



ARKANSAS RAILROADER



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LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

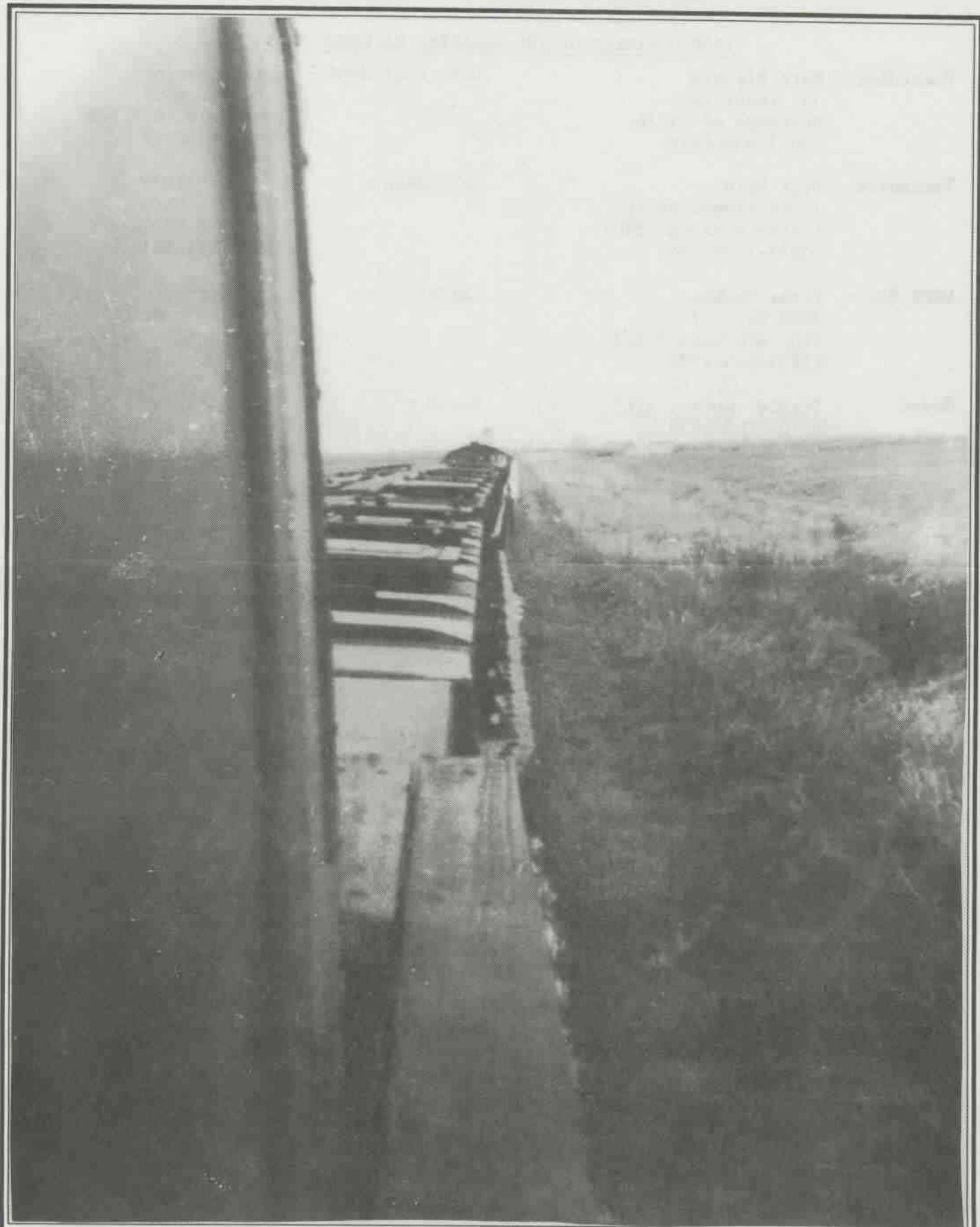


Photo By John Martin

What a Joy! To be rocking across the Grand Prairie of Arkansas. Ahead 15 more miles of 10 m.p.h. track, an 1939 model SW-1 and 5 red covered hoppers of rice. Inside the outside-braced caboose the warm summer air casts a peaceful spell. We are nearing Kay on the Rock Island's Stuttgart Branch enroute to Mesa on fine day in 1969. We ride in the cupola a while then out to the back platform and take in the vastness of the land as the tall elevators slowly sink into the horizon. Life could not get better than this!

Crossing the Belmont Branch of the Iron Mountain ten miles west of Bird's Point at the settlement of Samos it built through the overflow lands to Paw Paw Jct., Libourn, Missouri, where they connected with the New Madrid to Malden, Missouri construction of 1878. From Paw Paw Junction the St. Louis and Texas continued on across Missouri into Arkansas and reached the Texas Border on December 31, 1882.

"THE GATES AJAR."

With pleasure we announce the completion
of the

TEXAS & ST. LOUIS RAILWAY
Cotton Belt Route
FROM
Cairo, Ill. to Gatesville, Texas.

Forming in connection with the
CAIRO SHORT LINE
AND
Illinois Central Railroad,
A new route to all the principal points in
ARKANSAS & TEXAS.

We solicit your patronage, which we will endeavor to prompt and efficient service to merit.

GEO. W. RISTINE, General Manager. GEO. W. LILLEY, Gen'l. Freight & Pass'r. Agent.

General Offices, 25 South Fourth Street, St. Louis, Mo.

With the completion of that portion of the railroad between Clarendon and Pine Bluff, Arkansas on August 12, 1883 through cars were then operated from Texas via Cairo to Chicago, Illinois and St. Louis, Missouri crossing the Mississippi River by a Transfer Ferry.

The cost of constructing and to equip the line from Bird's Point, Missouri to the Arkansas-Texas border was estimated at first to be \$10,000 per mile. But because of a change in the plans to use steel rails instead of iron, heavier bridges plus numerous grade reductions an additional \$2,500 per mile was agreed upon between the St. Louis & Texas Ry. and the contractor, George B. Hibbard of New York.

Before the line was completed to the Texas Border the Texas and St. Louis entered into a traffic alliance with the Cairo Short Line and the Illinois Central agreeing to interchange business and operate their respective roads as one line. Under this agreement the Texas and St. Louis would be allowed to operate their trains into St. Louis, Missouri and Chicago, Illinois.

In April 1886 the Texas and St. Louis Railway was re-named the St. Louis, Arkansas and Texas Ry. Then it was decided that the narrow gauge of three foot was too small if the railroad was to prosper. To change gauges called for much preparation by the Mechanical and the Engineering Departments which took several months to complete.

In October 1886 preparations were complete for changing the gauge. Plans called for the cancellation of all trains for a 24 hour period and the entire line was changed in that time.



The river transfer at Bird's Point was a constant source of trouble for the St. Louis, Arkansas and Texas Ry. High water often made a twenty mile round trip for the Ferry Boats between Cairo, Illinois and Bird's Point, Missouri. As much as two months at a time either low water or high water had the boats out of service. Records indicate that between the years of 1882 and 1907 that there were 10 years of floods and nine of low water. This condition kept the St. L. A. & T. Ry. from being a dependable North South-East West connection for the railroads in Cairo and in order to survive the St. Louis, Arkansas and Texas started looking for another route into St. Louis.

The struggling railroad turned their eyes towards the St. Louis Iron Mountain & Southern for their way into St. Louis.

The Iron Mountain's Belmont Branch was investigated as the best way for the St. L., A., & T. Ry. to make a St. Louis connection.

After many long talks with the Iron Mountain a trackage agreement was reached.

The Belmont Branch of the Iron Mountain diverged from the St. Louis-Arkansas Main Line seventy five miles south of St. Louis and terminated several miles south of Bird's Point at the river town of Belmont where the Iron Mountain maintained a River Transfer between there and Columbus, Ky. Although at one time the Belmont had been the Iron Mountain's Main Line to Arkansas, it had been reduced to a secondary route since the Iron Mountain had built across the mountains to Poplar Bluff, Mo.

The St. Louis, Arkansas and Texas Ry. to reach the Belmont Line at Delta,

LITTLE RIVER VALLEY & ARKANSAS RAILROAD
Cotton Belt's Birds Point Branch
 by William Church

Though most Railroad Historians credit the Tyler Tap Railroad as being the "Daddy" of the present day Cotton Belt Railroad, the truth is that it was the small obscure wagon road in southeast Missouri, The New Madrid and West Prairie Road Company that became the oldest incorporated company in the present system.

In Southeast Missouri in the 1870's there were some of the largest swamps in the United States. Located in the center of the New Madrid Fault, the land over the years, had been repeatedly shaken by major earthquakes that left the whole area sunken land that many rivers drained into. In this great swamp grew a hard wood forest that contained millions of board feet of lumber that could not be marketed because the lack of all-weather roads.

