



ARKANSAS RAILROADER



VOLUME 23

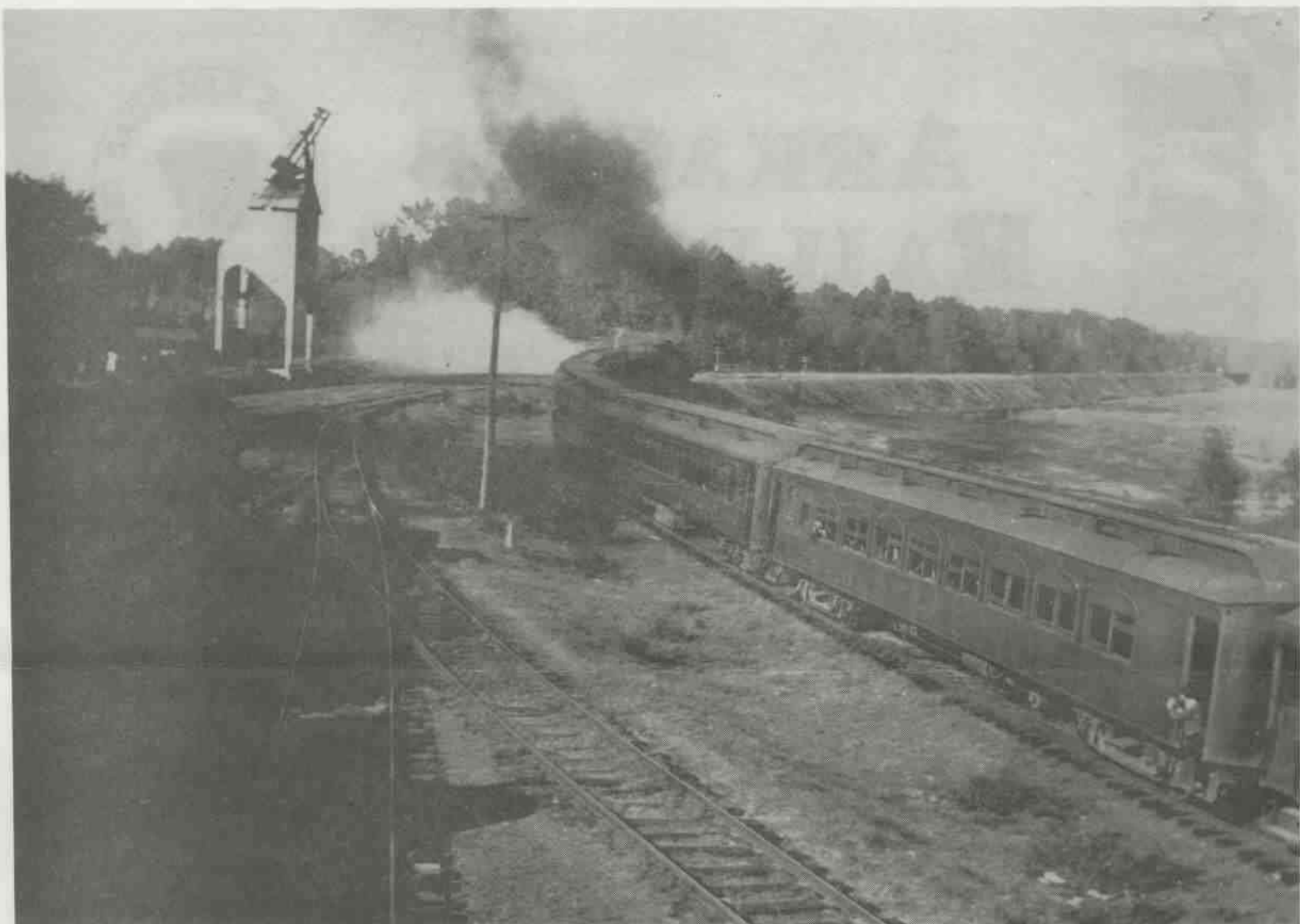
NUMBER 3

MARCH 1992

LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



Cotton Belt 4-8-4 #817 pulling a troop train southbound through Fordyce during a World War II winter (Passenger Extra 817 South). The Fordyce Tower sits just to the right. (P.B. Wooldridge photo)



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TOP - A Rock Island passenger extra with 7 cars, pulling out of the Rock Island Yard at Camden, Arkansas in 1938. This was a football special carrying the Camden Panthers to Hot Springs to play the Trojans. The RI had trackage rights on the Cotton Belt from North Camden to Kent, two miles, then switched back to the Rock Island. This two-mile area was covered largely by bridges and trestle work across the Quachita River bottoms and was subject to overflow about every year. Notice the SSW coal chute on the left. **BOTTOM** - A Missouri Pacific passenger train three miles north of Camden bound for Gurdon about 1935. (P.B. Wooldridge photos)



UPPER LEFT - Cotton Belt No. 65, at speed, crossing the high trestle one mile north of Camden, Arkansas in February 1938 as the Ouachita River was at flood stage. The highway ran (runs) under this trestle. **UPPER RIGHT** - Red River flood at Garland City, Arkansas in February 1938. The SSW track washed out just north of the bridge. **ABOVE LEFT** - Another view of the Garland City SSW bridge. One SSW employee lost his life attempting to dislodge debris from one of the bridge piers. **ABOVE RIGHT** - A Cotton Belt employee walking along the washout just north of Garland City in 1938. (P.B. Wooldridge photos) - Mr. Wooldridge writes: "I worked 3 nights on Second Trick at Garland City during the flood, working from 4 PM to midnight, sleeping the remainder of the night on a station desk. I reported the last train by Garland City to the dispatcher. Imagine my surprise 30 minutes later when the train backed into Garland City, explaining the track was washed out."

REMEMBERING

by: P.B. Wooldridge

I've always been a railroad fan. I was raised in a large white house, on a high hill, just back of the Missouri Pacific passenger station in Camden, Arkansas. Standing on the high hill from a very early age, I watched thousands of trains, especially the northbound freights, as they struggled up the mile-long grade, with their exhausts rattling the windows. I could also view trains on the Cotton Belt, less than a quarter mile away, as their tracks passed a large cotton compress, where steamboats came up the Ouachita River and were loaded with bales of cotton. In 1922 I also stood on that hill and saw the "Prosperity Special" pass on the Cotton Belt enroute from East St. Louis to Corsicana,

with 20 new steam engines for the Southern Pacific. Seven years of age, I wondered why it took so many engines to pull one train.



