CONCHO), 318 (JEFFERSON COUNTY), SP 289 (CITY OF ANGELS), SP 293, SP 291 and SP 141 (OAKLAND).



TOP - Taken just before dawn on October 22, 1988, this shot from the St. Louis Union Station train shed may bring back memories of bygone days when many passenger trains left from the same station. The smoke on this day comes from Frisco 1522 as it prepares to pull 13 cars on a St. Louis to Decatur, Illinois excursion. **BOTTOM** - Frisco 4-8-2 #1522 at a run-by on October 22 at Edwardsville Jct., Illinois. This excursion, sponsored by the St. Louis Chapter of the NRHS and the St. Louis Steam Train Association, carried 625 people between St. Louis and Decatur and back on the Norfolk Southern (the route of the famous WABASH CANNONBALL). (Ken Ziegenbein photos)

The following two stories are related to our clubs October 15th trip on the Arkansas & Missouri Railroad:

THE ARKANSAS EMIGRANT

- by Gene Hull

'Twas in the spring of '81 that th' rails of th' Frisco began to creep into th' hollers an' valleys of northwest Arkansas, leavin' old Missouri and headin' for th' Indian Nations. An Irish lad by th' name of Pat Kelly took part in this event, and th' experience sent him ramblin' far north to the province of Saskatchewan in th' nation of Canada.

Come all you jolly fellows and listen while I sing.
Its of an Irish emigrant who landed in the spring,
And misfortune never saw until he landed on some
railroad work
In the State of Arkansas.

When I landed in St. Louis, I'd five dollars and no more;
I read the daily papers until my eyes were sore.
While reading an advertisement I saw
Where 500 men were wanted in the State of Arkansas.

It gave my heart a shock when I read the joyful news,
And straight away I bounded to the agent, Billy Hughes.
Says he, "Tip me two dollars and a ticket I will draw
That will land you on the railroad work in the
State of Arkansas".

I gave him the two dollars, which gave my heart a shock,
And straight away I headed for the City of Little Rock,
Where not a man was kind enough to give to me his paw
And say, "Old boy, you're welcome in the State of Arkansas."

When I landed at the depot (in Rogers) I met a man
named King.
"Good morning my young man," said he, "the mornings
rather raw.
On yonder hill stands my hotel, the best in Arkansas".

It would fill your heart with pity as you looked along
the track,
To see so many bummers with their turkeys
on their back;
And every one well able to wag their under jaw
At any shanty table in the State of Arkansas.

And now I am well and working, and the Lord be praised,
If he will keep the weather open till I make a little raise.
I'll go down to the Indian Nation and marry me a squaw.
And bid adieu to all railroad work in the State of Arkansas.

This fellow may have worked laying rails of the road on which we had our excursion between Springdale and Chester in October.

