



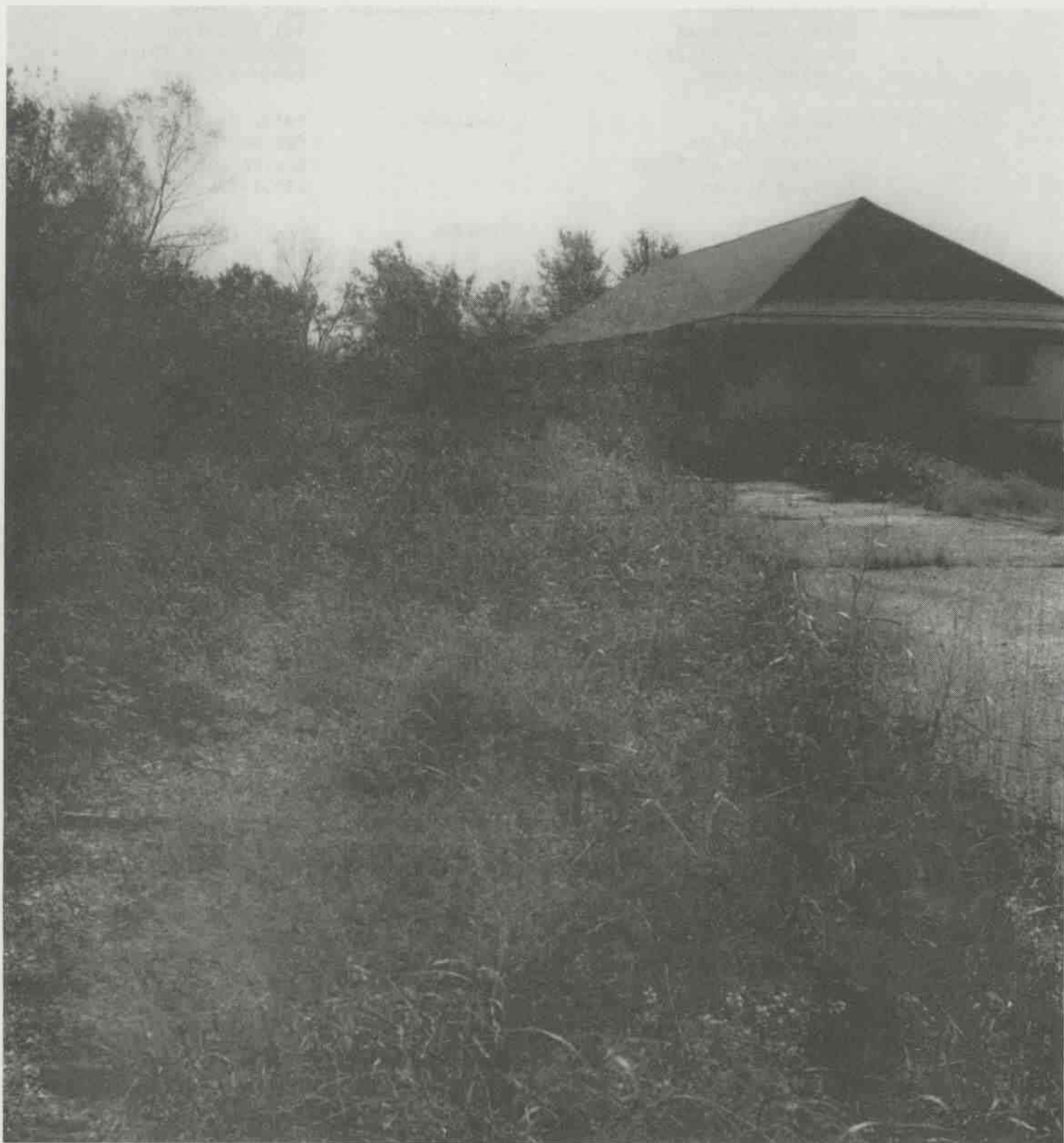
ARKANSAS RAILROADER



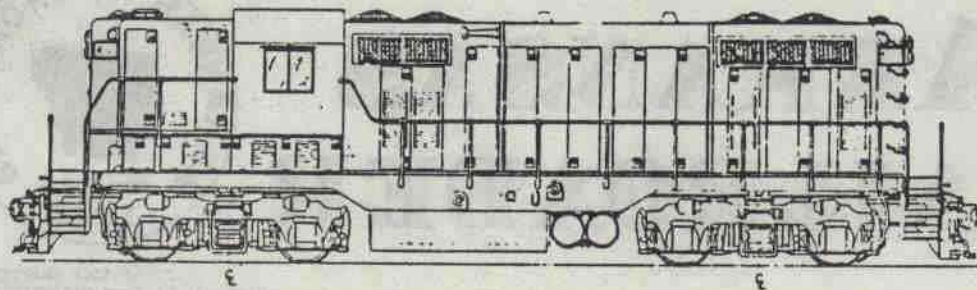
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 2

FEBRUARY 1989



The old abandoned Frisco Pocahontas, Arkansas depot taken on October 23, 1988. The spur line that led to this station from Walnut Ridge was taken up by the Burlington Northern (ne. Frisco) on July 24, 1985. The famous Frisco rotating bridge over the Black River (behind the trees) was dismantled October 3, 1986. (Photo by Ken Ziegenbein)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<i>President</i> - Fred Fillers 28891 Bandy Road Little Rock AR 72211 (501)-821-2026	<i>Vice-President</i> - Matt Ritchie 111 Tenkiller Sherwood AR 72116 (501)-834-4449
<i>Treasurer</i> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<i>Secretary</i> - Polly Hamilton 522 South Main Benton AR 72015 (501)-778-6221
<i>NRHS Rep</i> - Peter Smykla 2800 West 37 Pine Bluff AR 71603 (501)-535-4724	<i>Editor</i> - Ken Ziegenbein 905 Valerie Dr N Little Rock AR 72118 (501)-758-1340
<i>Board</i> - Bill Bailey 8318 Reymere Drive Little Rock AR 72207	<i>Board</i> - Clifton E. Hull 3507 E. Washington, #31 N Little Rock AR 72114
<i>Board</i> - William Church 5619 Bel Caro Place N Little Rock AR 72118	<i>Board</i> - Dusty Rhodes P.O. Box 852 Fordyce AR 71742
<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Board Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

DUES ARE DUE - 1989 dues are past due. They are \$10 a year for Arkansas residents and \$7.50 a year for out of state. They were due January 1st. Dues are the Club's main source of income. Make checks out to the "Arkansas Railroad Club" and mail them to Dick Byrd, Treasurer, 12 Flintwood Dr., Little Rock, AR 72207. Thanks.

EUREKA SPRINGS TRIP SET - The Arkansas Railroad Club's annual trip to Eureka Springs to ride the Eureka Springs & North Arkansas steam railroad and their dining car is tentatively scheduled for Saturday, May 6, 1989. The price will be announced at the next meeting.

☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, February 12, 1989 at the usual place, the Twin City Bank on Main Street in North Little Rock. Time will be 2 PM. This month's program will be given by Peter Smykla, who will show various railroad slides he took of the Alaska Railroad, Montana Railroad, New England Fall colors, etc. Refreshments will be served, as always.

(Club News continued on page 12)



THE STOCK PICKUP

by: William Church

Just mention a "stock pick up" to our modern rails and you will draw a blank from them. Only those of the pre-1950s does the name mean anything.

In the 1930s, highways were slowly but surely being made hard-surfaced and following the construction crews was a gang of truckers who started currying in the revenues of the railroads by hauling anything that would fit on a truck for whatever the shipper was willing to pay. The livestock traffic was one of the first to come under this attack.

For years every station had its stock pens. Cattle buyers would scout the country buying livestock from farmers, then drive them to the nearest railroad station and ship to the meat packing centers. But with the coming of paved roads, independent truckers would make the rounds, gather up a load of stock, and deliver it to the slaughterhouses. The railroads were losing a source of revenue that was vital to the survival of branch lines and local service. To compete with the truckers most of the railroads in Arkansas and Missouri instituted Less-Than-Carload (LCL) rates for livestock and for nearly twenty years waged a lively but losing war with the truckers for stock business.