William Church recently told of the Cotton Belt instituting rail-bus service to economize during the depths of the great depression. Every year I spent a month during summer vacation from school with relatives at or near Idalia, Missouri. I entrained on one of those rail-bus trains, a Southwestern Transportation passenger bus, equipped with flanged wheels in the early 30s. At Bearden, Arkansas, a southbound freight held the main track and we headed in the siding.



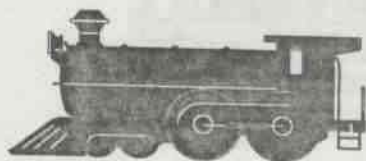
TOP LEFT - Section crew on Cotton Belt at Idalia, Missouri about 1939. On the left is remains of depot where I learned to telegraph and on extreme right is ATSF boxcar that derailed and ran through station. **TOP RIGHT** - In background Cotton Belt No. 293 leaving Gideon, Missouri back in 1948. Had just set out connection to Gideon Anderson Lumber Co. No. 80, a gasoline engine. SSW purchased that section of the Trumann Branch from Georgia Lumber Co.,

who at one time had 5 steam engines operating a log line. **LOWER LEFT** - Cotton Belt built a 3 mile branch from Warner just north of Kent to Britton on the Ouachita River about 1930. They operated a barge, dredging washed gravel from the river. On a daily basis they operated a double-header gravel train of 24 cars, ballasting the main line. (P.B. Wooldridge photos)

In 1927, during the White River flood, in a regular steam train this time, we edged our way at about 5 MPH across a long, high trestle and the White River bridge, with water over the wheels of the passenger coaches. It appears we were floating out to sea. At that time, long before air conditioning, if you were strong enough, you were allowed to raise windows and stick your head out, to be greeted by cinders from the engine. We passed the passenger depot at Clarendon and the telegraph table was under water.

For practical purposes the steam engines are gone, and so are the railroad telegraphers, but the memories linger. Recently an old-time telegrapher, A. D. "Rabbit" Hare, passed away in Shreveport at age 96. When he hired out to the Cotton Belt at

Pine Bluff in 1917, the Superintendent had addressed him as "Rabbit" and the name stuck. He had given me his semi-automatic telegraph key, called a "bug," shortly before his death, the same key he had used ever since 1917 until his retirement in the late 1960s. I look at that old key and think of the untold thousands of train orders and messages and Western Union telegrams it transmitted. If only it could talk, it would fill volumes.



Naturally, having been infected by the railroad bug at an early age, I gravitated to the railroad. About 1934 I tried riding freights as an uninvited guest, as a hobo. One night I rode from Texarkana to Camden atop the first car in the train, a boxcar coupled to an 800 engine, and got the ride of my life. Hugging the cat-walk on top of the car, we rocked and rolled, and swayed and bounced, with flanges screaming as we crossed switches and rounded curves. I hung on for my life. That lonesome whistle, sounding often for the numerous road crossings, was music to my ears. That 800 engine ahead was capable of 90 MPH with a train, and from my vantage point I could only admire it and the brave men who rode her.

I was never kicked off a Cotton Belt freight. But I cannot say the same for the Missouri Pacific. On a beautiful spring day back in the 30s, with 8 other hoboes, I rode out of Poplar Bluff, Missouri in a gondola car. The scenery was magnificent and all 9 of us rushed from side to side of the car, admiring the beautiful Ozarks. It was a local, a mixed train with a passenger coach instead of a caboose, and it stopped at a small station to unload freight. All 9 of us hunkered down in a corner of the car to escape detection. Suddenly a head appeared above the rim of the gon, and viewed us with disdain. Then a irritated voice of the brakeman said: "What do you guys think this is?? An excursion? Get off!"

I looked around and could see no sign of civilization. We appeared to be in the middle of nowhere. Previously I'd hoboed broke, or nearly broke. On one occasion, enroute to Little Rock, awaiting for a MP freight, I had slept on the ground at MP crossing at Pine Bluff. I had 10 cents on that occasion. Another hobo and I went to a nearby grocery and purchased a loaf of bread which I broke into and shared. But this time I was prepared.

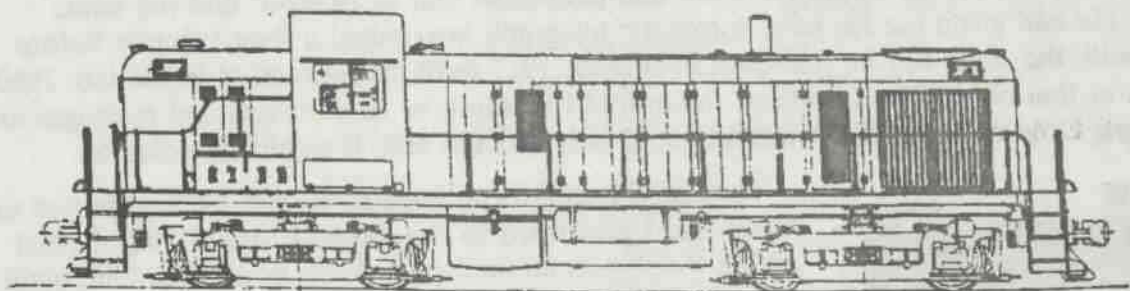
I had pinned a one dollar bill in my shirt pocket. Now one dollar was a lot of money in 1934. I had previously worked in a NuGrape bottling plant for 5 cents an hour, 50 cents for a ten-hour day. So I ran after the train as it was leaving, waving my one dollar bill. The conductor was riding on the bottom step on the rear of the passenger coach, and I shouted that I wanted a ticket to the next town. He motioned me aboard. Passenger fares then were 3 cents a mile, so I had most of my dollar returned. The next station happened to be Annapolis, Missouri. I loafed around Annapolis, waiting for a freight back to Poplar Bluff. Late that afternoon a southbound freight took siding there, and I climbed aboard, atop a boxcar, only thing available. It was dark before we left, and a brakeman, or special agent, walked the length of that train, flashing a spotlight, searching for transients. I layed flat on the opposite side of the cat-walk, and he failed to locate me.

Needless to say, I was glad to get back on the dear old Cotton Belt. I never bothered the Missouri Pacific again.

Getting back to that Southwestern Transportation passenger rail-bus I rode during the depression -- The bus was crowded, and it seemed so incongruous to be riding a highway bus on a railroad. The crew consisted of a veteran engineer, serving as driver, and a veteran conductor. They seemed happy but I would have much preferred to be on a regular steam passenger train.