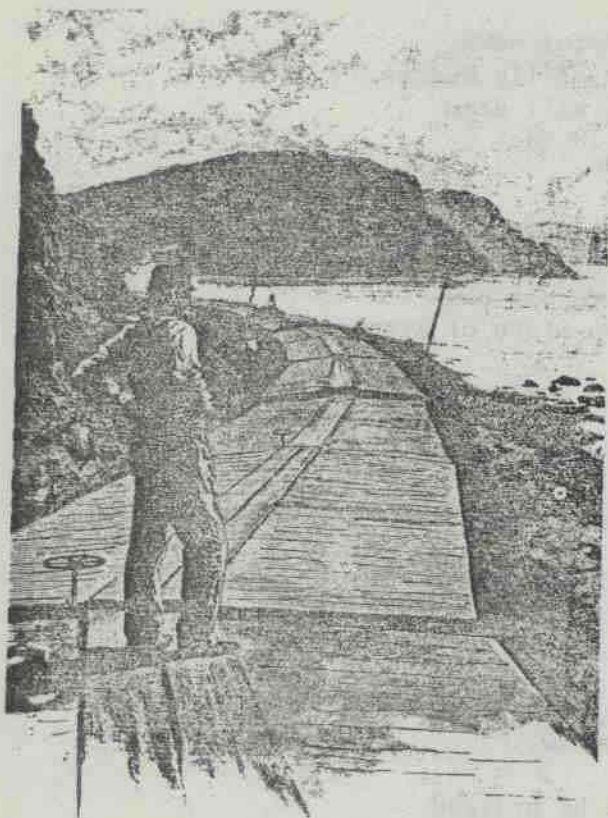


OLD S. & S. Ry. REVISITED

by William Church

Bart Jennings excellent line up on the Arkansas & Missouri RR. that was passed out to club members on our October 15, 1988 excursion from Springdale, to Chester, Ar. and return, made me recall another splended piece of literature that was published by "Railroad Magazine" in 1932, the now famous classic by E. S. Dellinger, "Side Track The Old Ones".

In the 1930's, as teen-age boy sitting in our porch swing back in Missouri with Dad's "Railroad Magazine" in my hand, I rode the top on many a "Stock Train" over the Boston Mountains through the land of "The Creeping Shadows" with Dellinger's characters.



Dellinger, was a master story teller, he had been a brakeman on both the Missouri Pacific and the Frisco in North-western Arkansas and South-western Missouri and used both railroads as the setting of many of his novelettes.

True to form, in "Side Track The Old Ones", Dellinger changed the name of the St. Louis San Francisco Ry. to the S. & S. The Central Division of the Frisco was his Arkansas Division of the S. & S. and Fort Smith, Ar. and Monett, Mo. were called Fort Jones and Moline. Even the changing of the name of Chester to Gravel Point, Armada to Ravole, Schaberg to Higler and Winslow to Wardlow does not conceal the fact that No. 62, the "Stock Train" is running over the Frisco's Central Division from Fort Smith, Ar. to Monett, Mo. With a "Run Late Order on No. 5, making Wardlow as far as the Stock Train could go for the "Comet".

Being a Master Story Teller, E. S. Dellinger puts the reader right up in the cupola with the story's hero, "Hatchet Face" Charley Hall.

Charley Hall until recently had been the "Skipper" on the "Comet", the pride of the S. S. Ry. He had been awarded that position some eleven years previous for saving the "Texas Special" from going through a washed out bridge up near Rolla, Mo. But the new Superintendent of the Arkansas Division thought Charley's seventy some odd years were too old to be the Master on the "Comet", and gave him a choice of becoming a Crossing Watchman or going back to being a brakeman. Charley chose the latter and marked up as flagman on No. 61 & 62, the "Stock Train" for "Alki" Wilson.



Things came to a head that night on No. 62 that changed the Division Superintendent's opinion about Charley "Hatchet Face" Hall being over the hill.

No. 62 met No. 59 at Yorkville. "Alki" Wilson, who had slipped a bottle of "White Mule" into his overcoat pocket, had elected to ride the engine out of there to the meeting point at Wardlow so the head-end crew could share some of the whiskey. Leaving Yorkville Hall sits in the cupola and goes over the railroad between Yorkville and Wardlow in his mind.

Charley was worried about the order board at Ravole. Dellinger writes: "Ravole had a night operator. The office stood on the curve with a warehouse to the south, so it was impossible for northbound trains to see the order board until they were within a few rods of the station. The snow, dancing and swirling about tonight, lessened this little visibility."

"Hatchet Face" knowing "Alki's" condition, wondered if the head end would see a red board .

As No. 62 sped through the foot hills of the Boston Mountains, Dellinger gave his readers the feeling of worry as experienced by "Hatchet Face" Hall.

True to Charley Hall expectation the order board at Ravole was red. As the train dashed by, "Hatchet Face" grabbed the folded paper in the operators hand and heard him call out to him a message that he could not understand. "Did the head end miss the train order board?" Charley said to himself as he read the order.

The order was on the "Comet". The dispatcher had taken seventeen minutes off of No. 5's wait at Wardlow. That made Hilger as far as No. 62 could go for No. 5.