At the time Less-Than-Carload (LCL) stock shipments were actively solicited by the Frisco, Missouri Pacific, etc., most of the small towns on both main lines and the branches had an agent on duty six days a week at the local station. Except for seasonal shipments of grain, watermelons or cotton, the volume of business generated by these stations was the LCL merchandise, shipment of cream by baggage or express, Western Union, Railway Express and passenger service. A need to bolster the revenues of these marginal stations was paramount, so the LCL livestock business was the bright star of the future.

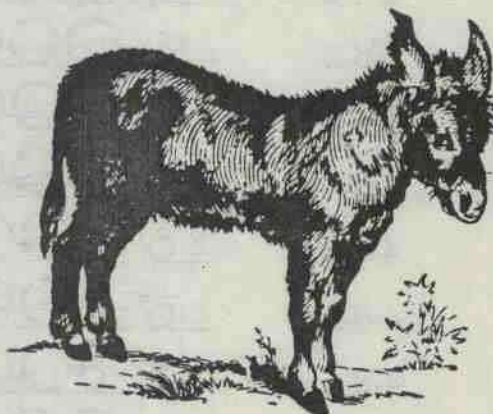
As most small farmers made a weekly trip to town to ship cream from their dairy herd, why not make it possible for him to bring along a piece of livestock he wanted to sell. Arrangements were made with commission agents at packing houses to receive such shipments, sell them and remit to the shipper.

One day a week was assigned as "Stock Day." Advertisements were placed in local newspapers that the railroads were accepting LCL shipments of stock. The idea caught on like wildfire. The farmer liked the idea because it gave him a chance

to sell a piece of unwanted stock for much needed cash so desired in off seasons. He could dispose it at the stock pens at the railroad at the same time he took his cream to market. The railroads loved the idea because it recaptured some of the lost revenues that the truckers had gained. The local agents were warm to the idea because it boosted station revenues and gave them an edge in keeping their stations open. The only ones who did not seem to warm up to the idea was the truckers and chain gang through-freight crews. Both of these parties were most unhappy, the trucker because of lost revenues and the chain gang crew because they were assured of being trimmed (run around on the road) at least once when called for the "horns-hooves," as it was sometimes called.

After the farmer/shipper deposited his shipment at the local pen, with the assistance of the agent, would make out a LCL Bill of Lading, giving name of shipper and a description of the stock such as: "one jersey bull, with one broken horn, letter F on left flank," or "one Duroc Boar, right ear cropped."

At the end of the day or train time, whatever came first, all Bills of Lading were put in the bill box for the conductor, who, after loading the stock, would put each bill in the LCL envelope assigned to that car.



To assigned crews, like locals, both main line and branch, the handling of LCL stock was all in a days work. On arrival in town, the car that was being filled would be cut off from the train, spotted at the loading pen, then all members of the crew with much hollering, waving of hands, choice words not said in the presence of ladies, would drive the shipment into the cars.

After filling a car, a new one would be used. Usually by the end of the day five or six cars were filled. Local crews usually looked forward to "Stock Day" because it almost assured them a good overtime day. Unlike the chain gang crews who usually hated it, they looked forward to it.

To the chain gang crew, "Stock Day" was a pain in the well known part of the anatomy. Not only would the train have stock picked up from branches, but empties and drag freight the GYM saved to move on it. With the numerous stops enroute to pick up stock, pulling a heavy train, clearing trains and the usual delay of coal and water, a sixteen hour day was in the offing for a crew called for the "Stock Pick Up."

Generally after a crew had been trimmed several (run around), wrestled numerous half-wild boars,

bulls, sheep, cows and yes, goats, tempers were often short and raw, especially when a brakie snuggled close to the boiler for warmth on a cold day and the heat from it caused the droppings from the stock pen, that was now clinging to his shoes, to give out an odor that offended the hoggers delicate nose.

But alas, the truckers won the battle. Like the passenger train, LCL merchandise and branch lines, LCL stock shipments faded away into history, and today is just a dream for a generation of rails who wrestled livestock into stock pens on runs called "The Stock Pick Up."

- END -

(William T. Church often worked stock runs on the Missouri Pacific in his long years of service.)

WHYTE'S LOCOMOTIVE CLASSIFICATION CHART

0-4-0		Switcher
0-6-0		"
0-8-0		"
2-4-0		Porter
4-4-0		American
2-6-0		Mogul
4-6-0		Ten Wheeler
2-8-0		Consolidation
2-10-0		Decapod
4-10-0		Mastodon
0-4-4		Forney
2-4-2		Columbia
2-6-2		Prairie
2-8-2		Mikado
2-8-4		Berkshire
4-4-2		Atlantic
4-6-2		Pacific
4-8-2		Mountain
2-10-2		Santa Fe
2-10-4		Texas
4-6-4		Hudson
4-8-4		Mohawk
6-4-4-6		Pennsylvania
2-6+6-4		Articulated

RED SMITH AND HIS TRAINED MULES

Red Smith was an honest farmer lad
Who lived at home with his mother
and dad.

But he got the idea into his head
That he could earn his daily bread
A better way than from early morn
Till after sundown plowing corn.

The Frisco trains passed by every day
While Red plowed corn by the right of
way.

He watched the smoke cloud the summer
skies

While the hoghead sat there looking
wise

He saw the tallow with bended back
Trying to keep her hot on a tank of
slack.

When the caboose came by with the Condr.
inside

Red thought all he had to do was ride.
But the easiest job of all of them yet
Was the brakeman on top with a cigarette.

Red saw an ad in the farm bazoo
Where he could learn to be one of
the crew
And quickly rise from the rank of
fools.

Through a course by mail in the
Scranton Schools.

He took the course in the Scranton
Schools.

Then he taught the signals to his
team of mules.

He screwed a bell to the end of
the tongue

And over the plow a bell cord strung.
The bridle and lines he threw away
And worked by signals while he plowed
all day.

Two rings from Red and the mules
would go
Four rings and they would ease down
slow
Five rings and they would strike
a trot
Two rings while going would make
them stop.

But the boy had got it into his head
That the mules would see no more
of Red
So he quietly stole one summer morn
Down the road to town, past the fields
of corn.
The larks sang gaily in the clear
blue sky
While the corn seemed to wave a fond
goodbye.

The old man said to his wife next day
Well, I guess that boy has run away.
Of course, I hope he will come to no
harm.

But he never would have learned to
farm.

I think in time he can run a train
You know, he was always short on
brains.

Now, the old man left to drive the
mules

Was a little shy on the book of rules.
But he said I'll finish that corn today
And begin tomorrow making hay.

Where Red hid the lines he would never
tell

So I'll have to use that rope and bell.

He hitched them up, got in the seat,
Took hold of the rope and braced his
feet

His wife said, John, Just like as not
When you get them started, you can
never stop

You know that Red understood the rules
Because he graduated from the Scranton
Schools.

The old man said, Now you never mind
I used to brake on the Frisco lines
When they wanted a man them days on
freight

They didn't look around for a graduate
They wanted a man that could use a club
With a constitution for grease house
grub.

I remember yet one whistle it takes
To get the brakemen to club the brakes
And I guess if these mules begin doing
stunts
I can stop their racket by ringing once

So he tapped the bell twice and they
started to go

But he thought their gait a little
slow

So he pulled again and gave five rings
The mules then started to scatter
things.

The old man stuck and pulled the rope
And the mules went faster at every
lope

To the number of rings he gave no heed
And the mules took the signal to
increase their speed.



They circled around through the corn
and hay
They stopped for nothing in their way
Over the garden and through the wheat
The old man clinging fast to the seat.

Then he called to his wife as the mules
circled round
Why don't you try to flag us down
She answered back as she climbed over
the gate
I thought you used to brake on freight
And then she called back, When it's
time for bed
If they're going yet, I'll send for
Red.