I look back at these photos from the 30s and 40s and think back to 1935. I was given a pass to Pine Bluff to be interviewed for a position as Fireman on one of those steam engines. I entered the office of Mr. W. V. Keith, Assistant to the Superintendent. The first question he asked was: "Is your father a company doctor?" When I answered in the negative, the interview ended, as the Cotton Belt was a family railroad, times were tough, and they were hiring only relatives of employees. *(P.B. Wooldridge)*





CLUB HAPPENINGS - ANNOUNCEMENTS

1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - John Hodkin, Jr. Vice-President - Jonathan F. Royce
 506 Gorden St 2100 Rebsamen Pk Rd #426
 N Little Rock AR 72117 Little Rock AR 72202-1603
 (501)-945-2128 (501)-661-0292

Treasurer - Dick Byrd Secretary - Polly Hamilton
 12 Flintwood Dr 208 Dell
 Little Rock AR 72207 Hot Springs AR 71901
 (501)-225-7354 (501)-321-2696

National - Dick Davis Editor - Ken Ziegenbein
NRHS Dir PO Box 240 905 Valerie Drive
 Austin AR 72007-0240 N Little Rock AR 72118
 (501)-843-9658 (501)-758-1340

Historian - R. W. McGuire
 114 Rice St
 Little Rock AR 72205
 (501)-375-1738

Board - Stanley Wozencraft '95 Board - Peter Smykla '97
 PO Box 1938 2800 West 37th
 Little Rock AR 72203 Pine Bluff AR 71603

Board - Clifton E. Hull '94 Board - William Church '93
 3507 E Washington, #31 5619 Bel Caro Place
 N Little Rock AR 72114 N Little Rock AR 72118

Board - Robin Thomas '96 Hon. Board - Barton Jennings '92
 10980 Rivercrest DR #26 1600 Capitol Ln
 Little Rock AR 72212-1412 Knoxville TN 37931-4505



P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday, MARCH 8 at 2 PM at our usual place, the Twin City Bank in North Little Rock. The program will be given by GLEN LINDBERG. It will be a slide show of Pennsylvania and Maryland rail views. Refreshments will be served.

PINE BLUFF APRIL MEETING - Since there are more members of the Arkansas Railroad Club in the Pine Bluff and south Arkansas area than anywhere else except the Little Rock/North Little Rock area, we've decided to have the April meeting in Pine Bluff so that some of those members can attend. This meeting will be held APRIL 12.

We will meet at the Jefferson County/Pine Bluff Historical Museum (the old Pine Bluff Union Station downtown) at 2 PM. (Note...this is NOT the place where the 819 is stored!) Should you wish to carpool from the Twin City Bank parking lot in North Little Rock, we will be leaving there at 12:45 PM to drive to Pine Bluff. The program will be given by PETER SMYKLA and will be on his rail adventures of 1991. Refreshments will be provided.

The restored Pine Bluff Union Station (now the Pine Bluff Historical Museum) has an excellent meeting room and was reserved for us by Elizabeth Gaines for April 12. The main lines of the Cotton Belt AND Union Pacific run at arm's length from the depot, so we may see lots of trains while we meet! We will visit the Arkansas Railroad Museum (which houses the 819 steam engine and other railroad artifacts) after the meeting if you would like. We are also invited to go to the Smykla's home afterwards.

So...South Arkansas members...this meeting is for YOU. Now is your chance to attend one of our meetings. Let's have a good turnout. Elizabeth Gaines will also put announcements in local Pine Bluff newspapers regarding this meeting.

DUES - LAST CHANCE - For many of you, this will be your last RAILROADER unless you pay your 1992 dues, which were due January 1. There will be NO INDIVIDUAL NOTICES sent. Please check the expiration date on your address label. If it says THRU 12/91, then your dues are past due. We will be sending out the I.D. cards soon with the newsletters.

TV STAR - EAKLES HILLE is supposed to be on AETN doing an interview at the Baring Cross bridge at 7 PM on February 27. Tune in (if you get this newsletter in time). He did this interview last year.



The R.W. McGuire house in Little Rock, about 1980. This house was put on the National Register of Historic Places on November 11, 1991. It was built single-handedly by R.W.'s father, Thomas R. McGuire, begun in 1904 and finished in 1915. It was the first house built in the Capitol View area of Little Rock. Although rented out at times, R.W. moved there in 1956 and continues to live there today. (R.W. McGuire photo)

McGUIRE HOUSE ON HISTORIC LIST - (Little Rock) - The Thomas R. McGuire house at 114 Rice Street is now listed on the National Register of Historic Places. This house was built in 1904 and now lived in by R.W. McGUIRE, the historian of our club. It was chosen because of its interpretation of the Colonial Revival style in handcrafted or locally manufactured materials by T.R. McGuire, a master mechanic with the Iron Mountain & Southern Railroad. (*Arkansas DEMOCRAT/GAZETTE, January 21, 1992. Eakles Hille pointed out the article to your editor.*)

LAYMAN LIBRARY WANTS TO SHOW OFF YOUR COLLECTIONS - The Children's Department of the North Little Rock Layman Library invites someone from the club to

show off their railroad collections at their second annual collector's showcase on March 22 from 2 to 4 PM. You must set up at 1 PM and take your items home at 5 PM. No selling allowed. This would be a good opportunity for some of us to show the children railroad items which they otherwise won't be able to see. If interested, contact Linda Dunn at the library by calling 758-1720.

HELP WANTED!! - Our

May 2 and 3rd Show and Sale needs your help. Specifically, we need people to man the door, set up, etc. Please call Matt Ritchie (834-4449), John Hodkin (945-2128) or Bill Church (753-4582) if you can help. Thanks.

3985 TRIP? - Our club may be sponsoring a segment of the U.P.'s 3985 steam excursion on its way back from Houston to Wyoming. If everything goes well, we'll probably be responsible for the Little Rock to Van Buren trip. We're were awaiting official word from Union Pacific as of this writing. More in the April newsletter.

I.D. CARDS - We plan to put the club's I.D. cards for paid members in either the April or May newsletters. We'll also print a roster of the club in that newsletter. Should you NOT want your name or phone number in that newsletter, please let me know before March 15. My address is 905 Valerie Drive, North Little Rock AR 72118. Thanks.

CORRECTION - The St. Louis & Iron Mountain locomotive roster of 1864 printed in the February Railroader was from Stephen Eudy by way of Dale Walker of the Missouri Pacific Historical Society. (PLEASE...anyone sending me items for possible printing, if they are not from you originally, like I assume, put on the item where they came from. I don't like to put corrections in the newsletter if at all possible. Thanks.)