Dellinger goes on to describe the railroad between Ravole (Armada) and Wardlow (Winslow): "the railroad climbs to the divide between Little River and Willow Creek one and six-tenths miles south of Hilgers (Schaberg). From the crest it dips sharply down to the south switch, traverses a level space for four and two-tenths miles in a series of broad curves down Hilger Mountain, one of the three controlling grades of the division, to the Willow creek trestle."

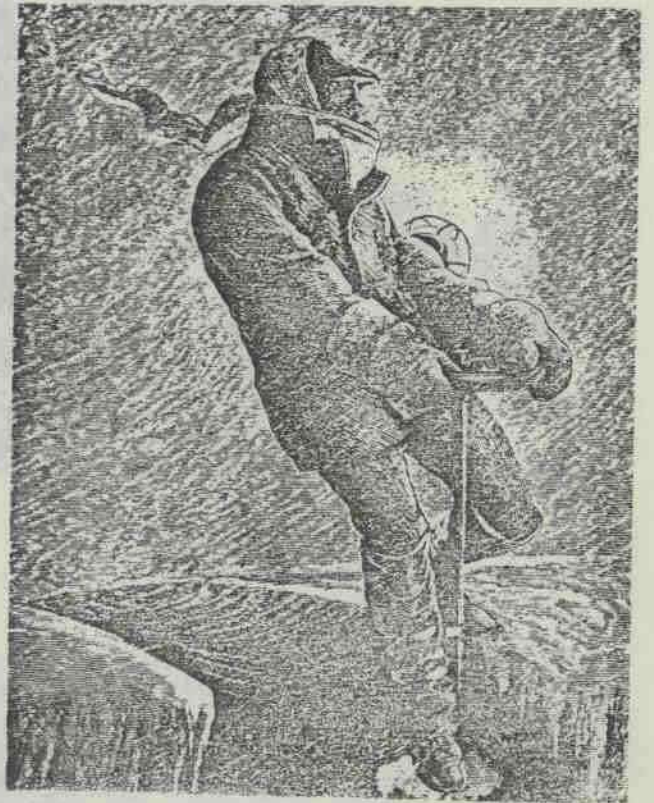
The description of the trestle that No. 62 was to cross: "The trestle is an impressivve structure, a thousand feet long, 150 feet high, spanning a deep gorge cut from limestone and time. The north end emerges on a ledge, where Wardlow Creek joins Willow and follows this ledge for almost three miles, to the tunnel through the backbone at Wardlow (Winslow). For four miles from the the south end of the trestle, the road is built in the air on the side of the mountain, or in the earth itself."

The author goes on with his saga and tells how "Hatchet Face" was the only one on the crew that had caught the order at Ravole. Without this order the head end was going to Wardlow for the "Comet" on the orders they had received at Gravel Point.

Through several agonizing lines the author tells of Charley's dilemma. The old man ponders the question, "did the head end get the order at Ravole?" Knowing "Alki's" condition he had serious doubt that the crew saw the order board.

Charley's suspicion came true when his hogger balsted out of Hilger instead of slowing down to head in there for No. 5. "Hatchet Face" debated if he should cut the caboose off and let the train go on down the mountain and ram No. 5 and save his own skin, or walk over the top of the train and see if he could get a signal to the engineer before it was too late. Charley true character took over and he elected to do the latter.

Before leaving the caboose Charley woke up the six sleeping stockmen who were escorting their cattle to St. Louis and warned them to be prepared for a wreck, then after tying down the caboose hand brake the old man climbed out on the roof of the first car and started setting hand brakes.



(For the information of today's Rails, trains in the 1890's, the date of this story, did not have air brakes on all of the cars in the consist. Tonight Charley had fourteen non-air cars on the rear end and six air brakes cars behind the engine.)

Walking over the snow covered roof top was no easy task for a seventy some odd year man but Charley was game to the end.

The old man went from car to car setting hand brakes and giving stop signals as he went over the ice covered roof tops.