Then the old man called as the mules
circled back
Go flag that train coming down the
track
And ask the conductor for his book
of rules
Till we learn how to stop these "Gosh
darn mules"

She flagged the train and it came to
a stop
The conductor came hurrying on a trot
She says, Pray tell me, does the Frisco
rules
Tell how to stop a team of mules
Says he, You're crazy, next thing
you'll be
Claiming they're mules in the O.R.C.

She then explained the bell on the
tongue
And how the old man started the mules
to run
Pray tell me the number of rings
it takes
To get the mules to put on the brakes

Madam, says he, If that team of mules
Is pulling that plow under standard
rules
You can tell the old man just what
to do
To get them to stop is to ring just
two.

She told the old man that two rings
were enough
But he said to himself, It ain't no
such stuff
For that's exactly the number of rings
I gave at first, that started things.

There would be just as much sense in
saying whoa
When you wanted to stop or you
wanted to go
Two rings to stop and two to
start
That conductor thinks he's all -
fired smart
But he'll not fool me for I'd just
as soon
Ride this plow till the crack of
doom.

So they went round and round
Till the corn and wheat were all
trampled down.
The neighbors came in to see the
fun
While the mules continued to run
For sixteen hours they did their
best
And then tied up for ten hours rest

When finally the law had got them
stopped
The old man said as his brow he
mopped,
I never want any more of my mules
To graduate from the Scranton
Schools.

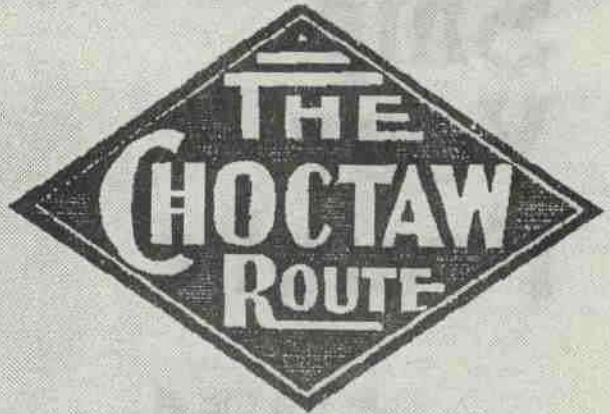
Well, Red got the job he highly
prized
And the dream of his life was
realized.
He had the same luck that all of
us had
Some of it good and some of it bad

He first joined hands with the B.
of R.T.
And a few years later the O.R.C.
And as Father Time turns over the
leaves
They add gold stripes to his
uniform sleeves.

And he smiles as he pulls the
signal cord now
With the memory it brings of the
bell on the plow
And the time when he thought the
farm too slow
The same as you and I thought long
ago
And he longs to be back at the farm
and plow
The same as you and I are longing now.

(The above poem/story was given to your editor by Mike Adams, who in turn got it
from J.C. Peterson, a retired locomotive engineer and chairman of the BLE.)

EARLY DAYS OF



RESEARCH BY JOHN M. MARTIN

PART 2

The following represents an overview of several years of research done in the early 1970's on the beginnings of the Rock Islands Railroad in Arkansas. The following is an excerpt from that research and is presented verbatim from the newspaper because it presents such a unique narrative picture of these significant events in railroad history during the transition of the short-lived Choctaw, Oklahoma and Gulf Railroad before its absorption by the Rock Island. This the first two of this series will cover the initial trip West from Little Rock... come ride with us...

From the Arkansas Gazette, December 12, 1899, Front Page (used with permission):

THROUGH TRAIN SERVICE

NOW ON

Inaugural Trip of the "Choctaw Flyer" now a Memorable Event

CHEERED ALONG THE ROUTE

Big Crowds Gathered at Each Station to Welcome the Messengers of Progress

TRACK IN FINE CONDITION

Incidents of the Trip West from Little Rock to Present Terminus at Weatherford

Special to the Gazette:

Weatherford, O.T., December 11, 1899
— The Inaugural Trip of the Choctaw Passenger Train No. 1 concluded last night after a pleasant run of over 563 miles of rail. Despite Sunday's

rains the train was greeted at every station West of Little Rock by crowds of delighted Citizens. They were all proud to salute No. 1, "The Choctaw Flyer" and Conductor Harry McDonald was a pleased with his charge as a boy with a new pair of shoes. Although made under unfavorable conditions, the trip yielded abundant satisfaction to the travelers inasmuch as it furnished evidence of boundless resources that will now be developed and augment the prosperity of the people benefiting not only the capital which has wisely placed this section within easy reach of the markets, but the worthy people concerned as well. Through the facilities kindly furnished by the Wells-Fargo Express Company and Messenger A. B. Meador the people at each station were well supplied with copies of Sunday's Gazette, which they received at least 24 hours in advance of the custom before the advent of the Choctaw. The handsome vestibuled coaches made an imposing appearance threading their way through the vast stretch of forests and valleys and along the streams of Western Arkansas. No wonder that the people were so enthusiastic in their greeting. They realized that they were at last placed on a parity with the centers of modern progress, after many years of working and waiting content as they were to remain in one of the most favored sections of God's green footstool.

The train left Little Rock a little late Sunday morning but arrived into Weatherford nearly on time. A heavy rain was falling when the train left Little Rock and continued until the Indian Territory was reached in the afternoon. The heavy fog prevailing here was also visible to the territory. Despite the drawbacks, the people were at the stations, from 25 to 500 at different stops.

The train was the prettiest that ever passed through Little Rock on a regular run, this being admitted by all who saw it. It was composed of the sleeper "Luna", a handsome chair car and a day coach, a combination smoker and a combination baggage and express car, all wide-vestibuled except for the latter. Engine #21 pulled the train from Little Rock to Booneville, the end of this division point. Engineer George Geister being at the throttle. He is admitted to be the best engineer in the state and was for seven years with the Frisco, running out of Springfield, Missouri. He says that between Greenville and Booneville at one time he reached a speed of 40 miles per hour

THE CHOCTAW ROUTE.

Ship Your Freight

✿ Via the ✿

Choctaw ...Route

From St. Louis, Chicago and
all Eastern points. Good service.
For information see

R. W. POLK,
Commercial Agent,
211 Main St.

over the new track. During the 119 mile run he made up 15 minutes of lost time. His fireman was Lewis Hackman, who is also an experienced man.

This engine, as well as all of the new moguls, is equipped with an electric headlight and automatic bell-ringer. They are all powerful locomotives.

One could hardly believe that towns could spring up as fast along a new line as they have along the Choctaw. Everywhere there are new buildings and stores going up and more material on the ground. In many places the people have not had time to build and are living in tents. The road passes through several coal towns. At Hartshorne, I.T., there are seven openings in the side of the mountain and one mine has an output of 125 cars a day. There were forty tents in sight there. This is the center of the coal district.

The scenery along the Choctaw is mag-

nificent, and West of Danville, mountains are nearly always in sight on either side of the track.

After we reached Indian Territory at several stations Indians were on the platform and gazed in open-eyed wonderment at the Iron Horse which had come out of the east. One old buck of the Shawnee Tribe boarded the train at the station by that name and rode about thirty miles. He was accompanied by his squaw and his son, who was a stalwart young fellow, wearing a blanket over his shoulders, and was hatless, his coal-black hair falling over his sturdy frame.

General Superintendent J. H. Harris went with the train on his private car No. 10 as far as Limestone Spur, a little this side of South McAlester, where the first Eastbound train passed, and he returned to Little Rock. His party was composed of himself and Division Superintendent Jas. Harrington, Treasurer H. E. Yarnell, General Freight Agent H. W. Morrison and John W. Howell, an old schoolmate of his. Several newspapermen were also on board.

The run to the west was a remarkably good one considering most of it was over new track. Their physical condition of the road is excellent and its newness is not just apparent without close inspection. Chief Engineer Molitar has just cause to be proud of his handiwork. In many places it has already been ballasted for a mile or more, and with two exceptions west of Howe is well settled and firm. The hard rains did not have much effect on the roadbed. Plenty of rock ballast is piled along the right of way and will be broken up and used as fast as possible. West of Wister at one time a speed of fifty-five miles per hour was reached.