ARKANSAS RAIL NEWS

NARP MEETING - (North Little Rock) - The annual meeting of Region 9 of the National Association of Railroad Passengers will be held from 8:30 AM to 4 PM at the Riverfront Hilton in North Little Rock on Saturday, March 21. Gilbert E. Carmichael, Administrator of the Federal Railroad Administration, has been invited to speak to the event. Questions and to register (\$25) call Arkansas Railroad Club member WILLIAM H. ELDRIDGE at 501-228-5000 (work) or 565-4489 (home). Mail checks to him at 900 S Shackleford - Suite 408, Little Rock AR 72211-3849.

In 1988, in Arkansas we averaged 46.0 persons per square mile compared with the U.S.'s average of 69.5 per square mile. Washington, D.C. had 9,720 per square mile. Some surrounding states' density of population include: Missouri (74.6 per square mile); Tennessee (118.9); Mississippi (55.5); Louisiana (99.0); Texas (64.3); Oklahoma (47.2). Alaska had only 0.9 per square mile. Source: WORLD ALMANAC and Book of Facts.

BOXCARS? - The TURNTABLE of the Midland Valley Railway Historical Society of Fort Smith gave me an idea. Photograph old boxcars! These are getting to be as rare as steam engines in some cases and should be preserved on film. Perhaps photographing a freight train now has other objects besides engines. Of special interest would be boxcars containing symbols of "fallen flag" railroads, such as the KATY, MISSOURI PACIFIC, etc. and some advertising passenger trains. You could put on a show for us such as "Old Boxcars 1992," or some such title. By the way, the Midland Valley's February newsletter had a nice story on how to photograph trains by Steve Laser.

50 YEARS AGO - In its daily articles about World War II using 50-year old news, the Arkansas *DEMOCRAT/GAZETTE* on January 19 reported that in 1942 a Charles Seymore, 97, died in Little Rock. He had been the oldest retired locomotive engineer

and pensioner of the Missouri Pacific Lines. (Gee, that means he was born in 1845 and probably served in the Civil War)

ASHDOWN DEPOT - (Ashdown) - The State Highway Commission has still not acted on the proposed closing of the KCS depot in Ashdown. The KCS applied for closing on October 21, 1991. Most oppose the closing. (*Thanks for sending in the article, but I'm sorry that I lost your name*)



OPERATION LIFESAVER - Should you want to have Union Pacific present an Operation Lifesaver program, you may call 373-2800. They'll be glad to do it. (*Cabot STAR HERALD, given your editor by Sharon Ritchie*)

CHEAP BRIDGES - (Lonoke County) - Lonoke County Judge Don C. "Dude" Spence was shown at a highway bridge built from a "TrailerTrain" flat car telling the reporter how much cheaper it was to use these used flatcars to build bridges. (*Cabot STAR*

HERALD, January 1, 1992 given your editor by Sharon Ritchie)

KIAMICHI MAKES JOURNAL - The Kiamichi Railroad was the subject of a January 8, 1992 article in the *WALL STREET JOURNAL*. It stated that the road was one of many short-lines that now account for 24 percent of the nation's track. The article was very upbeat about the Kiamichi and its profits. But an AFL-CIO official stated that short lines have "splintered the railroad system" and that many short lines are only one disaster away from bankruptcy. That may be true. However, it was the large railroads that scared away those short line customers in the first place. Had the large railroads been more user-friendly, perhaps they wouldn't have to sell off so many of their lines. (*Last couple of sentences by your editor...the JOURNAL article sent in by Bill Pollard.*)

60 YEARS AGO - On January 27, 1932, the Cotton Belt became part of the Southern Pacific. (*CLEVELAND COUNTY HERALD, January 29, 1992 sent in by Elizabeth Gaines*)

You can't turn back the clock; but you can wind it up again.

RAILROAD "FERRY"? - According to the February 1, 1992 *BULL SHEET*, part of U.P.'s abandoned rail line in southeast Arkansas could be used as a highway link, hauling cars and trucks between Snow Lake and Watson, 20 miles. The cars would be put on railcars. This would be cheaper than building a new road through the remote and swampy area. A similar rail ferry is being used in Alaska.

GENERAL RAIL NEWS

JIM JOHNSON LOSES JOB - Through no fault of his own, JIM JOHNSON, the Public Relations Manager for the Cotton Belt, was to be let go from his job at the end of February. Mr. Johnson has been a contributor of many news items for the *RAILROADER* over the years and his input will be missed. He was also very helpful in getting Project 819 off the ground years ago when the engine was still in a park in Pine Bluff. I've considered him a friend to railroads and railfans alike over the years. It appears that the railroad no longer cares about good public relations, or is in so desperate financial shape that it can't afford a public relations person. (If memory serves me correctly, doing away with public relations at a company is usually the first step to going out of business. We'll see.)

Here is Mr. Johnson's final letter to his supporters and the press:

"The enclosed calendar is my farewell gift to you. The end of our association is difficult, but moreso, the close of an employment relationship with the railroad industry which has



spanned more than a quarter of a century -- as well as one which now terminates a family tradition which numbered three generations -- is traumatic. At the same time, it is not by choice: the railroad industry is no longer being operated by those who fully believe that their product, their service -- the genuine uniqueness, challenge and romance of their individual corporations and the industry itself -- are superior to any other. In the future -- as at many "railroads" now -- you will not have people in public relations who know their industry from the ground up, and who sincerely believe in it. Rather, a new breed of mercenaries -- people with neither tradition nor conviction -- will give you slick answers about an industry about which they neither know nor care, one to which they

came only through fate, and one which they will leave without regret should a better offer from Acme Widget Co. come along.

Not so is it with me: only my love for my God and my family can claim priority over my affection for the rails. It is only ironic that my forced demise coincides with the virtual locking, through an almost universal establishment of "conductor only"

agreements and arbitration regarding train crew consist across the railroad industry, of the door through which I slipped nearly three decades ago, when I became a brakeman working on the Chicago, Burlington & Quincy (the "Burlington Route") between Galesburg and Ottumwa. Equally ironic is the fact that the notice of my "surplus" status came in the very city and building in which I was given similar news, then with the Rock Island, on April 22, 1975. The "new breed," however, has no power of termination for an affinity for railroading which has been life-long, one nurtured by growing up in a house whose back yard was separated from the right-of-way of the Toledo, Peoria & Western Railroad by only a wire fence and by a retired-machinist grandfather who would take his toddler grandson to the Oskaloosa, Iowa shops of the Minneapolis & St. Louis Railway to witness the gradual demise of steam and ascension to the throne of railroad power by diesels; neither have they the power to abolish the fond memories I will always treasure of our association!