Charley was about to give up to fate when the engineer answered his "Washout" and he felt the slack from the rear end run into the train.

Dellinger adds a bit of tragedy to his story:

After the train was stopped the engine was on the Willow Creek trestle. His conductor, "Alki" Wilson, who was full of whiskey, climbed down off of the engine and missed his footing and fell to his death into the gorge below.

Charley was the only man in control of his faculties, the other members of the crew were under the influence of the "White Mule" that "Alki" had brought over at Yorkville and were too far gone to be of any help in the situation. It was up to old "Hatchet Face", the one

who the superintendent said was too old to be a conductor on the "Comet", to keep No. 5 from slamming into them on the Willow Creek Trestle.



The picture painted by Dellinger of "Hatchet Face" ordeal of crossing the trestle is classic: "Snow lay thick on the timbers. Gaps, loomed wide beneath his feet. Many a time he had walked the trestle flagging in the days when the road was young. Tonight he did not walk. Forgetful of all injury, of all injustice, he broke into a faltering run. Two by two, with unerring certainty, he took those bridge ties."

"At every hundred feet two long ties were together. Four feet beyond the reach of train and engine, they hung high above the black gulf of Willow Creek—a refuge where the unwary, caught on the trestle, might cling while trains passed by. One by one Charley passed these turnouts."

"He passed his sixth one. Already he could see, in the light of his oil burning lantern, the towering bulk of the mountain wall above Wardlow Creek looming ahead."

Dellinger ends Charley's tribulation as the old timer flags the oncoming train.

"The oldtimer came to the abutment and planted a signal torpedo on the steel rail. There was a swish and a roar. The 711 came thundering out of the night. Frantically Charley waved his fusee. Then fell aside."

"Rambling Bill" Jones, the hogger on the "Comet" used all of his skill in stopping a speeding passenger train and managed to halt his charge within feet of the engine of No. 62.



Much to Charley's surprise, the Superintendent who had sworn to Sidetrack The Old Ones was aboard the "Comet" that night and received first handed from "Hatchet Face" the events leading up to flagging of No.5.

After receiving a torrid tongue lashing from "Old Charley" about his thoughts about him being too old to be a conductor, the Super stopped Charley in mid-sentence, telling him to report in the morning as the conductor on the "Comet".



E. S. Dellinger, "Hatchet Face" Hall and "Rambling Bill" Jones, along with the "Comet" have long departed for that undiscovered country from whom borne no traveler returns, leaving an empty space in the heart of all who grew to love the Creeping Shadow Country of the old Railroad Magazine.

Some say that if you go to the Creeping Shadow Country on a quite clear day and try hard enough, you just may hear "Rambling Bill" Jones pulling "Hatchet Face" Hall on the "Comet" between Fort Jones and Moline.

"Naomi!, now you know why I was in Chester when the rest of the Club was riding the excursion train."

"Yes, you can hear the "Comet" if you try hard enough."

Russellville in '82 and photographed the station but the photos did not turn out well. If anyone has a good print, I would be happy to pay for it. Also, I remember D&R #9 and #10. Any photos available? I do know that ex-D&R #9 is now at the Mid-Continent Railway Museum at North Freedom, Wisconsin.

ALSO, in July 1983, Frisco No. 1351 was removed from the Fairgrounds in Memphis, Tennessee for restoration and run to the 1984 World's Fair. I have not read any followup to that story. Any help?

MISSOURI PACIFIC HISTORICAL SOCIETY will hold its annual meeting in North Little Rock in 1989, on October 6-8 to be exact. Dale Walker, editor of their newsletter, thought that the Arkansas Railroad Club might want to plan a joint venture or activity of some sort at that time. If so, the club's officers can contact the MPHS President G. J. Michels, Jr., 27 Dewey Rt. 6, Amarillo, Texas 79106.

SHOW AND SALE SCHEDULED - Our 9th annual Show and Sale will be held in 1989 at the Fisher Armory in North Little Rock on June 17. Contact either E. A. Hille, 224 Dennison, Little Rock 72205 or William Church, 5619 Bel Caro Place, North Little Rock 72118 for more details of to reserve a table.