General Freight Agent Morrison left the train at Oklahoma City and remained overnight going North on the Santa Fe the next morning.

The train which left Little Rock at 4:37 a.m. on Sunday morning passed through Little Rock Eastbound as 12:20 (a.m. Tuesday) this morning having made the round trip to Weatherford. It left there at 6:25 a.m. and the return trip was made without incident other than two small landslides near Little Rock and the use of candles and lanterns for illuminating purposes as the gas in the Pintsch reservoirs had become exhausted owing to the long run.

There were about twenty-five passengers for Little Rock, six being from Fort Smith. Through Buffet-Sleepers are run from Memphis to Weatherford.

BIDDLE SHOPS ALTERED TO RECEIVE DIESELS

by: Gene Hull

Early in 1953, changes came to the Rock Island shops at Biddle Yard (Little Rock). To arms! To arms! The diesels are coming!

The most noticeable change was at the old 20-stall semi-circular roundhouse. After 17 years of joint steam-diesel service, the entire Rock Island was dieselized in 1952, and the old roundhouse was too large; fewer diesels were required for the work previously done by steam locomotives. The roundhouse stalls were empty except for ghosts of Consolidations, Mikados, and Mountains.

The alterations were not confined to the roundhouse. Arkansas Division (Memphis to Shawnee, Oklahoma) Superintendent Albert B. Harrison, engineered the job and personally supervised it. At the same time he installed a new main track between Sweet Home Crossing (Confederate Boulevard) and the west end of Biddle Yard. He was especially interested in this project, because at its completion, he was taking a leave of absence because of ill health. The main line was put in service 1 July 1953.



Confederate Boulevard looking west toward Biddle Yards on January 15, 1989. Union Pacific now owns this yard and has relaid several track. Old Rock Island shops were to left.

Power and efficiency of the big diesels reduced the amount of space, and the types of equipment, that would be needed for inspection and servicing. About one-half of the 20 stalls of the roundhouse were removed during remodeling. The old turntable, which had been installed in 1942, was kept in place. The big smoke jacks on the roof above the engine stalls, which had removed smoke from the engine house, were no longer needed. Water lines for filling the engine boilers were superfluous. Overhead cranes, which had formerly hoisted a 250-ton steam locomotive, would have an easy job of lifting a 75-ton diesel engine from its chassis.

Space formerly occupied by the roundhouse was devoted to a large service building containing lockers, showers, lavatories, and lunch rooms for both engine crews and shop men. There also was a classroom

for regular instruction in diesel servicing and operation.

The old roundhouse was constructed in 1910-1912, when the railroad had separate Arkansas and Louisiana divisions. About 14 steam locomotives were used on the Rock Island in Arkansas, and about 60 on the Louisiana Division, with headquarters at El Dorado. After the two divisions were combined and part of the Oklahoma line included, only 45 diesel units were required.

The big diesel units would roll into the abbreviated roundhouse on regular schedules for various types of inspection, and, to prevent errors, a large blackboard carried the number of each engine, the date of each inspection, and dates for its next inspections. Another blackboard listed the kinds and amounts of fuel and oils to be used on each engine. Once a year each engine came to the roundhouse for a four - or five - day test. Twenty road engines and five switch engines were regularly inspected at Biddle Shops. Passenger engines usually were inspected at Memphis.

Diesels created considerable interest among the public. When the first streamlined "Rocket" went into service in November 1940, several members of the Choctaw Indian high council rode as special guests, and 2,600 Little Rock school children visited the train at the depot. (See recent photo of the Choctaw Depot on the next page).

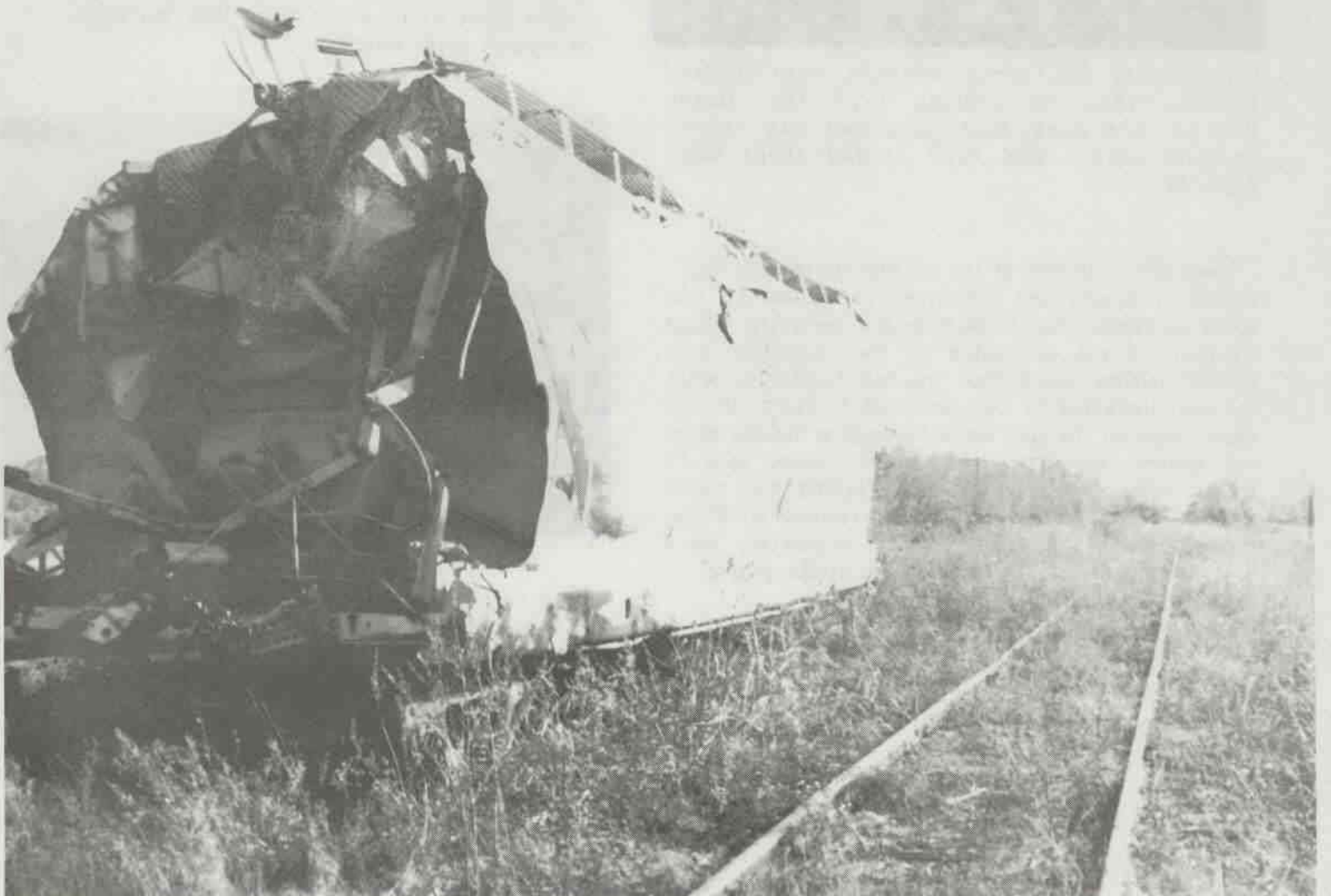
The old steam locomotives are gone, the Rock Island is gone, and many other railroads are gone. When the diesels are gone, what kind of motive power will replace them? Will railroads disappear? Quien sabe?



This former Rock Island overpass across Broadway Blvd in North Little Rock will be taken down by U.P. soon. There are no longer any tracks on it. Biddle Yards are just a few miles to the left.