The first action to build roads in this area was in February 1855, when by a special act of the General Assembly of the State of Missouri, a charter was granted to a group of business men to construct a wagon toll road.

From all records it appears that the road remained incomplete as twenty years later on October 11, 1875, the County Clerk of New Madrid County, Mo, in an order reciting that certain stockholders of the Wagon Toll Road had conveyed their stock to George B. Clark and Oscar Kochitzky that allowed them to complete the road.

Using the charter that was granted in 1855, the Little River Valley and Arkansas Railroad was built from New Madrid, to Malden, Missouri, a distance of approximately twenty-seven miles.

The Little River Valley and Arkansas was a three foot narrow-gauge railroad and was opened for traffic on January 1, 1878. Throughout the entire life of the road the rolling stock never increased beyond the original two locomotives, a pair of passenger coaches and thirty freight cars.

The people of Southeast Missouri took the little railroad to their hearts as records indicate that in the year 1879 there were 3,744 hardy souls braved the elements to ride the trains of the Little River Valley and Arkansas between Malden and New Madrid.

New Madrid was one of the oldest river ports on the Mississippi River,

and with the coming of the "Yard Wide" railroad the Planters and Lumbermen in Southeast Missouri had year around access to the mighty Mississippi River ports of New Orleans and St. Louis.

Two years later in January 1878 the three foot narrow-gauge railroad was opened for traffic hauling timber and produce from the plantations located in the "Nigger Wool Swamp" to New Madrid.

A. M. Stead was president and chairman of the board of the Little River and Arkansas Railroad before it was brought into the corporate structure of the Texas and St. Louis Railway who was organized to build a narrow-gauge railroad from Texarkana, Ark.-Tex. to Birds Point, Mo. with a river ferry from that point to Cairo, Illinois.

The Texas and St. Louis Railway consolidated with the Little River Valley and Arkansas Railroad effective November 29, 1881.

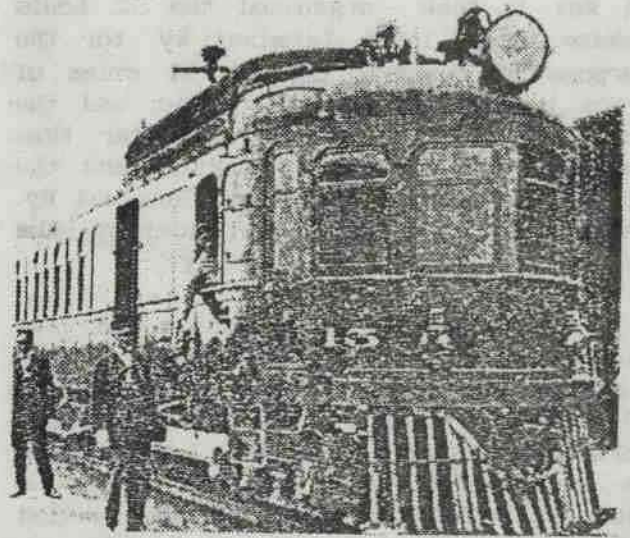
Starting at Bird's Point the Texas and St. Louis built west from the Mississippi River to Texas.



When the Thebes Bridge was completed the Gray's Point ferry was retired and terminal moved to Illmo.

Although this change the Bird's Point line still went about business as usual.

Northern Division Timetable No. 58 effective January 1, 1918 (courtesy of Jim Bennett), two daily passenger trains each way a day and a local way freight. The troublesome river transfer operated as it had in the year gone by, subject to the condition of the water level. Cairo remained an important Agency for the Cotton Belt and the little railroad was very much in business.



SOUTH BOUND				SUB-DIVISION 2 Time Table No. 58, Effective Jan. 1, 1918.										NORTH BOUND			
Second Class	First Class			Distance from Bird's Point		Distance of Miles in West		Location of Water Tanks, etc.		Station No.	Telephone Calls	First Class	Third Class				
159 Local	105 Passenger	103 Travel Express		D CAIRO		D CAIRO		D CAIRO				104 Cairo Express Daily	106 Passenger Daily Ex. Sun.	108 Passenger Sunday Only	160 Local Daily Ex. Sunday		
Daily Ex. Sunday	Daily	Daily										Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sunday		
\$10.45	\$7.65	\$2.43	YNT	Yard	0.0	0.0	0.0	0.0	0.0	0		\$12.10	\$10.00	\$6.45	\$6.45		
				234	3.30	3.30	3.30	3.30	3.30	1							
\$11.15	\$8.15	\$2.50		325K	8.00	8.00	8.00	8.00	8.00	5	WY	\$11.54	\$9.45	\$5.30	\$5.00		
				NB	7.00	7.00	7.00	7.00	7.00	7							
\$11.44	\$8.21	\$3.10		328	8.40	8.40	8.40	8.40	8.40	9							
\$12.10	\$8.32	\$3.10		350	10.01	10.01	10.01	10.01	10.01	10		\$11.44	\$9.85	\$5.20	\$4.40		
\$12.40	\$8.48	\$3.30	Mt 100 W	2221	14.17	14.17	14.17	14.17	14.17	14		\$11.38	\$9.25	\$5.10	\$4.19		
				2240	18.00	18.00	18.00	18.00	18.00	19	RD	\$11.25	\$9.15	\$5.00	\$3.30		
				850	22.57	22.57	22.57	22.57	22.57	22							
\$1.15	\$9.00	\$3.45		703	25.08	25.08	25.08	25.08	25.08	23							
				744	25.19	25.19	25.19	25.19	25.19	25							
\$2.00	\$9.12	\$3.55		108	27.34	27.34	27.34	27.34	27.34	28		\$11.10	\$9.00	\$4.45	\$2.30		
\$2.12	\$9.17	\$4.00		1910	29.58	29.58	29.58	29.58	29.58	30	PG	\$11.05	\$8.50	\$4.80	\$2.00		
\$2.45	\$9.30	\$4.14	Mt 100 WYX	1889	31.35	31.35	31.35	31.35	31.35	31		10.50	\$8.45	\$4.28	\$1.45		
				3000	34.43	34.43	34.43	34.43	34.43	37	DI	\$10.44	\$8.30	\$4.14	\$1.20		
\$3.40	\$9.50	\$4.35		801	41.93	41.93	41.93	41.93	41.93	43							
				2013	45.18	45.18	45.18	45.18	45.18	45		\$10.23	\$8.05	\$3.54	\$1.20		
\$4.05	\$9.57	\$4.43		848	46.24	46.24	46.24	46.24	46.24	46							
\$4.25	\$10.05	\$4.52		1772	48.49	48.49	48.49	48.49	48.49	49	MA	\$10.16	\$7.57	\$3.45	\$1.01		
				590	50.70	50.70	50.70	50.70	50.70	51		\$10.08	\$7.46	\$3.35	\$1.00		
				2000	52.00	52.00	52.00	52.00	52.00	52		10.08	\$7.46	\$3.35	\$1.00		
				1339	54.34	54.34	54.34	54.34	54.34	54							
\$5.00	\$10.20	\$5.05	WST	600	54.55	54.55	54.55	54.55	54.55	55							
Daily Ex. Sunday	Daily	Daily		Yard	57.92	57.92	57.92	57.92	57.92	57	MD	\$9.50	\$7.30	\$3.20	\$1.00		
159	105	103										104	106	108	160		
												Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sunday		

What the Gray's Point Ferry Transfer and later the Thebes Bridge could not do, the river accomplished. In one of the big floods in the latter years the Incline at Bird's Point was washed away and ended the ferrying of cars across the Mississippi River.

Traffic patterns over the years have made branch line railroading a rare thing, but they have a part in the history and development of our great country.

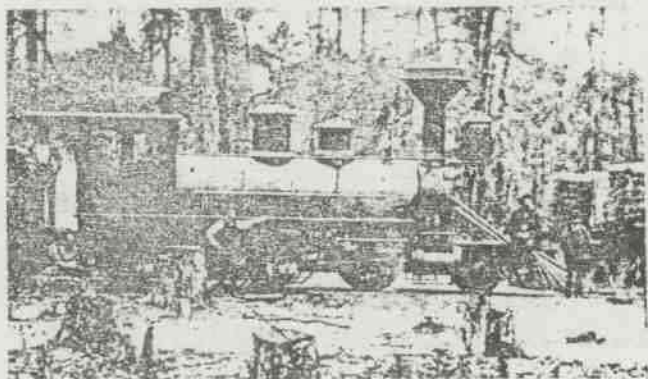
SALUTE TO THE BIRD'S POINT LINE

on May 1, 1888 organized the St. Louis Arkansas and Texas Terminal Ry. for the purpose of constructing the 51 miles of track needed to reach Delta, Mo. and the Iron Mountain. Ten months later this new line was opened for traffic and the St. Louis Arkansas and Texas Terminal Ry. was merged into the parent company, the St. Louis Arkansas and Texas Ry.