Jim Johnson

TIRED OF ROAD BUILDING? - Well, so are others. An organization called the Alliance for a Paving Moratorium has been formed. It's address is PO Box 8558, Fredericksburg VA 22404. It is run by Jan Lundberg, a former oil industry analyst. (*MOKSRAIL NEWS*, February 1992)

BEE HOBOES - (South Texas) - In December 1991, a handful of "Killer Bees" hitched a ride by rail in south Texas. The trip was cut short in Victoria, Texas, where authorities killed the killers. (*RAILS*, January 1992)

SOUTH ORIENT SOLD - (West Texas) - The KIAMICHI RAILROAD from Hugo, Oklahoma (also operating in Arkansas), are the operators of the South Orient line in west Texas, a former Santa Fe line. Their first train ran January 2 with 30 cars between San Angelo and Presidio, Texas. That almost equaled the total number of cars the Santa Fe ran in all of 1991. Jack Hadley, Kiamichi President (and Arkansas Railroad Club member), said a Kiamichi subsidiary called Railroad Operators Inc. will operate the line. (*RAILS*, January 1992)

GARBAGE TRUCK CAUSES WRECK - (Shepherdsville, Kentucky) - In November 1991, a garbage truck wedged against a small wooden L&N (CSX) railroad bridge in this Kentucky town, warping the rails about 3 feet off-line. A northbound L&N freight hit

this bridge at 50 MPH. The engines and a few cars made it through, but most of the rest of the train derailed. CSX had the bridge rebuilt by early December. (*SOUTHERN STEAM, Mid-South live steamers, sent in by Cary Nettles*)

MEXICO PASSENGER TRAINS are on the way out, according to the *INTERCHANGE TRACK* and *CABOOSE CHATTER* (Old Pueblo Chapter NRHS). Sleepers are being removed from many trains and the special STAR SERVICE trains are being combined with local trains. There are no more mixed trains going to Mexico City.

WATONGA CHIEF - (Watonga, Oklahoma) - The Central Oklahoma Railfan Club is working on getting the Watonga Chief passenger excursions ready to begin their 1992 season on April 5. There is some talk about having the Oklahoma Corrections department use inmates to build a Watonga Depot for the train, which operates on the AT&L line. Also, the CORC has approved offering its E8 locomotive for trade for another F9 or F7 to match its current F-unit. The E8 is 40 tons heavier than an F. If anyone knows of anyone wanting to trade for an E8, call 364-9403 in Oklahoma (area code not given). (*THE DISPATCHER, February 1992*)

3985 EXCURSIONS IN OKLAHOMA - The Central Oklahoma Railfan Club is talking with UP to host the August 12 and 13 excursions behind UP 3985 on its way to Houston for the Republican Convention. They will be working with other Oklahoma groups. The Kiamichi Railroad will also be invited to use their two coaches on a portion of the trip.

ROCK ISLAND MEMORY

reprinted from the *DAILY OKLAHOMAN* by Wanda Terrel via *THE DISPATCHER*

In the midst of the Depression in 1930, my dad, mother, brother and I had moved into a little one-room "boxcar house," as we called it, one mile east of Alex (Oklahoma). It was right near the Rock Island railroad tracks, where the train made a run from Chickasha to Lindsay and back each day.

It usually consisted of the engine, caboose and maybe one car, with only an engineer and brakeman. For my brother and me, ages 6 and 5, it was the highlight of the day when the train went by. They would blow the horn, and we would run to wave at them.

As summer came, the men would throw off a chunk of ice from their water cooler. Mother would mix some ice cream, put it in a small bucket and put that in a large bucket with ice around it.

We'd turn the bucket back and forth with the bail until it froze.

What a treat!

The men would also save part of their sack lunches to throw off the train for us.

That fall, some of my mother's turkeys got on the railroad track, so the engineer stopped the train, got off and shooed the turkeys off. Mother was so grateful she told them if they would stop on a certain day before Christmas, she would have a dressed turkey for each of them.

They stopped on the designated day. The turkeys were ready. The men, in turn, had a box of toys and games for my brother and me.

Although the train and tracks and long gone and we moved our house to another location, I'll never forget the events of that year -- and the Rock Island train.

DRUG TESTS - On January 16, 1991, random drug testing of Burlington Northern railroad workers began and the results are in. Through September 1991, there was only a 0.6 percent positive rate, meaning that 99.4 percent were drug free. (*BN Nebraska Division Newsletter, sent in by Wayne Porter*)

1992 CAPITAL PLANS OF RAILROADS - **ATSF** - \$230 million (relay 150 miles of new rail, replace 1.1 million wooden ties, install 11,700 concrete ties, new intermodal facilities). **CONRAIL** - 1991's was \$400 million, unknown for 1992). **CSX** - About \$560 million (property additions). **NORFOLK SOUTHERN** - \$740 million (improved coal-

handling facilities, etc.). **SOUTHERN PACIFIC** - \$300 million (more welded rail, better freight cars, double-stack facilities). **UNION PACIFIC** - \$700 million (record high, installing 100,000 more concrete ties, expand coal-corridor between South Morrill, Nebraska and Kansas City, lay 200 miles of new rail, acquire 60 new locomotives bringing their total of new engines the last 4 years to 700, rebuild 1,700 freight cars, new yard in Livonia, Louisiana). **CANADIAN NATIONAL** - \$360 million (maintenance, buy 200 new freight cars). **CP RAIL** - Same as 1991 (unknown). **ILLINOIS CENTRAL** - \$40 million (26 new track miles, 320,000 ties, bridges, signals, ballast from second main to remaining main, computers). **ALASKA RAILROAD** - \$10 million (refurbish two dome cars used in daily express train service, 20,000 feet of new rail, 5,000 ties, train defect detectors every 10 miles). **PINSLY RAILROAD CO.** - Will double its track mileage after acquiring former Union Pacific tracks in Arkansas. (*PROGRESSIVE RAILROADING, January 1992 sent in by Wayne Porter*)

HONOLULU RAPID TRANSIT - Morrison Knudsen will design, build, operate and maintain the proposed \$1.7 billion, 15.6 mile elevated rapid transit system in Honolulu. The train will travel along a 25-foot concrete guideway. (*PROGRESSIVE RAILROADER*)

STEAMTOWN PROBLEMS - (Scranton, PA) - A sudden funding cut for the Steamtown National Historical Site (part of the National Park Service) has prompted the Lackawanna and Wyoming Valley Chapter of the NRHS to ask our help in getting some of this funding restored. Representative Bruce Vento of Minnesota introduced a bill in Congress that would cut the Steamtown funding drastically, based on a report that Steamtown was only a third-rate collection of equipment. His bill, H.R. #3519 would cut \$20 million from the \$73 million first granted. The bill would also prohibit Steamtown from ever running more than 50 miles (it has 59 miles of tracks on which it could run excursions). Should you like to write to support the additional \$20 million, write to the Honorable Bruce F. Vento, Chairman, Subcommittee on National Parks, 2304 Rayburn House Office Building, Washington DC 20515. The Scranton Chapter says that they would be happy to offer similar support for our own railway preservation projects. (True, in this area we may think that the museum in St. Louis or Sacramento would be more appropriate for a National Park, the fact remains that Steamtown is ALREADY part of the National Park system and, I think, should be supported)

AMTRAK NEWS



COST RATIOS - In 1991, Amtrak covered 79 percent of its costs through revenues, a record high. The chart at left compares this with other years. However, this is still below projections for becoming self-sufficient by 2000.