ABOVE - The abandoned Rock Island Choctaw Station in Little Rock, February 4, 1985. This is the depot where, in November 1940, 2,600 Little Rock school children went to see Rock Island's first streamlined "Rocket". **BELOW:** - The main line of Rock Island's "Sunbelt" route at Mansfield, in western Arkansas, on October 9, 1985, just five weeks before it was taken up. (Both photos by Ken Ziegenbein)





The Rock Island Hazen depot as of January, 1989 taken by L.T. Walker. Tracks (390 feet) may soon be placed back in front of this structure, which was saved by concerned Hazen citizens. Arkansas Railroad Club member L.T. Walker also has played a strong role in preserving this depot (he is a former Rock Island conductor). The Rock Island was abandoned along this eastern Arkansas route ("Sunset" Route) in 1980 with the tracks taken up a few years later. (See story in "Arkansas Rail News")



In the first week of November, 1988, NBC filmed a special segment for its "Unsolved Mysteries" series in Van Buren and Eureka Springs, Arkansas on the saga of the Orphan Trains. The above photo was taken at the Van Buren depot as "orphans" lined up on the platform (along the former Frisco route, now the Arkansas & Missouri RR). The segment was to air January 18, trying to help some of the real orphans, who are now in their 60s to 80s, find their kin. (Photo by Mary Ellen Johnson of the Orphan Train Society of America)

(Club news continued from page 2)

BUSINESS DISCUSSED - The disposition of the old railroad cars at the clubhouse on River Road in North Little Rock was discussed and decided to have them removed as soon as possible. Also, a budget for the club will be finalized by April 1st.

GEORGE W. SCHMIDT of 501 Taldan Court in Virginia Beach, VA 23462 has photos of N&W 611 and 1218 and C&O 2732 (static) and various N&W and NS if anyone needs assistance from the east coast.

THANKS TO RAY TOLER of Tontitown, Arkansas for sending an interesting article on collecting trains from the December 1988 issue of **MECHANICS ILLUSTRATED**. He also sent in a photo of a steam engine on the outdoor park-size train display at Hot Springs. He wanted to know if any club member had been to Fremont, Nebraska to see former Reader Railroad #1702 in operation. Ray is a charter member of the ABMT chapter of the NRHS and Vice President of that chapter. He's also an Arkansas Railroad Club member. His address is: Ray Toler, P. O. Box 306, Tontitown, AR 72770.

MEMBER KILLED - It was reported at the January meeting that Club member A. R. Meador of Pine Bluff was killed when hit by a car in late December. If anyone knows more details, please let me know at the address on the back cover. Our condolences to his family.

SHOW & SALE - The 9th Annual Arkansas Railroad Club's Show & Sale will be held Saturday, June 17, 1989 in North Little Rock at the Fisher Armory, 2600 Poplar Street. It will run from 9:30 AM to 3:00 PM. Tables are \$17 each. If you'd like to rent one, please contact either: E. A. Hille, 224 Dennison, Little Rock, AR 72205 or William Church, 5619 Bel Caro Place, North Little Rock, AR 72118. More details later in the year.

PHOTO ALBUM STILL AVAILABLE - The Arkansas Shortline photo album, containing 19 color photos of Arkansas shortlines taken by your editor, is still available at \$9.50 per album, including postage. This price just covers my costs. Send checks to Ken Ziegenbein, 905 Valerie Drive, North Little Rock, AR 72118.

ARKANSAS RAIL NEWS



ANOTHER TRIP FOR THE 819? - The Cotton Belt 819 steam engine, recently on the cover of **RAILFAN** Magazine (the photo being by none other than Peter Smykla of Pine Bluff), may once again pull another special train of Cotton Belt's invited guests and former employees. The date of this upcoming trip has yet to be announced, but probably will be in the spring (various area newspapers have been reporting a February trip,

but this is false). Most likely destination: Pine Bluff-Shreveport-Houston-Lafayette-San Antonio-Dallas-Pine Bluff, but this will also be subject to change. Keep tuned.

On a related note: Bill Bailey, Project 819 Director, reported at the January meeting that the 819 on the Tyler trip last November used 14.1 gallons of oil per mile and 226 gallons of water per mile.

ORPHAN TRAIN SPECIAL - (Springdale) - NBC filmed a special segment for its "Unsolved Mysteries" series the first week in November regarding the Orphan Trains of the late 19th and early 20th centuries. The filming took place near Van Buren and Eureka Springs, using the ES&NA and A&M Railroads (see photo on page 11). This segment was to air January 25 (the caption on the page 11 photo said January 18, but the date was pushed back).

According to the January 7, 1989 NORTHWEST ARKANSAS TIMES, the three orphans whose stories will be used in the series are: Algie Braly of Prairie Grove, Arkansas; Sylvia Wemhoff of Humphrey, Nebraska and Francis Murphy of Preston, Missouri. This was the last story Mr. Murphy ever told. Listen to this story, copied nearly as is from the TIMES:

On November 3, Murphy, of frail health due to a heart condition, was interviewed in the home of Mary Ellen Johnson, the head of the Orphan Train Society. The taping went well, Johnson said, noting that Murphy talked of his unsuccessful search for a red-haired sister he had known so briefly and from whom he had been separated. After the interview, she said, Murphy asked, "Did I do all right? Will this really be shown on national television? He was told, "It certainly will be on national television and you did very well."

Reassured, Murphy slumped forward in his wheel chair, victim to the heart disease diagnosed only months earlier. Sylvia Wemhoff, one of the orphan train riders, and Annie Azzarite, production coordinator, administered CPR to Murphy but to no avail. Murphy had lived just long enough to tell his story. (Thanks to the Arkansas-Boston Mountains Chapter's THE SCRAMBLER for this information)

HAZEN DEPOT PROJECT NEWS - (Hazen) - Bobby Odom, manager of track maintenance for the Union Pacific, met with representatives of the Hazen City Council in mid December to discuss the possibility of donating about 390 feet of track to the city for its depot park project. The track would be used to replace that which was taken up in front of the depot when the old Rock Island line closed in the early 1980s. It would come from a section of the line which is now being retired and would include the crossties and spikes. However, advocates would have to find a way to transport the track from North Little Rock to Hazen. (See photo of the depot on page 11)

Chances are also good that the U.P. will donate a Missouri Pacific caboose. Odom was accompanied to Hazen by Arkansas Railroad Club member L. T. Walker, a retired Rock Island conductor. Walker has taken special interest in Hazen's depot project and has brought several items to begin a museum. Among the items are two trainmen lanterns, a copy of the original 1893 train schedule documenting the time of Casey Jone's death and a Rock Island Depot scale.

The Monarch No. 9 scale was donated by Lawrence R. Myers, a retired section foreman from Houston, Arkansas. The scale was used in the depot at Perry, Arkansas for about 80 years. The scale was delivered to Hazen by our own Berdene Mullen, a retired MoPac conductor. (Hazen GRAND PRAIRIE HERALD, December 22, 1988)

A typical thunderstorm generates several hundred megawatts of electrical power, about as much as a small nuclear power plant.

FREIGHT HOUSE DEMOLISHED A YEAR AGO - (Batesville) - In December 1987, the Union Pacific demolished the 1904 freight house in Batesville. The wood frame structure was built by the St. Louis, Iron Mountain and Southern. The local agency had been closed prior to the demolition. The Manager of Track Maintenance operates out of a portable building now. (Thanks to John Harvey)

HOGTRAIN RUNS - (Little Rock) - Member Bill Eldridge of Little Rock once again ran a special Hogtrain football special to the Cotton Bowl in Dallas (the game was on January 2nd). Hogtrain hooked two cars to the back of the regularly scheduled Amtrak "Eagle". One car, a round-end observation lounge car once ran on the "James Whitcomb Riley". The other car was the "Cimarron River", a sleeper still in the colors of the Frisco.

The special Cotton Bowl Express departed Little Rock's Union

Station at 8:40 AM, December 31, one hour late.

IMPROVEMENTS PLANNED FOR COTTON BELT YARDS - (Pine Bluff) - The Cotton Belt is spending about \$3 million to upgrade yard facilities at Pine Bluff and Kansas City, said Jim Johnson, the railroad's public relations manager. Work at Pine Bluff involves rehabilitation of switches and drainage improvements at a freight car heavy maintenance facility, and rehabilitation of car "retarders" in a gravity switching yard.