While the Delta extension did give the Cotton Belt a reliable year around route into St. Louis, it was not a cure for all their problems. The hills between Delta and Bismarck, Missouri left much to be desired and the Cotton Belt was dead ended at Delta, the Iron Mountain handled all of their trains from that point on into St. Louis.

Although the new extension did divert some of the business away from the old main line into Bird's Point, Cairo, Illinois still remained the major rail center of the area.

With the coming of the Cotton Belt into the "Sunken Lands" the area began to prosper. The huge forest of hardwood were being cut at the numerous mills that were now locating along the railroad. On cut over land settlers came by the thousands and soon the annual cotton crop added hundreds of cars of cotton for the Cairo connection to be interchanged with the rail lines or for shipment down the river by steamboats.



With the exception of the New Madrid Branch the Bird's Point line was relaid with fifty-six pound rail and by 1895 the line was fully ballasted. The railroad that had started out as a wagon road had reached maturity.

In 1891 following the second receivership the St. Louis Arkansas and Texas Ry. became the St. Louis Southwestern Railway and the Cotton Belt steamed full speed ahead into the 90's.

The very thing that gave the Bird's Point Line it's being, the Transfer Ferry to Cairo, also became the cause of it's demise. The Mississippi and the Ohio Rivers posed all kinds of problems for the Ferry operations making the Cotton Belt look for a better river crossing.

On May 23, 1896 the St. Louis Southwestern Ry. organized the Gray's Point Terminal Railway Company for the purpose of constructing a rail line from Delta, Missouri to the Mississippi River at Gray's Point which was just across the river from Thebes, Illinois.

This 16.4 miles of new track with 65.7 miles of siding and the yard and incline at Gray's Point was the Cotton Belt's answer to the problems of the Bird's Point Transfer.

Thebes, Illinois was a terminal for the Illinois Central Railroad and opened the door for the Cotton Belt to provide reliable year around service, as Gray's Point, which was 17 miles upstream from Cairo, had a much better year around water level than Cairo for Transfer Ferry operation.

This extension was opened for business on December 1, 1898 and on February 21, 1900 the Chicago and Eastern Illinois Railroad was completed into Thebes. On May 15, 1900 through passenger trains were scheduled.

The ten-car transfer boat, Charles Merriam, frequently carried 200 cars a day between Gray's Point and Thebes from and to the Illinois Central and later the Chicago and Eastern Illinois

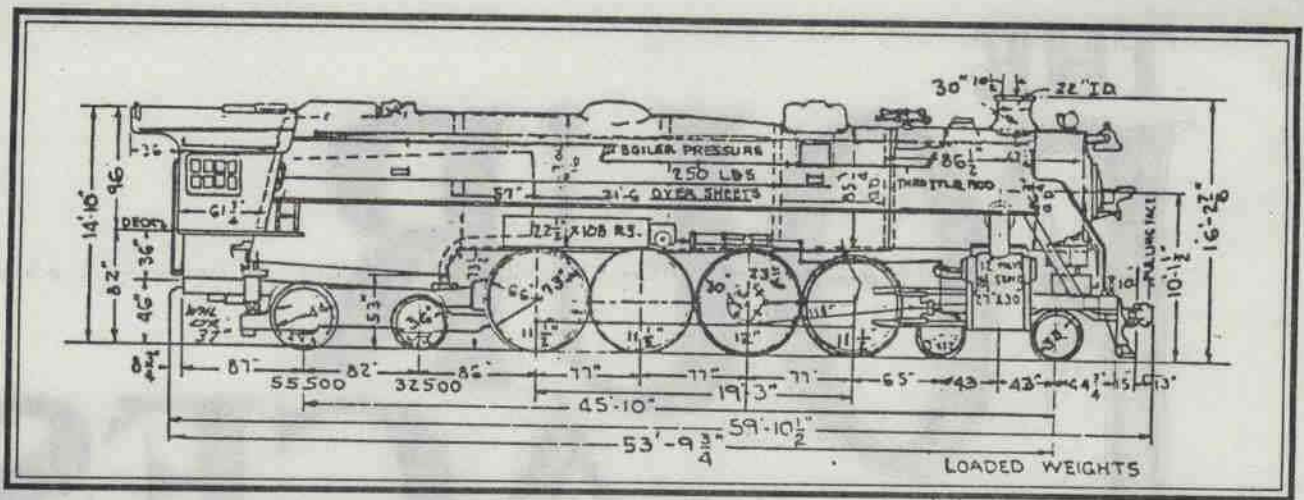
The reduced operation expense that the Cotton Belt had in operating the Gray's Point line over the Bird's Point Transfer Ferry was a boom to the Cotton Belt and the \$300,000 spent to build this new line soon paid for itself.

In 1900 the Iron Mountain gave the Cotton Belt trackage rights for its passenger trains between Delta and Bismarck, Missouri, with the Iron Mountain handling them to St. Louis Union Station.

This agreement was in effect until August 7, 1903. when the Iron Mountain granted the Cotton Belt trackage rights over their Illinois Division. into St. Louis. On September 8, 1904, they ran their own trains into St. Louis.

As the Cotton Belt leaped forward into the Twentieth Century a better way was found to cross the Mississippi River than by Transfer Ferry Boats.

Cairo, Illinois due to its location was not suitable for an east-west bridge but several miles below Gray's Point the river cut through a chain of hills that allowed a bridge to be constructed and connections with the C. E. & I and the Illinois Central in Thebes, Ill.



through Ft. Kearney and up the Platte River and beyond Ft. Laramie, through the low elevations South Pass in the Wind River Range of the Rocky Mountains. West of the mountains, near Soda Springs, the trail forked, one bearing southwest to the promised land of sunshine in California, the other trace bore northwest across lonely prairies of Idaho and rolling swells of the Blue Mountains, plodding through the awesome, beautiful gorge of the mighty Columbia River to the heavy, rich earth of the valley of the Willamette in the land called Oregon.

Young Henry Timken was to make his contribution to this magnificent, historic trek. He also heard and answered the call by stay-at-home farmers — wagons, more wagons! By the time he was 24 years old he had learned his chosen trade so well he had a wagon-building business of his own. Then the siren-song came on winds from the west, much as songs of beautiful sea nymphs which lead and lured sailors to their death on lonesome, rocky shores, as told in tales of Greek and Roman mythology. For young Henry the siren-song was the lure of gold in the fabulous Pikes Peak - Cripple Creek area of Colorado. Tales of enormous wealth became more enticing with each telling. The young wagon builder sold his business and used a large part of the money to finance a prospecting trip. As was true of about 90% of the gold-rush prospectors, instant wealth eluded him, and within a year he was back in St. Louis using his expertise in his new shop.

The Civil War brought enormous demands for all types of wheeled vehicles. The Timken Plant flourished. Following the war railroad expansion headed west, much as the hordes of land-seekers had done earlier. Demands for wagons increased. Henry Timken was busy. Then in the late 1880's the wagon tycoon decided to retire to a fine estate in California. The world came very near to missing the wizardry of the mechanical genius.

Timken returned to St. Louis, when the life of retirement lost its appeal, to establish a wholesale carriage business. In 1894 he began experimenting with the often-tried but undeveloped use of roller bearings. He knew there had been a tinuous, but unsuccessful attempt to adapt the peculiar bearings to the railroad industry. Timken had a small experimental blacksmith shop in conjunction with his carriage plant. It was here that he perfected a design for the use of roller bearings. This tapered roller bearing he patented in 1898. It would support a "thrust" load, or force, as well as a "vertical" one. This had special meaning for the railroad industry, since very heavy thrust loads were exerted every time an engine or car negotiated a curve. Equipment was subjected to tremendous wear and strain due to this force. Thus, Henry Timken's new bearing, or a new use of an old bearing was of great importance to the railroads.

In 1899 the Timken Roller Bearings Axle Company was established in St. Louis, and in 1904 was moved to its permanent home in Canton, Ohio. Its name was changed to the one we know today - *Timken Roller Bearing Company*. The new company grew rapidly along with the age of the automobile. Two sons of Henry, Sr were at the helm, Henry and William.