NEW SENIOR CITIZENS DISCOUNT - Amtrak now has a new senior citizens discount, which is 15 percent lower than the lowest fare. Also...travelers now qualify if they are 62 or over. For information call 1-800-USA-RAIL.

LITTLE ROCK STATION? - Has anybody heard anything about the proposed new Little Rock Amtrak station? I can't get any information on this. Please advise for the next Railroader.

SWEDISH HIGH SPEED TRAIN - Amtrak will test the X2000, a Swedish high speed train, on the Northeast Corridor this year. Some revenue service is planned for late 1992. (*PROGRESSIVE RAILROADING, January 1992 sent in by Wayne Porter*)

AMTRAK RIDERSHIP BY ROUTE/AREAS

	DEC 90	DEC 91	%CHANGE
NORTHEAST CORRIDOR	891,783	860,493	-3.5%
SHORT DISTANCE	437,319	435,932	-0.3%
LONG DISTANCE	492,249	510,908	+3.8%
("Eagle")	19,591	19,447	-0.6%
("Sunset")	7,639	8,332	+9.1%
("City of New Orleans")	17,263	17,461	+1.1%
SPECIAL TRAINS	8,180	6,530	-20.2%
TOTAL	1,829,531	1,813,863	-0.9%

	OCT 90- DEC 90	OCT 91- DEC 91	%CHANGE
NORTHEAST CORRIDOR	2,839,183	2,609,311	-8.1%
SHORT DISTANCE	1,273,381	1,184,931	-6.9%
LONG DISTANCE	1,432,018	1,415,520	-1.2%
("Eagle")	51,218	47,807	-6.7%
("Sunset")	22,452	23,734	+5.7%
("City of New Orleans")	50,582	47,253	-6.6%
SPECIAL TRAINS	17,859	13,048	-26.9%
TOTAL	5,562,441	5,222,810	-6.1%

Amtrak had an average of 178.7 passengers on its trains at any one time in DEC 1991 compared with 177.6 on board in DEC 1990, an increase of 0.6%. (The "Eagle" had an average of 195.1 on board at any one time in DEC 1991 compared with 187.2 in DEC 1990).

Amtrak was on time 80.6% of the time in NOV 1991 compared with 78.8 percent in NOV 1990. The "Eagle" was on time 78.3% of the time in NOV 1991 compared with 38.3% in NOV 1990, quite an improvement.

NEWS UPDATED through February 15...mailed at the end of February. **DEADLINE** for the April newsletter is March 15.

MARCH IN RAILROAD HISTORY

sent in by James O'Neal (from AAR 1954 publication)

First tree felled March 10, 1830, in the construction of the five-mile Pontchartrain Railroad - extending from the Mississippi River at New Orleans to Lake Pontchartrain. This was the first railroad in the Mississippi Valley.

First railway express service in the United States established March 4, 1839, in the carpetbag of William F. Harnden, traveling between New York and Boston.

The 'Oregon Pony,' first locomotive in the Pacific Northwest, arrived at Portland, Oregon, March 31, 1862.

Granite Railway, first incorporated company to build and operate a railroad in the United States, chartered in Massachusetts March 4, 1826.

First train ever to cross a bridge suspended by wire cables passed over Niagara Suspension Bridge March 16, 1855.

First railroad to cross a mountain range by means of a series of inclined planes, opened to traffic in Pennsylvania March 18, 1834.


TEXAS SPECIAL **THRU TRAIN SERVICE!**

Connecting the **SOUTHWEST** with
NEW YORK, WASHINGTON and the **EAST**

Sleeping Cars and Reclining Chair Cars
between

SAN ANTONIO - DALLAS - FORT WORTH - NEW YORK - WASHINGTON

through **ST. LOUIS** *via*

 **TEXAS SPECIAL ROUTE** - Pennsylvania R. R. - New York Central System - Baltimore & Ohio R. R.

Beginning **SUNDAY, JULY 7th 1946**

Reservations can be made NOW!

See pages 2 and 3 for Details



MISSOURI-KANSAS-TEXAS RAILROAD SYSTEM

OKLAHOMA ADVENTURE

By: William Church

As far back as I can recall I have carried on a "Love Affair" with trains. I cannot remember seeing or hearing a train that it did not make me want to get aboard and go. Trains do to me what the "Concorde Jet" does to the lover of aircraft...they get into the blood and will not out. Along with this "love affair" comes memories that are often recalled by various and numerous things. Like the odor coming from old cabooses that are reeking with the smell of dope pails and kerosene lamps, or the sound of a steam engine pulling a speeding passenger train over the Oklahoma plains as it races the wind under a Comanche moon are all a part of my railroad memories..

With my first view of Oklahoma, which was in the 1930s, which was from a window of a day coach on a Rock Island train, and that I saw those thousands of oil well derricks dotting the landscape in and around Oklahoma City, the state held a magic spell over me. Through the years, and the many trips that I made throughout the state, the spell was never broken. Names of towns on the Rock Island Railroad like Holdenville, McAlester, Shawnee, Sayre, Oklahoma City and El Reno were as familiar to me as the names of villages in my native state of Missouri.

But the town of El Reno holds a special place in my memory, for it was in the year that I was fourteen, going on forty, that I had an Oklahoma adventure that is just as clear to me today as it was over five decades ago..

Besides oil, wheat and cattle, Oklahoma also had railroads. That fact to me, being a dyed in the wool railfan, was of a prime interest. Although most of Oklahoma's railroads were steam powered, there were also electric railroads. One electric rail line in particular, the Oklahoma Railway, an electric traction line between El Reno and Oklahoma City, was of much interest to me, and it played a major role in my Oklahoma Adventure.