The Armourdale Yard project at Kansas City involves laying about two miles of additional track.

"All of these projects are scheduled for completion by year's end," Johnson said. (ARKANSAS DEMOCRAT, December 5, 1988 by Randy Tardy)

ANNUAL MEETING HELD BY M&A RAILROAD MUSEUM - (Harrison) - Members of the Missouri & Arkansas Railroad Museum, Inc. met in late December in the museum at Central and Cherry Streets in Harrison for its 1988 annual meeting. Jim Wakefield (ARC member) gave a slide presentation of most of the engines and coaches used by the Missouri & North Arkansas Railroad. (HARRISON DAILY TIMES, December 1, 1988)

KEROSENE HEATERS READY - (Paragould) - Cotton Belt employees were placing heaters in holes dug out under sections of switching mechanisms in December around Paragould, Arkansas. The heaters are intended to keep snow and ice from freezing the switches, preventing them from moving in winter weather. Each of the heaters, metal tanks of kerosene with a wide wick at one end, must be lighted by hand at every switch when bad weather hits. About 10 heaters were installed under a single switch. (PARAGOULD DAILY PRESS, December 2)

UNION PACIFIC NAMES NORTH LITTLE ROCK SUPERINTENDENT - (North Little Rock) - Steve L. Hefley has been named superintendent of Union Pacific Railroad's North Little Rock service unit, one of 30 in the 20-state U.P. system.

TROOPER ON THE TRAIN PROGRAM - (Blytheville) - Drivers in northeast Arkansas had better wait for trains to pass through intersections and let the warning lights go off before attempting to drive across the tracks, according to area law enforcement officials. Under Operation Lifesaver's "Trooper on the Train" program, officers may be riding on the trains and any cars seen making illegal track crossings are subject to being ticketed. This particular program is sponsored by Burlington Northern.

Police officers were also situated in squad cars at various places along the route to intercept and ticket those drivers caught making illegal crossings.

This policy triggered a letter to the editor to the Blytheville COURIER-NEWS a week later, which raised some interesting questions. For one, exactly what is the law regarding stopping at flashing lights at crossings (those without crossing gates)? The writer wanted to know that if he came to a complete stop while the lights were flashing and saw no train, could he proceed or does he have to remain there wondering if a train will be coming or if a train has stopped up the line or if the crossing lights were on by mistake? (Your editor would also like to know this - do flashing lights indicate stop-look-listen then proceed like a regular stop sign does or do the flashing lights mean stop and stay stopped?)(COURIER NEWS, December 15)

MISSOURI PACIFIC SUED OVER 1987 CAR/TRAIN COLLISION - (Little Rock) - The Missouri Pacific is being sued for \$14,500 over an accident that occurred November 17, 1987. The suit says Malcolm Tony Keener was on 29th street in Little Rock about 3:40 AM as a MoPac engine with nine cars and a yard caboose was backing up. It says Keener tried to cross

the tracks at 26th street and "the employees of (MoPac) negligently backed the defendant train into the right side of the plaintiff vehicle." It alleges MoPac and its employees were negligent in not keeping a lookout for people on the track because there was no flagman on the rear of the train. It also says MoPac failed to sound a whistle or a bell. (Little Rock DAILY RECORD, December 17)

OLD ROCK ISLAND OVERPASS TO BE REMOVED - (North Little Rock) - The December 8, 1988 death of a 68 year old man has prompted Union Pacific to order removal of the Rock Island overpass at Cedar Street and East Broadway in North Little Rock. Allen T. Ashton died when his 1979 Ed Camino was crushed by the trailer rig of a truck. The trailer did not clear the overpass, and was ripped away from the base, causing the cargo portion to tear away and crush Ashton's car. The clearance on the bridge is 13 feet, 6 inches, the lowest allowed by state law. U.P. began using the section of the railroad in 1982 when the Rock Island declared bankruptcy, but officially took over the passage November 17, 1983. (ARKANSAS DEMOCRAT, December 23, by Andrea Harter - a photo of this overpass appears on page 9)

PORTLAND TO RELOCATE RR CROSSING - (Portland, Arkansas) - The railroad crossing in downtown Portland is to be moved to a new location. The Portland City Council will move the crossing from its present location south to connect the two ends of Highway 278 in a straight line across Union Pacific tracks. (ASHLEY COUNTY LEDGER)

JURY CLEARS RAILROAD IN CROSSING DEATHS OF TEENAGERS - (Patmos) - A federal jury December 14 cited in favor of the railroad in a wrongful death lawsuit filed by parents of a 14-year old Bodcaw, Arkansas girl killed at a railroad crossing. The jury of 10 women and two men decided the Patmos, Arkansas crossing - where four teenagers were killed when their vintage Ford Mustang collided with a train April 11, 1986 - was not unreasonably dangerous and that Louisiana & Arkansas Railways was not negligent. The \$500,000 lawsuit was filed in Arkansas-side federal court in February 1988.

Louisiana & Arkansas Railways is a subsidiary of the Kansas City Southern Railway Company. (TEXARKANA GAZETTE, December 15, 1988)

The static electricity you get by rubbing your shoes over a dry carpet has been measured to be as high as 100,000 volts (this occurs in a micro-second, so its not damaging, although you can feel it!). On the other hand, a typical lightning bolt contains several hundred million volts.

BN TRAIN DERAILS NEAR SPRING RIVER - (Hardy) - Seven families were evacuated after tank cars derailed about 4 miles south of Hardy December 31. Twenty cars derailed, seven of which carried a pesticide. About 2,000 gallons of fufural spilled. (IZARD CO. -TIMES PROGRESS, January 4, 1989).

NEW DINNER TRAIN TO RUN FROM FAYETTEVILLE - (Fayetteville) - Starting January 18, a dinner train was supposed to begin running between Fayetteville and as far south as Winslow on the Arkansas & Missouri Railroad. This train will be operated by Robert Dortch, Jr, famous for his tourist line in Eureka Springs. In fact, the coaches and diners will be the same ones used on the Eureka Springs & North Arkansas Railroad - they were trucked to Fayetteville in late December. Dortch plans to truck them back to Eureka Springs in late April in time for the heavy tourist season there. There are no rail lines between the two cities.

The crew of this new dinner train will be furnished by the A&M railroad, as will the Alco diesel used to pull it. The train will consist of the engine, an excursion car, a box car which contains a diesel generator, and two dining cars. Up to 100 diners can be

handled at one time. Food will be prepared at a new kitchen being built on the north end of the old Frisco baggage depot in Fayetteville. A waiting room is being constructed around an existing pot-bellied stove.