MEMBER WOULD LIKE MORE TRAIN TRIPS - Michael Mott, P. O. Box 284, Ola, Arkansas 72853 made a suggestion that our club try to schedule a rail trip, either Little Rock to Danville, Van Buren to Paris, Heavener, Oklahoma to Waldron, Arkansas, Gurdon to Norman or Malvern to Mountain Pine. He would prefer the Danville trip over the former Rock Island (Little Rock & Western now). Mr. Mott also suggested that we might could use a gondola, should that be possible nowadays. Any feedback?

ARKANSAS RAIL NEWS

819 TRIP A SUCCESS - (Pine Bluff, Tyler) - This trip was primarily given to stress the theme of employee safety, commemorating the "championships" in safety record won by both Cotton Belt's Pine Bluff Division and Southern Pacific. Employees of the Pine Bluff Division in 1987 were able to produce the highest degree of safety among all the divisions in SP's 14-state system, while SP overall won the E. H. Harriman safety title the past two years.

The trip itself was great and ON TIME going down and fast running (60+ MPH) made arrival in Pine Bluff nearly on time on the way back on November 7 (the 819 and its nine cars left Pine Bluff for Tyler, Texas on Saturday, November 5, returned November 7). Hundreds of people, many school children, lined the tracks, especially in Texas. The Cotton Belt Rail Historical Society and the Cotton Belt/SP Railroads should be congratulated on an excellent job. I'm sure their public relations got a great boost from this special run. (See pictures on pages 3-5).

CREEKMORE PARK STEAM UPDATE - (Fort Smith) - A non-profit organization has been formed to raise money to renovate the Creekmore Park Steam engine, passenger cars and the buildings related to the train such as the depot and ticket office. They also plan to purchase a diesel engine which will run during the weekdays throughout summer months. The steam engine will run only on weekends and holidays to prolong the 40-year-old steamer. The steam engine is currently undergoing a total refurbishing in Bonner Springs, Kansas, having departed Fort Smith October 3. It is planned to run these special trips from Van Buren to Springdale along the former Frisco line in the future.

The organization thus far raised enough money to renovate the engine and buy the diesel. The steam engine will return in May of 1989. A celebration is planned on Memorial Day for its return (ready

to run). Donations can be sent to the Creekmore Park Train Restoration, Inc. P. O. Box 364, Fort Smith, AR 72902 or call Lisa Morris at 501-452-6712/452-2848. (SOUTHWEST TIMES RECORD, Oct. 23)

D&R RAILROAD GETTING STRONGER - (Dardanelle) - According to William Robbins, Jr. (an ARC member), the Dardanelle & Russellville Railroad has five customers: Bibler Brothers Inc., Thompson Industries, Synergy, International Paper and Superior Graphite. The D&R makes one round trip per day, five days a week and has three engines. It is working on a grant to rebuild track. The \$425,000 project would include about 10,000 tons of ballast, replacing two out of three ties and some rail and rebuilding street crossings. Robbins said he expects to get the grant the first of next year and would be similar to the grant that helped rebuild the Little Rock & Western from Little Rock to Danville on the former Rock Island line.

The company's four employees are: Jerry Wesley, chief accountant (13 years); Herbert Barnett, conductor (20 years); G.B. "Chief" Haney, engineer (18 years); and Bill Standridge, engineer (16 years).

The D&R is the oldest shortline in the state that is still in operation. The railroad celebrated its 105th anniversary in August. According to documents Robbins found, the D&R served 99,902 passengers in 1920. The railroad has been owned by McAlister Fuel and Iron, Alaska Interstate, Richmond Leasing Co., and Bill Robbins.