Like all teenage railfans in that day and time, I was avid collector of railroad timetables. In my collection I had one that had been issued by the Oklahoma Railway, whose El Reno Division roughly paralleled the Rock Island's Tucumcari, New Mexico - Memphis, Tennessee main line all of the way from El Reno to Oklahoma City. Not

only did this electric railroad follow the Rock Island, but their schedules also compared in speed with the Rock Island's fastest trains between the two cities.

One day as a passenger on a Rock Island train returning to Missouri from a visit in New Mexico, I told a fellow passenger, a young man several years senior to my fourteen years, that I thought we could make our fellow passengers believe we walked to Oklahoma City from El Reno and had beaten the train into that city. I explained to him that we could get off our train on arrival in El Reno and catch the electric train of the Oklahoma City Railway and be in Oklahoma City ahead of the Rock Island. This, of course, depended on several things. One if our train arrived in El Reno early and the other, if the Oklahoma Railway train waited for the Rock Island.

My friend also thought it would be a good prank to play on our fellow passengers and we started to put our plans into action.

Inquiring of our conductor how long our train would be in El Reno, we were informed it would be longer than usual. As we were on time leaving the last station we would arrive several minutes ahead of time because our train's schedule had extra running time between the last stop west of El Reno and El Reno to allow it to arrive on time in the event it was running late. He also informed us that the Oklahoma Railway electric train that was scheduled to depart for Oklahoma City before our arrival usually waited for our train for their passengers who wanted to make connections with the Oklahoma Railway's Guthrie and Norman Division trains in Oklahoma City. This information was all we needed to put our plans into action.

A passenger train is not unlike a small town. After a short time aboard, everybody knows each other and their destinations. My friend and I spread the word around to the other passengers in our coach that we were disgusted with the slow schedule of the train and that we were going to get off in El Reno and walk to Oklahoma City and would be waiting there for the train to arrive, for them to hold our seats for us and watch our luggage until we got back on board.

True to the conductor's word, we arrived in El Reno several minutes ahead of our scheduled time. We detrained, and for the

benefit of our friends on the train, acted as if we were actually walking to Oklahoma City. Once out of their sight we then went up town El Reno where we found the Oklahoma Railway train ready to depart.

Once aboard the Oklahoma Railway electric train, we were in for a ride of our life. The motorman ran his car at top speed to make up the minutes lost waiting for the Rock Island, and in what must have been a record run, we were in Oklahoma City, far ahead of the Rock Island train...

In Oklahoma City, we hurried over to the Rock Island depot, reaching there with time to spare before the train from El Reno arrived.

To prove to our fellow passengers that by walking we had beat the Rock Island into Oklahoma City, when we heard the train approaching we hid behind some baggage carts stored on the platform and waited there until the train entered the station. After the locomotive passed us we left our hiding place and started sprinting down the depot platform along side of the train.



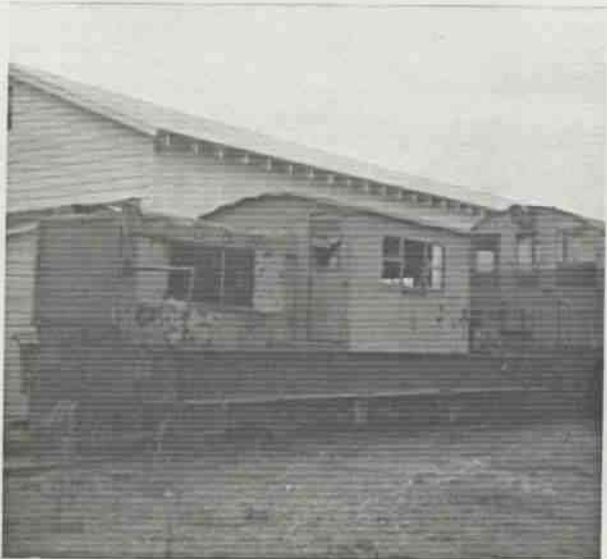
Our big moment came when the coach that our friends were riding in came along side us and we waved to our fellow passengers, who by this time had seen us sprinting along side of the train and had their eyes glued to their windows in amazement at the two running figures racing along side their coach, by now having firmly fixed in their minds that we had actually raced the Rock Island from El Reno to Oklahoma City and done what they said they could do, "Beat the Rock Island time to Oklahoma City."

THE END

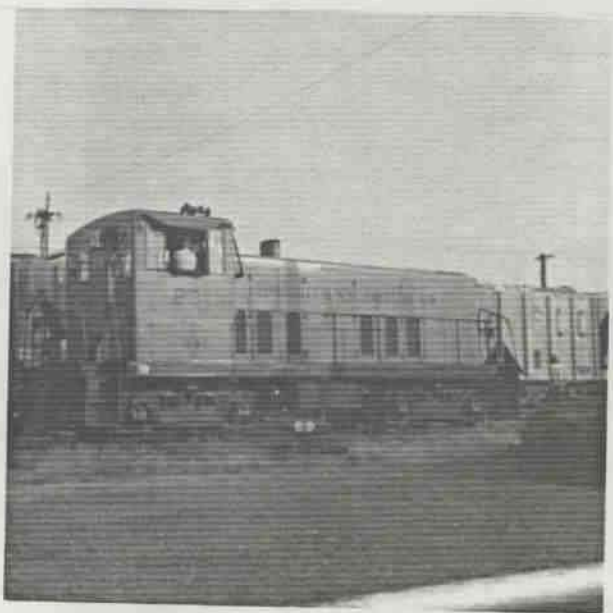


OPENING A NEWS-PAPER IN A TRAIN WITH THE WINDOW OPEN.

WAITING FOR THE MILK TRAIN TO PASS.