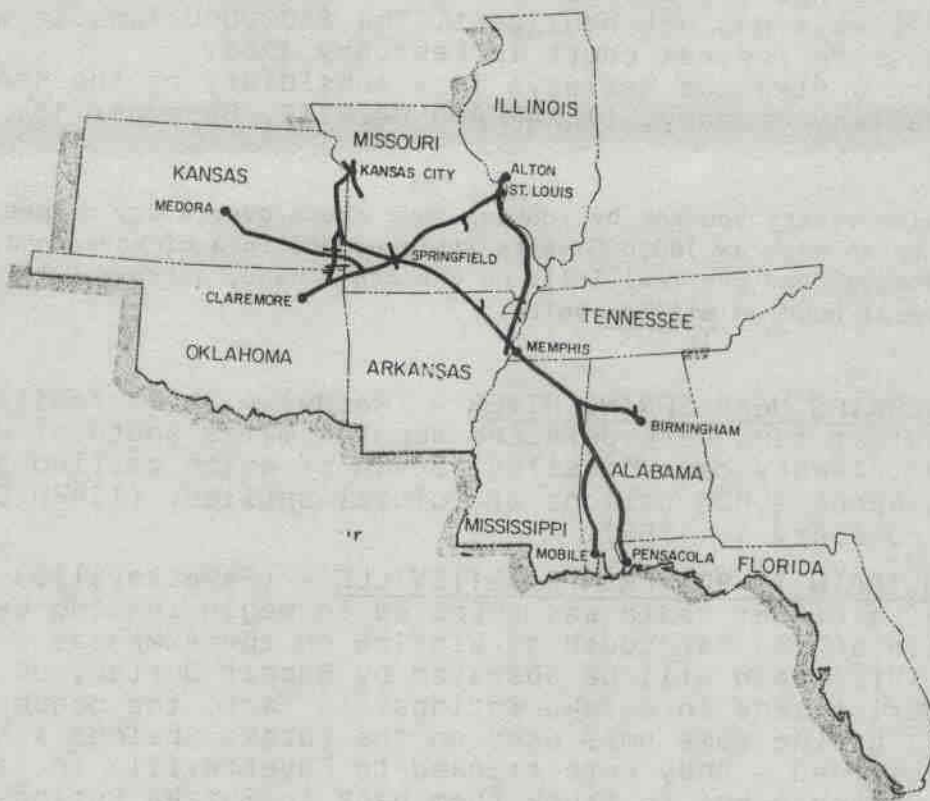
The dinner train is an experimental venture for the Dortch family and will be timed to alternate with their Eureka Springs train which is a proven success. The new venture will last January through April and then allow the train to switch back to Eureka Springs for the heavy tourist season (our club plans an excursion to Eureka Springs on May 6 to ride this train - hopefully it will be ready to roll by that time).

A military surplus six-wheel drive tractor trailer has been purchased for moving the railway cars back and forth by highway between Fayetteville and Eureka Springs.

Reservations for the dinner train were to be taken starting January 2 by calling (501)-442-7113. Plans call for the dinner train to run each evening Wednesday through Sunday to either West Fork or Winslow. Although much of the trip may be after dark, powerful lights on the side of the train will give riders something of a view. (WASHINGTON COUNTY OBSERVER, January 5)

GENERAL RAIL NEWS

BURLINGTON NORTHERN'S SPRINGFIELD DIVISION is shown on the map below. Some of BN's recent increase in business includes: Reed Minerals of Marston, Missouri now loads 30 cars a week of slag to Memphis; A.F.G. Industries, Inc., a glass plant in Spring Hill, Kansas, began ordering carloads of sand from U.S. Silica in Pacific, Missouri in early December; the new Nucor-Yamato Steel plant in Blytheville, Arkansas gets some of its scrap metal from Tulsa via BN. (BN SPRINGFIELD DIVISION UPDATE)



INVESTIGATION OF BURLINGTON NORTHERN BEGINS - Burlington Northern, Inc., which includes the nation's largest rail system, is under investigation by the Securities and Exchange Commission for possible insider trading. The informal investigation began shortly after an announcement June 2 that Burlington Northern was splitting in two.

BN's energy, timber and real estate operations have been spun off into a new concern, Burlington Resources. Burlington Resources will be headquartered in Seattle while the BN Railroad is now headquartered in Fort Worth. (FORT WORTH STAR TELEGRAM, November 24, 1988 - thanks to ARC member Jerry Nunn of Arlington)

ARMY TRANSPORTATION MUSEUM LOOKING FOR DONATIONS - (Fort Eustis, Virginia) - A military rail exhibit to portray the history of Army railroading from the Civil War to the present is planned by the Army Transportation Museum Foundation at Ft. Eustis, Virginia. Foundation officials have put out a call for contributions for what they believe will be the nation's only military railroad museum.

The exhibit will consist of four spur tracks to display rail rolling stock, three of which will be covered. The interior will have walkways to provide close inspection of rail cars and equipment and a skyway to overview all displays. Donations are tax deductible. Write Army Transportation Museum Foundation, P. O. Drawer D, Ft. Eustis, VA 23604-0320. (THE RETIRED OFFICER, January 1989 via Richard Ogden)

SOUTHERN PACIFIC CAPITAL 1989 IMPROVEMENTS - SP Transportation Co. announced January 10 1a 1989 capital improvements program of \$361 million, including more than \$190 million for track improvements. The company will acquire 50 new locomotives this year and completely rebuild 24 older models at its Sacramento facility. Fifty new diesels were acquired in 1988, also. Equipment planned for 1989 include 80 double stack intermodal rail cars and 30 piggyback truck trailers. During the past five years, SP has spent more than \$1.4 billion to upgrade track and roadbed on its 7,500-mile core rail system.

MKT ENGINES REPAINTED TO UP COLORS - (North Little Rock) - The first Katy locomotive was repainted early in November in the Union Pacific North Little Rock shop. The engine selected was MKT No. 315 and has been renumbered UP 2346. The Union Pacific plans to repaint and renumber 157 MKT units over the next three years. This work will be done when the locomotives are shopped at North Little Rock. Some locomotives will not be repainted but will be operated until they have major mechanical failures and then will be removed from the roster. (THE KATY FLYER)

ABOVE AVERAGE PERFORMANCE - A survey by "Distribution Magazine" rated the Grand Trunk Western, Burlington Northern, Missouri-Kansas-Texas and the Union Pacific as the nation's best in providing above-average performance and received the magazine's 1988 Quest for Quality Award. Shippers did the survey.

SP'S MOST SENIOR EMPLOYEE - Jesus Quinones, a carman in El Paso, recently celebrated his 77th birthday and is now Southern Pacific's most senior employee with 60 years of service. (SP UPDATE)

NEW LOCOMOTIVES ORDERED FOR UNION PACIFIC - UP will take delivery of 162 new engines in 1989, which brings their total to 400 new locomotives they bought since December 1987. The new order is coming from GE (Dash 8s) and EMD (SD 60s). For crew comfort and protection of the on-board computers, the SD 60 cabs feature central heating, air conditioning and SOUND PROOFING. UP's total locomotive fleet now comes to 3,122. (INFO MAGAZINE, November 1988)

Few of us are ever completely alone unless we choose to be, and loneliness can be a terrible illness born of pride and nurtured in the imagination. The world is full of people looking for a friend. To find a friend is to be a friend.

ONLY THREE LEFT - (Kansas City) - Now with the KATY merged with the Union Pacific, it is sad to note that of the **original** (not merged)

railroads which served Kansas City during the height of the passenger train, only three railroads survive today: the Kansas City Southern, the Santa Fe and the Union Pacific. (KATY FLYER, December 1988)

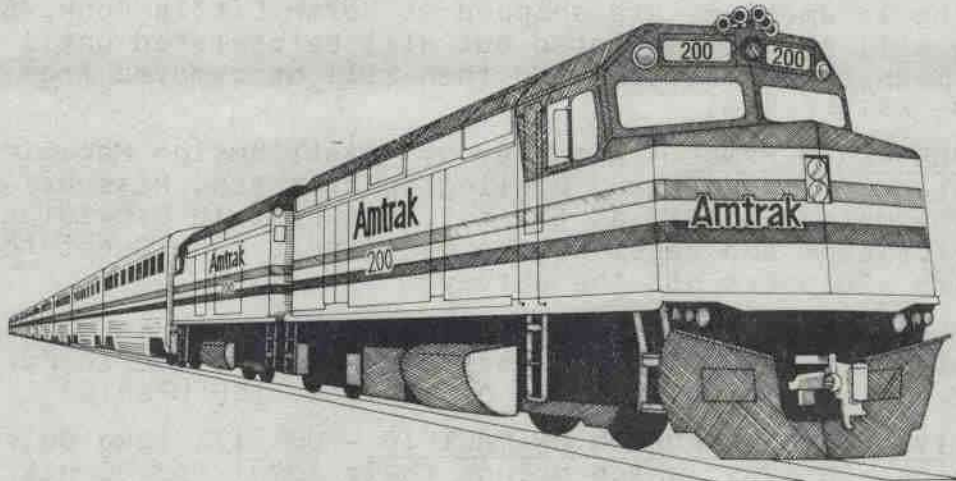
COWS IN D&RGW'S FUTURE? - From the Denver & Rio Grande's "The Grande Report" comes the following comment: "There's a research project on the potential for hauling livestock by rail. That's right; just like 'Rawhide'...head 'um up and move 'um out. Believe it or not, there may still be a market for this type of service, although it is still in the study stage as yet." (SP UPDATE...also, see story on page 3)

GRAND CANYON RAILWAYS of Phoenix said that in early January is started renovation of the ex-Santa Fe rail line between Williams, Arizona and Grand Canyon Village, an \$80 million project. It hopes to be running steam train trips to the canyon by April 1990. Also to be renovated are the Grand Canyon train station and the Fray Marcos Hotel in Williams. (RAIL TRAVEL NEWS)

NOVEMBER CARLOADINGS ARE UP - Southern Pacific's November carloadings were 125,155, up 6.7 percent from November of 1987. Union Pacific's November carloadings were 316,737, up over 21,000 loads from 1987.