During ten long years, research was conducted at the Timken Plant on bearings for railroad use. It was in 1927 that roller bearings were installed for the first time on an entire train! The Milwaukee rebuilt baggage cars with roller bearings and the Pullman Company delivered 18 special new sleepers during May 1927. These cars were refurbished, painted in the distinctive orange and maroon, and became the "Greatest Achievement of the Golden Age of American Transportation." They were the prestigious "*Pioneer Limited*". This train received worldwide attention. Was it just another gimmick, or was it a worthy contribution to the railroad industry? The train continued the distinctive

THE FOUR ACES

By C. E. "Gene" Hull

In the days of the horse any device which would reduce the friction of a wagon wheel on its axle would be worth most any price. Newspaper ads announced that roller bearings would permit one horse to do the usual work of two. It is unknown just who invented the roller bearing and when it was done. Their application has been used on most everything with wheels, rods, or beams which move...roller skates to locomotives.

It remained for Henry Timken, Sr., to make his name known world wide through the adaption and use of this unusual device. Some time before 1840 Henry Timken was born on a large farm in the midwest. Growing things didn't appeal to Henry nearly as much as making things. When he was sixteen he just "pulled the pin" on the farm and headed for the big city. At St. Louis he placed himself in the service of a wagon-maker.

In the 1850's the American Frontier was moving westward well beyond the Mississippi. Plows were ripping up the vast prairie sod and wagon wheels by the thousands, nay, hundreds of thousands were carrying America on the westward migration. The day of Manifest Destiny was in full bloom, and an ordained people were claiming this wonderful legacy from sea to shining sea. Henry Timken was determined to play a part in this great, historic movement. Wagon wheels were leaving marks upon the virgin sod of the plains, marks which remain in several places even today. West of Great Bend, Kansas, (named for the sweeping swing of the Arkansas River to the southeast on its long journey to the Mississippi) deep ruts still bear witness to the tremendous movement along the trail to Santa Fe, a center of civilization and commerce in the northern province of Mexico between 1820 and 1850. Wagons laden with the entire earthly possessions of land-hungry Americans from the overcrowded states of the East were rumbling out of Independence, Missouri, rolling northwest

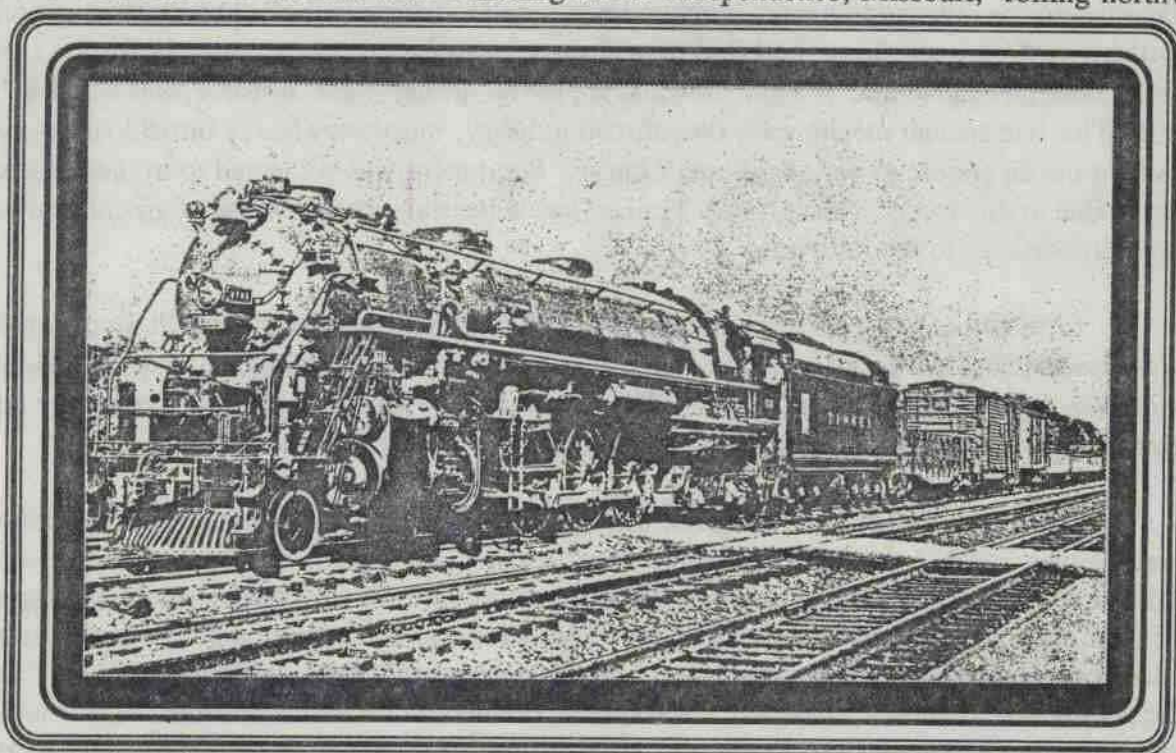
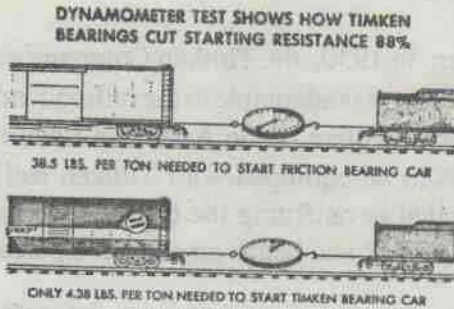


Photo Courtesy Timken Roller Bearing Co.

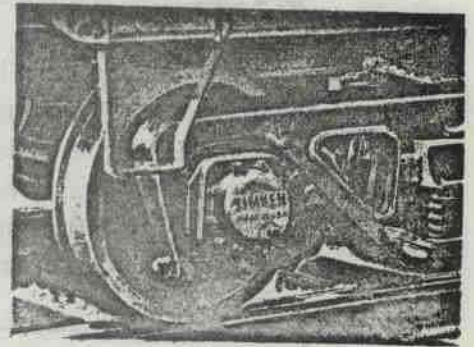
Why freight trains back up to go forward



1 IT'S TOUGH WORK to slide a steel drum across a floor. The easy way is to roll it. And for the same reason it's harder for a locomotive to get a string of freight cars moving when they're mounted on old-style friction bearings instead of roller bearings.

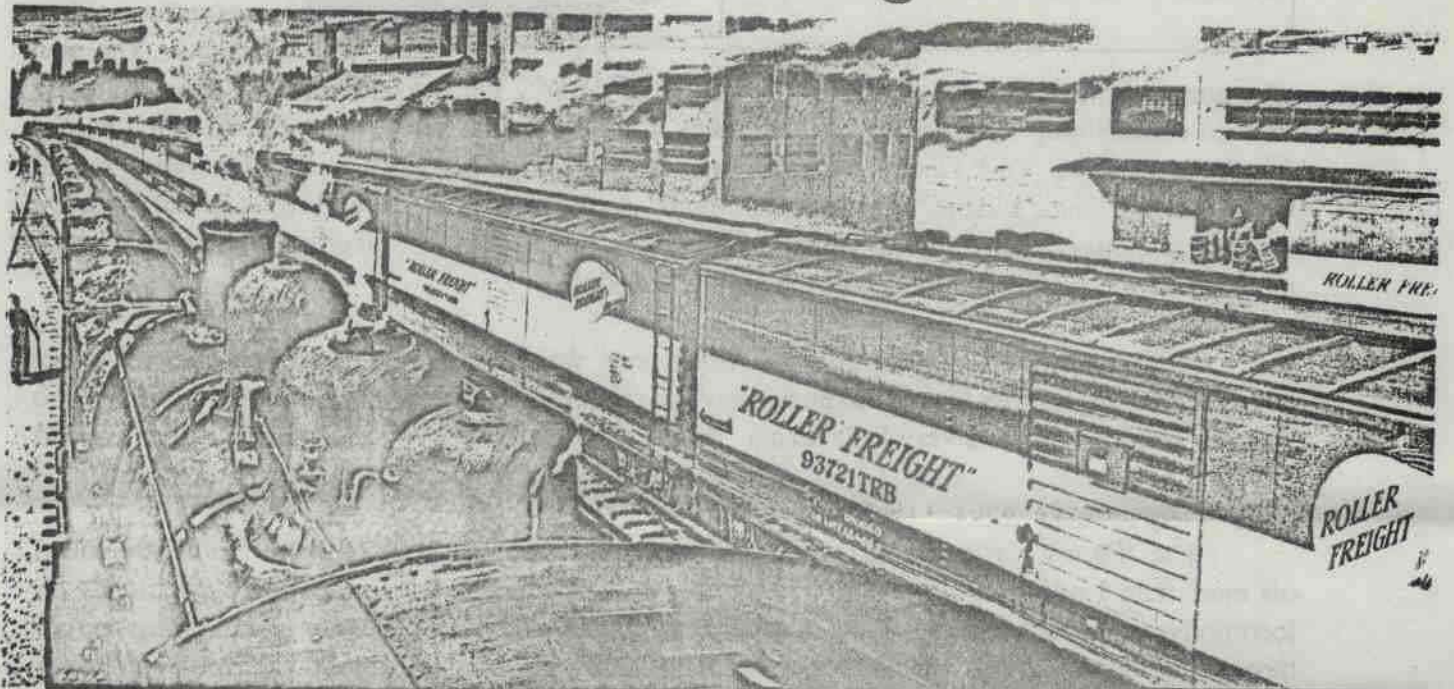


2 STARTING RESISTANCE of friction bearings is extremely high (as this diagram shows) because metal slides against metal. By contrast, starting resistance is reduced a whopping 88% with Timken bearings because they have true rolling motion.