Robbins was conductor with the Rock Island for 14 years until it went out of business in 1980. He also has been an aircraft mechanic and until recently raised chickens at Booneville. (RUSSELLVILLE COURIER DEMOCRAT, October 30, 1988 by Angie Davis)

EL DORADO & WESSON RR NEWS - (El Dorado) - H. Decimus Reynolds, Jr., president of the El Dorado & Wesson Railroad in El Dorado, said October 24 that the railroad almost failed in the late 1950s because oil prices fell. At that time, Lion Oil was the railroad's only customer. Currently, the shortline serves Great Lakes, Arkansas Chemical, Lion Oil and ConAgra Poultry Co., he said. However, this shortline would "be out of business" if the Union Pacific were dismantled between Gurdon and El Dorado (UP currently has no plans to abandon this branch).

Businesses use the railroad because a boxcar can carry four and a half times more than a truck, and locomotives can pull more than 100 boxcars, Reynolds said. He has kept the railroad alive since 1950. "Soon" he will retire and let his son, H. Decimus Reynolds III manage the El Dorado & Wesson. (EL DORADO NEWS-TIMES, October 25, Kay Best).

UNION PACIFIC BUSY IN ARKANSAS - (North Little Rock) - There are about 15 UP freights arriving and 18 departing from points in central Arkansas daily, a total of 33 per day.

GENERAL RAIL NEWS

"TEXAS EAGLE" TO START NOVEMBER 16 - (Dallas) - The "Texas Eagle" will start running over Southern Pacific tracks between Dallas and Houston November 16, being a spur train off the Chicago-San Antonio-Los Angeles "Eagle" which comes through Arkansas. The service is expected to carry 29,000 passengers annually and won't require any additional subsidies for Amtrak.

Amtrak figures in October showed the Eagle's ridership at 116,052 passengers from October 1987 through last August, an increase of 15.6 percent over the same period last year. However, unless they add more cars (it's 8 or 9 cars long now), further increases will not be as dramatic since they are running almost full now. (ARKANSAS DEMOCRAT, October 24, by Randy Tardy).

SP ORDERS NEW LOCOMOTIVES - Southern Pacific said the last week in October it will acquire 50 new locomotives in 1989 costing about one

million dollars each. SP's order will be split, with 30 GP60s coming from General Motors and 20 B40-8s coming from General Electric.
(SP UPDATE)

BN REALIGNMENT - (Springfield, MO) - Burlington Northern is now aligned in two regions: The Northern Region based in St. Paul and the Southern Region based in Denver. The Southern Region has 5 Divisions, including Denver, Fort Worth, Lincoln, Galesburg and Springfield. This replaces five regions and 15 divisions. The Springfield Division has 2,190 miles of track in Missouri, Kansas, Oklahoma, Tennessee, Alabama, Arkansas, Illinois, Mississippi and Florida. (SPRINGFIELD DIVISION UPDATE, November 1988)

WATONGA CHIEF TRAIN TO RUN IN OKLAHOMA - There will be a special Santa Claus train run by the Central Oklahoma Railfan Club near Watonga, Oklahoma December 17 and 18. For reservations call 405-623-5477. Cost is \$4 per person.

FIRST BOXCAR BUILT IN 8 YEARS was completed in Portland, Oregon on September 27, 1988 at Gunderson, Inc. The car was built for Montana Rail Link, the first of 100 ordered. (RAIL TRAVEL NEWS)

4449 TO RUN? - Apparently, after a cancellation in November, SP may run the 4449 in December in relation to the "Adopt-A-Branch" program (whereby conductors "adopt" a branch and get to know its customers). This special run is supposed to be between Portland and Medford, Oregon on the old Siskyou Main. No exact dates are known.

KCS APPEALS VERDICT - Kansas City Southern Industries will go to Federal Court December 12 to try to overturn a \$600 million jury verdict against it regarding its activities in killing a slurry pipeline in South Dakota. (SP UPDATE, October 25)

NEWS UPDATED through November 10...mailed November 14. The January 1989 issue will also be mailed early, about December 12.

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 \$12 additional per year (total payment for Arkansas residents \$22.00).

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)

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

WELCOME ABOARD!!!

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 \$12/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



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