NO SMOKING POLICY - Union Pacific has expanded its smoking policy to prohibit smoking in all railroad offices effective January 1, 1989. The policy also extends to locomotive cabs, cabooses and company vehicles, but smoking will be permitted in those areas if all employees present agree. (INFO MAGAZINE)

ILLINOIS CENTRAL AD RETURNS TO BASICS - The Illinois Central ran big newspaper ads around the first of the year announcing that it is now independent and back to its original name. Another ad pictured an antique steam engine and a modern diesel with the captions: "Born in 1851...Reborn in 1989." The IC noted that it was the nation's first land grand railroad and its employees have included Abraham Lincoln, Casey Jones and Mark Twain. (RAIL TRAVEL NEWS, December 2, 1988)



AMTRAK SETS 4 RECORDS IN FY 1988 - From October 1987 through September 1988, Amtrak broke the following records:

1) Revenues for FY88 totaled \$1.1 billion, an increase of 13.7 percent over FY87. Passenger revenues rose from \$656.3 million in FY87 to \$765.5 million in FY88. (How does this compare with freight railroads? According to INFO MAGAZINE, Union Pacific anticipated 1988 revenues of \$4.3 billion, so Amtrak took in a fourth as much as the nation's #1 freight railroad, which is not bad!) - 2) Amtrak covered 69 percent of its costs in FY88, compared with only 65 percent in FY87 and 48 percent in 1981. - 3) Ridership gained 5.2 percent over FY87, with over 21 million riders last year. - 4) The average trip length was 264 miles. System on-time performance was down a little, to 71.4 percent.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>SEPTEMBER 87</u>	<u>SEPTEMBER 88</u>	<u>% CHANGE</u>
NE CORRIDOR	898,167	893,628	-0.5%
SHORT DISTANCE	359,398	368,686	+2.6%
LONG DISTANCE	385,106	379,147	-1.5%
"Eagle"	6,830	7,549	+10.5%
"Sunset"	6,566	7,061	+7.5%
"City N Orleans"	15,120	15,233	+0.7%
SPECIAL TRAINS	5,142	1,303	-74.7%
<u>TOTAL</u>	<u>1,647,813</u>	<u>1,642,764</u>	<u>-0.3%</u>

	<u>OCTOBER 87</u>	<u>OCTOBER 88</u>	<u>% CHANGE</u>
NE CORRIDOR	984,845	958,249	-2.7%
SHORT DISTANCE	356,174	381,616	+7.1%
LONG DISTANCE	406,589	402,960	-0.9%
"Eagle"	8,178	8,422	+3.0%
"Sunset"	7,762	8,387	+8.3%
"City N Orleans"	15,776	15,877	+0.6%
SPECIAL TRAINS	3,387	8,894	+6.1%
<u>TOTAL</u>	<u>1,775,995</u>	<u>1,751,719</u>	<u>-0.2%</u>

Amtrak had an average of 170.7 passengers on its trains at any one time in October 1988. (The "Eagle"/"Sunset" had an average of 230.9 passengers on board)

	<u>FISCAL YR 87</u>	<u>FISCAL YR 88</u>	<u>% CHANGE</u>
NE CORRIDOR	10,717,864	11,228,610	+4.8%
SHORT DISTANCE	4,490,715	4,781,727	+6.5%
LONG DISTANCE	5,151,880	5,407,579	+5.0%
"Eagle"	112,077	129,180	+15.3%
"Sunset"	99,334	123,113	+23.9%
"City N Orleans"	217,911	219,782	+0.9%
SPECIAL TRAINS	80,720	78,387	-2.9%
<u>TOTAL</u>	<u>20,441,179</u>	<u>21,496,303</u>	<u>+5.2%</u>


CABOOSE TRAIN RESCUES AMTRAK PASSENGERS - The eastbound "California Zephyr" derailed on Christmas night near Glenwood Springs, Colorado, apparently caused by ice buildup on the couplers between two Amtrak engines, which failed to articulate as the 15-car train entered a curve. None of the 300 passengers were injured. The cars remained in line and the Head-End power train line remained intact, so the train had heat and light. A heavy snow storm had dropped two feet of snow in the area.

Because the train was not immediately accessible by road, being in the rugged Glenwood Canyon, passengers remained on board overnight and were rescued in the morning by a Rio Grande shuttle train consisting of seven cabooses, which operated from the Glenwood

Springs depot. All were lucky that the train did not overturn into the Colorado River.

SP BEGINS FASTER FREIGHTS - On January 16, Southern Pacific Lines began running new daily freights on faster schedules. SP President Mike Mohan said this new service is the second round of significant service improvements resulting from the combination of the SP and D&RGW. Three new "Star Service" trains join the existing SP Track Star Network. They are: the LONE STAR (Houston-Dallas-El Paso-Phoenix); the KANSAS CITY STAR (Kansas City to Denver); and the SAN JOAQUIN STAR (from Fresno to the Pacific Northwest).

NEWS UPDATED through January 17, 1989, mailed January 24.



Rock Island

*Southernmost
and Sunniest*

TO

**ARIZONA
CALIFORNIA**

The Direct Low Altitude Route of The

**GOLDEN STATE
LIMITED**

and **APACHE**

BOTH TRAINS AIR-CONDITIONED THROUGHOUT

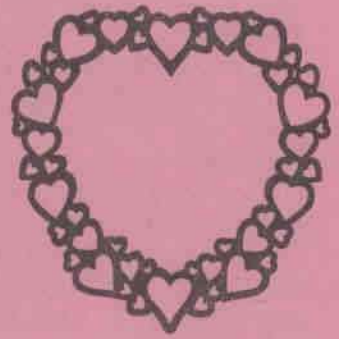
No Extra Fare

Quickest daily through service Chicago to Phoenix. Shortest route to San Diego. Most novel and colorful to Los Angeles and Santa Barbara. Only through service to El Paso, Tucson, Chandler, Indio and Palm Springs.

Daily Pullmans also from Minneapolis-St. Paul and St. Louis via Kansas City

VERY LOW WINTER TOURIST FARES

**ROCK ISLAND TRAVEL BUREAUS
IN ALL PRINCIPAL CITIES**



- Regular dinner train runs Wednesday through Saturday.
- Depart at 6:30 p.m. from the Old Frisco Freight House.
- Dinner served as you ride to Winslow and back.
- Reservations suggested.
- Select from several popular entrees when making reservations.

OPENING
JANUARY
18TH



(501) 442-7113

ES&NA Railway
"At the Old Frisco Freight House"
548 Dixon Street
Fayetteville, AR 72701

Ask about the excursion car which accompanies our dinner train.

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. The meeting place this month is the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. See "PROGRAM" inside.

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

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 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, such as stories, pictures (prints only, color or black & white, any size), diagrams, ADDRESS CHANGES, etc:

KEN ZIEGENBEIN, Editor
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118-3160

Phone: (501)-758-1340



ARKANSAS RAILROADER

c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118-3160

ADDRESS CORRECTION REQUESTED

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

KENNETH ZIEGENBEIN
905 VALERIE DRIVE
N LITTLE ROCK AR 72118