3 WITH TIMKEN BEARINGS a whole freight train starts smoothly as a unit. Without them, cars have to be jerked into motion one at a time—which means the train must be backed first to take up the slack. That's why freight trains back up to go forward...

... unless they're "Roller Freight"



4 "ROLLER FREIGHT" GETS UNDER WAY smoothly and effortlessly. No jolts and jars to damage lading.

And because Timken tapered roller bearings remove all speed restrictions due to bearings, "Roller Freight" can whisk along at a passenger train clip. Delays due to "hot boxes" are eliminated. Shippers and consumers alike will benefit from speedier service. Merchandise will arrive in tip-top condition.

"Roller Freight" also means operating economies for the railroads. Maintenance costs are cut, utilization of cars increased, fuel consumption reduced. No need for drastic winter cuts in freight tonnage.

Already two great railroads have taken the next great step in railroading by going "Roller Freight" on a large scale. 1000 Timken-equipped cars for one; 800 Timken-equipped cars for the other.

Because Timken bearings take any combination of radial and thrust loads they're first choice for the toughest jobs. Whether you build freight cars or automobiles, machine tools or tractors, for the best in bearings look for the trade-mark "Timken". The Timken Roller Bearing Company, Canton 6, Ohio. Tapered Roller Bearings, Alloy Steels and Tubing, Removable Rock Bits.

TIMKEN
TRADE-MARK SINCE 1839

TAPERED ROLLER BEARINGS

can speed the nation's freight

©1968, 1946 THE TIMKEN ROLLER BEARING COMPANY

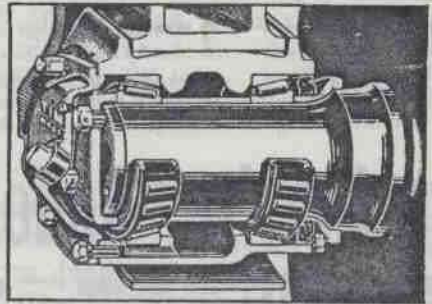
NOT JUST A BALL ○ NOT JUST A ROLLER ◻ THE TIMKEN TAPERED ROLLER ◻ BEARING TAKES RADIAL ◻ AND THRUST ◻—LOADS OR ANY COMBINATION ◻

(Collection of Ken Ziegenbein)

reputation it had begun upon its inauguration in 1898, when the train received its name, and beautiful new cars from Barney & Smith.

Just three years later, in 1930, the Timken Company decided to prove their faith in the rolled bearing was justified, and that it was adaptable to the railroad industry under all conditions. A contract was made with the Schenectady plant of the American Locomotive Company to build a 4-8-4 type locomotive with all wheels to be equipped with Timken Roller Bearings. Fifty manufacturers of railroad appliances cooperated in outfitting the engine for a top speed of 85 miles-per-hour. Upon completion it was numbered 1111 and began an extended period of initiation. One after another, she

TIMKEN
TRADE-MARK REG. U. S. PAT. OFF.
TAPERED ROLLER BEARINGS



was loaned to 14 railroads to be operated from coast to coast under every possible condition. She hauled long trains and short trains, fast varnish runs and heavy drag freights. The men

who operated the engine soon were calling her "Four Aces". On and on she rolled, never faltering or even complaining. She pulled 280,000 miles of track beneath her wheels. She had first hauled freight on the New York Central, then she piloted such famous trains as the "Sportsman" on the Chesapeake & Ohio, and the "Merchant's Limited" on the New York, New Haven and Hartford. On the Pennsylvania she lifted 12 heavy steel passenger cars up and over the Allegheny Mountains without a helper, while cutting 3 minutes off the regular schedule.

After running off 280,000 miles the "Four Aces" was put in the shop and taken apart to inspect her roller bearings. Men from Timken and several other railroads were amazed and very pleased to find her bearings showed very little wear. This was the beginning of a revolution in the railroad industry.

The "Four Aces" was sold to the Northern Pacific and given number 2626. In total she rolled off more than 1 million miles as the true pioneer in the field of friction reduction, specifically on locomotives. For trainmen the Timken roller bearing eliminated the necessity of struggling on foot through the darkness, over an unsure path of rough ballast, carrying a heavy car jack and a half-moon brass bearing to repair a stinking hotbox. Believe me, that jack weighed 500 pounds after a stumbling journey a half-mile at night. Roller bearings were, indeed a blessing.

A wire from the Collection of John M. Martin:

Little Rock, Ark
May 2, 1959

Mr. L. Bechal

Please be referred to delay on Train #22 of April 28, when dormitory car MP 723 was full of smoke account of fire around the steam pipes in the ladies toilet.

It is quite evident that the proper cleaning had not been done in the vicinity of the steam pipes coming through the floor of this toilet and dirt and debris was allowed to accumulate around there. The only damage to this car was the burned places around this steam pipe but it could have been a great deal more catastrophic.

I want you to handle with your car cleaners immediately and see that these conditions are corrected which cause trouble such as this, advising me when this has been done.

G. W. Neimeyer (signed)

SHOW AND SALE - The Arkansas Railroad Club annual Show and Sale will be held JUNE 2 at the Fisher Armory in North Little Rock, the same place as last year. The Show will run from 8 AM until 330 PM with setup on the Friday before from 3 to 8 PM. Contact Bill Bailey at 8318 Reymere Drive, Little Rock AR 72207 for more details.

MARKER LIGHTS STOLEN - Be on the lookout for marker lights stolen from Peter Smykla's caboose in the Pine Bluff Arsenal recently. These marker lights have STLSW on them, so if anyone sees them trying to be sold or shown, contact Peter Smykla at 2800 West 37, Pine Bluff, AR 71603 or call him at 501-535-4724.

MARK YOUR CALENDARS NOW!! - CHRISTMAS PARTY 1990! - The 1990 Christmas party is all set. It will be held Saturday, December 1 at Wyatt Cafeteria in North Little Rock, the same place we had it in 1989.

CHARTER MEMBERS CORRECTED - Bill Pollard sent in a corrected list of charter members of the Arkansas Railroad Club. Here is MY original list:

W.M. ADAMS -- C.R. BYRD -- ROBERT L. DORTCH, JR. --
JOHNNIE GRAY -- LEROY GARRISON, JR. -- ANTHONY GRIGSBY --
RICHARD GRIGSBY -- JOHN BASKIN HARPER -- GEORGE R. HOLT, JR. -- MRS.
GEORGE R. HOLT, JR. -- CLIFTON E. HULL -- MRS. CLIFTON E. HULL --
PAUL F. MOON -- LLOYD NEAL -- C.H. OST -- PHIL POWLEDGE -- BOYD T.
PYLE -- EARL SAUNDERS -- JACK F. SEE, JR. -- THOMAS E. SHOOK -- DAVID
TOLER -- JIM WAKEFIELD -- HARLAN WILSON -- STANLEY WOZENCRAFT --
ROBERT B. WRIGHT -- B. L. YOUNG.

Here is Dr. Pollard's additional listing plus his comments. He obtained his list from a 1975 club roster, which I do not have. The charter member designation was left open for 8-10 months after the club first formed.

First of all, these names did not show up on the 1975 roster as being charter members:

ROBERT L. DORTCH, JR. -- JOHNNIE GRAY -- MRS. CLIFTON E. HULL --
LLOYD NEAL -- B. L. YOUNG.

Here are additional names not on my original list above:

DAVID B. BOGARD -- WENDELL CHESSHIR -- W. E. COUCH -- JOHN L. KEMPLE
-- T. W. M. LONG -- JOHN M. MARTIN -- R. W. McGUIRE -- JOHN A. MILLS
-- WALTER J. O'Rourke -- BILL POLLARD -- WILLIAM K. ROBBINS, JR. --
JERRY RUSSELL.

Hope this updated list clarifies the situation a little.

ARKANSAS RAIL NEWS

DEPOT RENOVATION - (Decatur) - The KCS depot at Decatur, Arkansas recently received a new roof and paint. It was unknown as to why. (KCSHS "CROW").

ARGENTA DEPOT RESTORATION - (North Little Rock) - After years of effort, the old Rock Island depot in North Little Rock (Argenta) was placed on the National Register for Historic Places last September 21, but restoring the depot is turning out to be a problem.

The North Little Rock History Commission is short three members, rendering it unable to move forward with plans for fundraising for the depot project. Frank White, chairman of the commission, said "I would be ready to welcome them if previous commission members would come back and help out."

The depot is one of the last relics that has the name Argenta on it. Mayor Pat Hays said that the city budget prevents more than maintaining the present condition of the building. From the late 1800's to 1917 North Little Rock was named Argenta, a word meaning

silver.

The depot was built as a passenger station in 1912 when the Rock Island decided to move its freight depot to Little Rock. Except for the deterioration of the roof, the depot is the original building built in the same style as other Rock Island depots of the period.

There is a blueprint detailing repair and restoration of the depot. (NORTH LITTLE ROCK TIMES, December 7, 1989 by Jenny Jones)

ROCK ISLAND CHOCTAW DEPOT FOR SALE - (Little Rock) - It was reported at the January 14 meeting that the old Rock Island Choctaw Depot in Little Rock is for sale by owner, the Arkansas Gazette. Apparently this sale would include the office building as well, a total of 3 1/2 acres of land. No contacts are known at the Gazette, but if anyone is interested, contact the Gazette.

COTTON BELT LAYS OFF 45 WORKERS - (Pine Bluff) - The Cotton Belt laid off 45 workers at its Pine Bluff facility December 8, all in maintenance or repair. At the time, the railroad didn't know if these would be recalled later. The layoffs resulted from depressed revenues and anticipated declines in traffic, Jim Johnson of the Cotton Belt said. This has also occurred in previous years at this time of year. (ARKANSAS DEMOCRAT, December 6)

PET PEEVE #3 - Buses at restaurants or cafeterias. Whenever I go to my favorite cafeteria and see a large bus in the parking lot, I know I will have to wait a long time in line. Busloads should be put in their own room and served separately. They should call ahead of time and not tie up the serving line for the regular customers. That is not very nice!

NEW SPUR LAID - (Jonesboro) - Trac-Work of Memphis laid a new spur for Burlington Northern to the Jonesboro Craighead Technology Park in December to serve the Post cereal plant. The city of Jonesboro financed the first phase of construction. The spur is over two miles long with a cost of \$1,600,000. (JONESBORO SUN, Nov. 29, 1989)

UNION PACIFIC COUNTERSUES ACCIDENT VICTIM - (Pine Bluff) - U.P. is countersuing for \$4 million the family of a Pine Bluff man who was killed in a November 23, 1987 collision between the wrecker he was driving and a U.P. train at a crossing on Dierks Mill Road. The accident caused many grain cars and the engines to derail.

U.P. denied that the railroad was negligent in the accident that killed Ronald Lusby, Jr., 22. Ronald Lusby, Sr., the victim's father, filed a \$1.05 million suit of his own on December 4 against the Union Pacific alleging that U.P. failed to mark the crossing with appropriate warning devices. (Union Pacific's countersuit was filed December 21, 1989).

In its countersuit, U.P. alleges that Lusby was negligent by speeding and failing to look or listen for the train's approach. The railroad claims its damages for the derailment total about \$4 million. The wrecker company was also named in the countersuit. (ARKANSAS GAZETTE, December 22, 1989)

JURY AGREES TO \$160,000 FOR TRUCK-TRAIN DEATH - (Morning Sun) - \$160,000 was awarded to the mother of a man killed December 7, 1988 in a train-truck accident at a crossing in Morning Sun, Arkansas. Francis Cousins was seeking \$2 million for her own damages and \$500,000 for each of her four surviving children in the suit filed against Missouri Pacific Railroad. Worrell Enterprises, whose employee was driving the truck at the time of the wreck, was also listed in the suit.

Missouri Pacific was ruled to have been negligent by a majority of nine jurors, and Worrell was found negligent unanimously. Worrell is to pay 75 percent and Missouri Pacific is to pay 25 percent. The

conductor of the train said the driver of the truck seemed to be looking into the floor or seat of the truck when she hit the train. (SEARCY DAILY CITIZEN, December 15, 1989 by Sharon G. Miller)

NEW DROP ARMS CROSSING - (Conway) - The state Highway and Transportation Department has approved the installation of drop arms at the Hairston and Clifton Street crossings in Conway. These two streets intersect next to each other at the crossing so the crossing arms will be diagonal and long to cover both streets. Ten of Conway's 17 crossings have drop arms. (Conway LOG CABIN DEMOCRAT, Jan 7)

NEW SIGNAL WILL CUT CROSSING PROBLEMS - (Pine Bluff) - Representatives from the Cotton Belt told members of the Pine Bluff Traffic Committee that the building of a new signal light before Sixth Avenue would eliminate most of the problems of trains blocking city crossings for more than a few minutes. By placing the new signal light at the new location, Cotton Belt trains heading north into town would be able to stop their trains before crossing 17th Avenue. The new signal should be functioning within six months. (PINE BLUFF COMMERCIAL, January 9, 1990 by DeAnn Smith)

ARKADELPHIA'S DEPOT - (Arkadelphia) - City Manager Steve Beck said that an Amtrak representative is trying to help the city obtain the old Missouri Pacific depot offered to them by the Union Pacific. Beck said the city hopes to use the depot as a waiting room. The "Texas Eagle" stops there every day now, but passengers must wait outside the unused depot. (Arkadelphia DAILY SIFTINGS HERALD, January 4)

UNUSUAL ALBUM TITLES from the Nov 1989 Schwann CD catalog:

- 1) "ALIENS ATE MY BUICK" by Thomas Dolby
- 2) "YOU LIGHT UP MY LIVER" by Ed Geins Car
- 3) "YOU'RE GETTING EVEN WHILE I'M GETTING ODD" by J. Geils Band
- 4) "TIME FLIES WHEN YOU'RE HAVING TOAST" by Brian Brian
- 5) "YOU CAN TUNE A PIANO BUT YOU CAN'T TUNA FISH" by REO Speedwagon
- 6) "THE PEOPLE WHO GRINNED THEMSELVES TO DEATH" by Housemartins
- 7) "THERE'S NO PLACE LIKE MARS" by Steve Lyon
- 8) "AM I REAL OR WHAT" by Melanie

UNION PACIFIC PROPOSES TO LEASE LINE - (Texarkana) - A 172-mile U.P. track between Texarkana, Arkansas and Whitesboro, Texas will be leased by Union Pacific to Mid-Michigan Railroad if the ICC approves. Union Pacific spokesman Mark Davis said none of the 30 employees working along this line will be eliminated. Davis said the leasing agreement could take nine months to a year before it is approved by the ICC. "From a cost standpoint, it just wasn't viable for us to hang on," Davis said. "In a short-line operation, they can operate less expensively, they will make improvements and, if nothing else, could increase traffic."

The contract calls for Mid-Michigan Railroad, a subsidiary of RailTex Inc. of San Antonio, to make improvements in the condition of the track so that within 5 years it will be upgraded to Class II status. (TEXARKANA GAZETTE, December 5)

GENERAL RAIL NEWS

NRHS NATIONAL CONVENTION will be held in St. Louis June 14-17, 1990. If you want to attend this convention, which will have many steam locomotives and trips, you should make your hotel reservations NOW. Bill Strong, of the Nashville Chapter of the NRHS, made some good suggestions, including the toll-free hotel numbers to make reservations with. The convention hotel will be the Hyatt

Regency, located in the old St. Louis Union Station (which is a beautiful complex now with many shops, restaurants, etc). The Hyatt Regency's number for reservations is 1-800-233-1234. Current rate, according to Mr. Strong, is \$135 a night for weeknights and \$85 a night for weekends. (The convention will probably have special lower rates available in a few months).

Another hotel, just across the street from Union Station, is the Drury Inn, located in the old railroad YMCA. It's in easy walking distance to all the activities. Its number is 1-800-325-8300. This is a national reservation number, so tell them you're wanting the Drury Inn near Union Station in St. Louis. Rates currently are \$69 a night. (Your editor has already made reservations for my wife and I in this hotel)

For more information, contact:

ST. LOUIS CHAPTER NRHS
Convention Registration
1135 Colonnade Center, Suite 321
Des Peres, MO 63131

Three major excursions will be run, featuring Frisco's #1522. Steam engines UP #844 and N&W #611 will also be present. All three should be on display at Union Station for at least one day. Cotton Belt has been invited to send their #819 from Pine Bluff, but so far the convention organizers have no definite commitment.

Pre-registration mailings will be made around February 5. You MUST be registered to buy tickets on any excursion.

A possible group trip via Amtrak was discussed for our chapter from Little Rock to St. Louis for this convention. More will be said at future meetings.

The Soviet rail system reportedly is four times the size of the U.S. rail system. It incorporates both freight and passenger rail service, moving eight BILLION passengers a year with 61,000 passenger cars and 400,000 freight cars. The older Trans-Siberian line has a train on any part of it once every three or four minutes. -- (UTU NEWS, Nov. 1989)

RAILROAD RETIREMENT IN TROUBLE - The Association of American Railroads said recently that Railroad Retirement nationwide is in trouble. The ratio of active railroad employees to retired employees today is 1 to 3.7 (one paying into the system while 3.7 are taking out of the system). With Social Security, 3.4 are paying in while 1 is taking out. It has been recommended that railroads set up their own pension plans or merge railroad retirement with social security. (CSX NEWS)

WILLIAM NEAL DERAMUS III DIES - He was chairman of Kansas City Southern Industries and past president of the Missouri-Kansas-Texas Railroad. He died at his desk November 15 while doing business, according to KCS President Landon Rowland. All KCS trains were stopped for one minute in his honor at 2:01 PM on November 18th. He had ten grandchildren. He lived in Kansas City and was a great supporter of the Kansas City Zoo.

LONGEST PASSENGER TRAIN OUT OF KANSAS CITY, according to Robert J. Wayner of the Smokey Hill Railway and Historical Society of Kansas City, was a KCS special for the Ararat Shrine Temple that left on the morning of October 14, 1962 for a round trip to New Orleans. The consist was KCS GP30's 102, 104, 106 and 107 heading a mixture of one steam generator car, three baggage cars, one horse/express car, 21 sleeping cars, three dining cars, and two lounge cars from the KCS, Santa Fe, Western Pacific, New York Central, Burlington, Florida East

Coast, Nickel Plate, Pennsylvania, Union Pacific, Southern Pacific, Illinois Central, and the Pullman Company. (That's a total of 31 cars) (KCSHS "CROW", December 1989)

SANTA FE/G.E. AGREEMENT - Santa Fe has entered into a "Power by the Mile" agreement with General Electric under which GE will assume responsibility for maintenance of Santa Fe's entire fleet of GE locomotives by the end of 1990. Under the agreement, SF will pay GE a fee based on mileage operated for each locomotive. SF has agreed to operate each of its Dash 8-40B's a minimum of 3 million miles in 15 years.

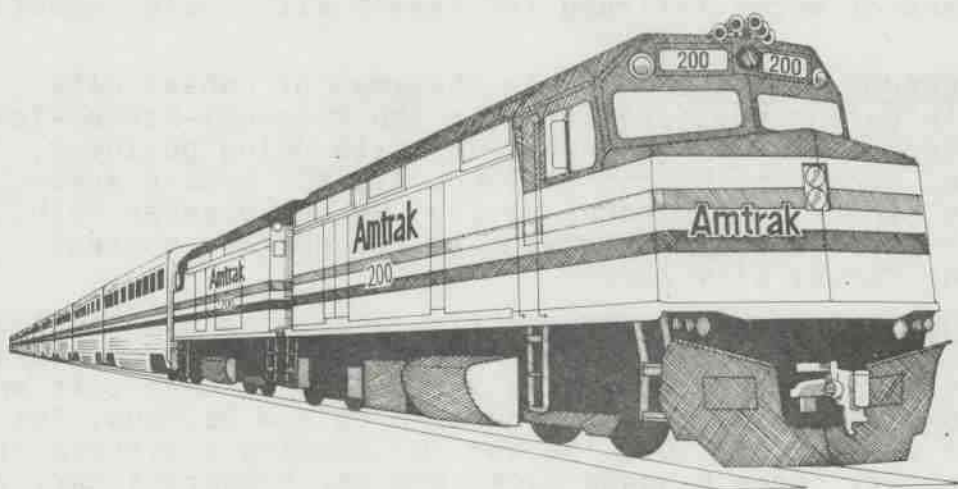
MARTI GRAS SPECIAL - (Kansas City) - Arkansas Railroad Club member Frank Dillenkoffer of Kansas City, owner of Heritage Rail Corp and a couple of private cars (the WESTPORT and CIMARRON RIVER), is running a Marti Gras special February 23-27, 1990 from Kansas City/St. Louis to New Orleans and return. Cost will be \$499 roundtrip from St. Louis. If interested, contact Heritage Rail Corp., P. O. Box 9386, Kansas City, MO 64133 or phone 816-358-8707.

TRUCK LINE TEAMING WITH SANTA FE - J. B. Hunt of Lowell, Arkansas, a trucking firm, and the Santa Fe Railway announced in mid December a joint program in which Hunt will solicit and pick up freight in certain major East-West markets, then hand them over to Santa Fe for a long distance rail move across the west. Hunt will then reclaim the freight and make the final delivery. "Railroads just have an inherent cost advantage in long-haul lanes, especially to the West Coast," said Kirk Thompson, Hunt's president. "No truckload carrier can compete with a Western railroad that has 48-hour delivery service and can go 70 MPH across the desert," he added.

Hunt will devote 150 trailers to the new program, called Quantum.

BURLINGTON EXCURSION ENGINE HEADS TO GRAND CANYON - Mid Continent Railway Museum at North Freedom, Wisconsin has sold C B & Q steam engine No. 4960 to the Grand Canyon Railroad to be used in its excursions between Williams, Arizona and the Grand Canyon. The 2-8-2 was the largest engine in the museum's collection. The Grand Canyon Railroad opened September 17, 1989 and ran weekends through November using former Lake Superior & Ishpeming 2-8-0's 18, 19, 20 and 20 as power. Regular passenger service will begin April 1, 1990 using 17 Harriman style SP passenger cars. (THE GATEWAY RAILLETTER)

NEWS UPDATED through January 22, mailed January 25. Deadline for the March issue is February 11.



AMTRAK NEWS BRIEFS

Amtrak Public Affairs
60 Massachusetts Avenue, N.E.
Washington, DC 20002



Mr. Kenneth W. Ziegenbein
Arkansas Railroader
905 Valerie Dr.
N. Little Rock, AR 72118

INAUGURATION OF DAILY SERVICE

EAGLE GOES DAILY - On January 19, 1990, a special train was run from Little Rock to San Antonio/Houston celebrating the startup of daily "Texas Eagle" service on the route from Chicago to Texas. Over 150 people attended the gala event at Little Rock's Union Station beginning at 830 that Friday morning. Several club members were invited to ride this special (a copy of an invitation is printed above), along with the press and political figures. North Little Rock mayor Pat Hays was one of the speakers at the event...he is also a paid member of the Arkansas Railroad Club and comes from a railroad-oriented family.

Former Amtrak Agent at Little Rock, Randy Cookus, also was present. He now works for Amtrak in Kansas City.

It was a cold, rainy morning.

Consist of the train was engines 395, 204 and 215 followed by baggage car 1000, Superliners: Coach-Baggage 31032, Coach 35007, Coach 34057, Coach 34038, Diner-Lounge 39984, Coach 34001, Coach 34039, Lounge-Cafe 33024, Dining Car 38013, Coach 34068, Coach 34099, Sleeping Car 32063, Coach 39907, low-level Sleeper 2990 and Amtrak Car 10,000 on the rear with a "Texas Eagle" sign.

Pictures of the train will hopefully be in the March "Railroader".

AMTRAK AND UNITED AIRLINES WILL TEAM UP IN 1990 - Amtrak will introduce a new Air/Rail service that lets you take a leisurely train ride in one direction and a swift United Airlines flight in the other - all at one very affordable price. This is slated to take place sometime in 1990.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>SEPT 88</u>	<u>SEPT 89</u>	<u>% CHANGE</u>
NE CORRIDOR	893,628	886,035	-0.8%
SHORT DISTANCE	368,686	364,220	-1.2%
LONG DISTANCE	379,147	397,927	+5.0%
"Eagle"	7,549	9,061	+20.0%
"Sunset"	7,061	8,230	+16.6%
"City N Orleans"	15,233	15,227	-0.0%
SPECIAL TRAINS	1,303	2,604	+99.8%
<u>TOTAL</u>	1,642,764	1,650,786	+0.5%

Amtrak had an average of 188.4 passengers on its trains at any one time in F/Y 1989. (The "Eagle"/"Sunset" had an average of 263.4 passengers on board).

Amtrak was on time 56.4 percent of the time in September 1989 (The "Eagle" was on time only 19.2 percent of the time).

	<u>WHOLE YEAR 1988</u>	<u>WHOLE YEAR 1989</u>	<u>% CHANGE</u>
NE CORRIDOR	11,228,610	11,114,792	-1.0%
SHORT DISTANCE	4,781,727	4,726,082	-1.2%
LONG DISTANCE	5,407,579	5,456,166	+0.9%
"Eagle"	129,180	156,527	+21.2%
"Sunset"	123,113	114,532	-7.0%
"City N Orleans"	219,782	212,574	-3.3%
SPECIAL TRAINS	78,387	66,111	-15.7%
<u>TOTAL</u>	21,496,303	21,363,151	-0.6%

OCTOBER 13 TRUCK TRIP - Want to photograph 18-Wheelers on Interstate 40 in Eastern Arkansas? Well, now's your chance! Plans are underway to charter at least four 47-seat buses to run from North Little Rock to Exit 202 near Biscoe on October 13. These buses will leave North Little Rock at 5:00 AM sharp that Saturday. After exiting I-40 at Biscoe about 630 AM, we will disembark to set up our numerous tripods just off the shoulder of the interstate.

While there, we will see an exciting array of multi-colored trucks pass by. Arrangements have been made with a major truck line for their trucks to pass by, then exit further up the highway, make a U-turn, then run by us again! There may even be a glance of a Greyhound or two.

An overpass just east of Exit 202 will be an excellent place for some moody shots against the morning sun as the trucks pass under.

We will break for lunch at noon (bring your own), and all sit in the ditch and enjoy the fumes and noise of the passing trucks while eating our sandwiches.

We will leave close to dark about 630 PM, arriving back in North Little Rock by 8 or 9 that night. If interested, call Matt..

(It should be pointed out that there will be NO restroom facilities at all near the road at that point. You must walk to Biscoe (about 2 miles south) and use their local car-wash).

(NOTE...this has not been finalized yet...anyone interested?)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on FEB 11 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.:

NEWSLETTER:

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

TREASURER:

DICK BYRD, TREASURER
12 FLINTWOOD DRIVE
LITTLE ROCK AR 72207

OTHER CLUB BUSINESS:

ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Phone: (501)-758-1340

NOT FOR DUES



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:

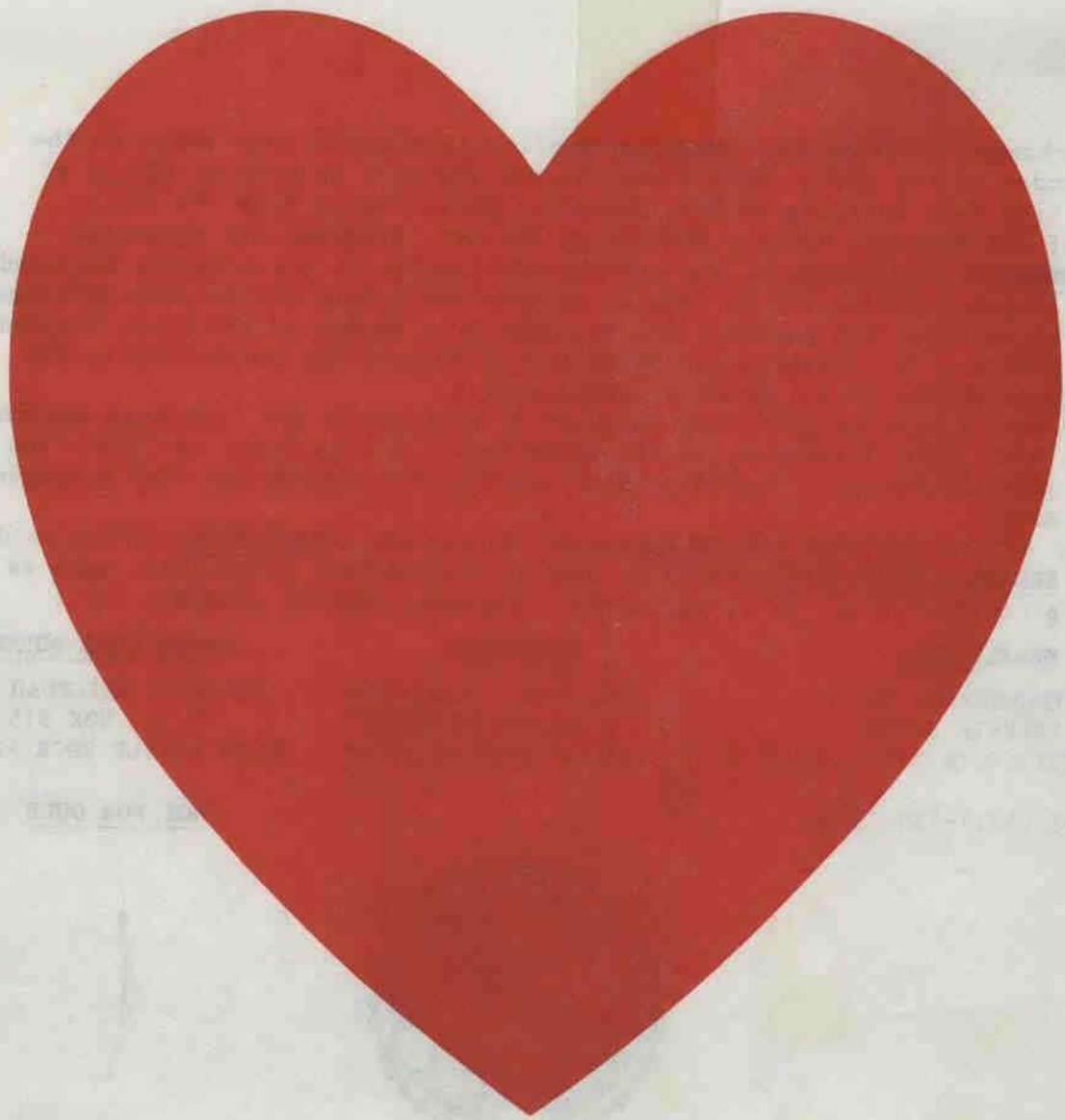
Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

(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!!!



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

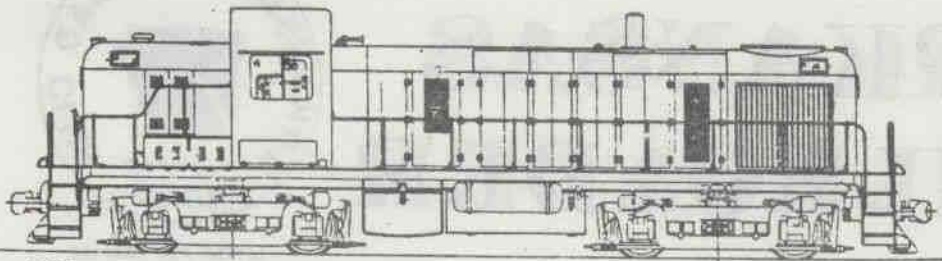
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TRIP NOTICES INSIDE!

KENNETH ZIEGENBEIN
905 VALERIE DRIVE
N LITTLE ROCK AR 72118



RS3

GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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|--|--|
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(501)-834-4449 | <i>Vice-President</i> - Barton Jennings
P. O. Box 6695
Springdale AR 72765
(501)-751-8975 |
| <i>Treasurer</i> - Dick Byrd
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Little Rock AR 72207
(501)-225-7354 | <i>Secretary</i> - Polly Hamilton
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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> - Randy Tardy
226 Englewood Road
Little Rock AR 72207 | <i>Board Tres</i> - Polly Hamilton
522 South Main
Benton AR 72015 |

☆☆☆ PROGRAM ☆☆☆

The next program of the Arkansas Railroad Club will be Sunday, FEBRUARY 11 at the usual place, the Twin City Bank Building on Main Street in North Little Rock. This meeting will be the deadline for you to sign up for the Arkansas & Missouri Railroad trip scheduled for March 17 (see red flyer).

The program will be given by Peter Smykla and is entitled "1989+". Peter always gives a good show, so mark this date on your calendar.

Also...anyone wishing to give a program this year, please write to our vice-president Barton Jennings at P. O. Box 6695, Springdale, AR 72765. He has a sign-up list.

DUES....DUES....DUES....DUES....DUES....DUES

1990 Arkansas Railroad Club dues are now due. Please send your \$10 (Arkansas residents) or \$7.50 (out-of-state) to our treasurer DICK BYRD, 12 Flintwood Drive, Little Rock AR 72207. To join or continue in the National Railway Historical Society at the same time, send in \$12 extra. (The NRHS Bulletins are getting very good).

(CLUB HAPPENINGS continued on Page 12)