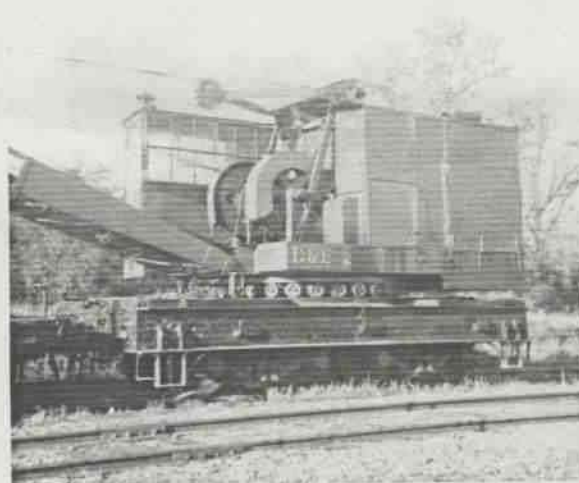
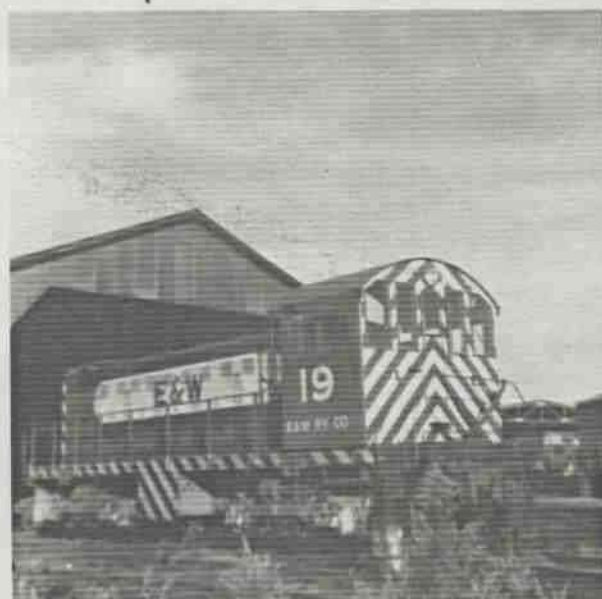
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TOP - Little Rock & Western derailment January 10, 1992. These are some of the pieces, parts and particles scattered when the westbound LR&W stumbled off the track near Rebsamen Park in Little Rock. **MIDDLE LEFT** - Dardanelle & Russellville RR, Dardanelle, Arkansas beside the roundhouse Plymouth Engine #5, September 1972. **MIDDLE RIGHT** - Prescott & Northwestern RR #23, Prescott, May 1972. **BOTTOM LEFT** - D&R #12 at Dardanelle, May 1972. **BOTTOM RIGHT** - Reader Railroad Derrick X-01, built 1904 by Industrial Works in Bay City, Michigan, serial 1266. Photo taken in August 1972. (Top photo by Gene Hull. Other photos by Wayne Porter)



TOP LEFT - DeQueen & Eastern side dump, Locksburg, Arkansas 1972. **TOP RIGHT** - Foreman Cement Company GM engine, serial #2564, built 2-26-48. **MIDDLE LEFT** - Birmingham Southern engine used by Foreman Cement Co. 1971. **MIDDLE RIGHT** - El Dorado & Wesson #19, El Dorado, 1972. **BOTTOM LEFT** - Dierks Forest, Inc. Mikado 2-8-2 #226 in city part, Benton, Arkansas October 1972. **BOTTOM RIGHT** - D&E hook #2 in Locksburg, Arkansas, 1972. (All photos by Wayne Porter)

National Railway Historical Society REPORT

Dick Davis, National Director, Little Rock Chapter

What has the N.R.H.S. been doing lately?

In the last report, I made mention of some of the "Initiatives" of the Society's Officers performed between August 1 thru November 3, 1991. I want to conclude those remarks here.

On September 14, President Raymond Wood attended, on behalf of the Society, the second annual Steamtown Photographers weekend sponsored by the U. S. National Park Service at the Steamtown Historic Site in Pennsylvania. The Society is engaged in several historic projects with the U. S. National Park Service as they relate to historic railway preservation.

President Wood and others attended "Harris-Rail" on the weekend of September 28-29 in Harrisburg, Pennsylvania. The event was a mini-convention/conference sponsored by the Eastern Region's Chapters. These mini-convention/conferences are proving very popular throughout the country and bring together the various chapters within the region as well as others to hear lectures by the Society's Officers and others. They also provide a workshop situation for the local chapters to enhance their goals and ambitions. Topics of discussion range from "How to Present a Better Meeting Program" to newsletter tips, to membership drives and a host of other topics. It would be nice if our chapter could host such an event in the future...after we have the Spring Board of Directors Meeting in March of next year under our belt.

Chairman of the Society, V. Allan Vaughn, President Wood, and Central Regional Vice President, Dr. Albert Howe along with National Convention Committee Chairman, John Wilson and Committee Members, Dawes, Mark Cedeck and Carl Jensen, met with the Chicago Chapter's Convention Committee at the Palmer House in Chicago on October 12 & 13 to discuss their plans for the 1993 National Convention to be held in that city.

The weekend of November 1 - 3, Chairman Vaughn, President Wood, Vice President Larry Eastwood, General Counsel Alex Rose, Membership Development Director David Ackerman, Grants Director Frederick Frostick, and National Convention Committee Chairman Wilson represented the Society at the 25th Anniversary Celebration of the Norfolk Southern's steam excursion operations. (Our Past President, Bart Jennings, also attended this event and has some excellent slides of the event.) During the weekend event, the Officers of the Society presented the NS with a commemorative plaque in appreciation for their involvement in several of the past National Conventions.

The Society's first annual research grant has

been awarded to Julie Mallozzi of Harvard University. The grant will support her thesis and documentary film on "Orphan Trains" which resettled approximately 150,000 orphans from the East to the Middle West between 1854 and 1929. Grants are also available to local chapters for Historical Preservation.

Future Conventions & Board Meetings

1992

April 3-5, Savannah - Board Meeting
July 22-26, San Jose - National Conv.
Nov 6-8, Lexington - Board Meeting

1993

Mar 26-28, Little Rock - Board Meeting
July 21-25, Chicago - National Conv.
Nov 12-14, Wilmington, DE - Board Mtg

1994

Spring & Fall Board Meetings to be determined at the Savannah meeting.
June 22-26, Atlanta - National Conv.

1995

Spring and Fall Board Meetings to be determined at the Little Rock meeting.
June 29-July 2, Lancaster, PA Nat'l Conv

1996

Spring and Fall Board Meetings to be determined in the Spring of 1994.
June 18-23, Charlotte, NC - Nat'l Conv.

National Railway Bulletin

The latest issue, Volume 56, Number 6, 1991 is 40 pages in length and contains an excellent article by Charles L. Ballard, "Reflections on The New York and Harlem", along with photos and timetable reproductions. "Advertising the Passenger Train...Pennsy's Last Hurrah" by Paul Kutta is also an excellent article containing several of the PRR's advertising efforts. There is also an "Update of Steam 'D-Date' Diary" which we referred to in an earlier report.

Some "New Books" reviews which might interest some of you are "Cash, Tokens, and Transfers: A History of Urban Mass Transit in North America", "Historical Inventory of the Union Pacific Railroad, 1946", "The Florida Railroad Directory", "The Electric Railway Snow Plows Made By The Taunton Locomotive Manufacturing Company" and ten other books.

"Video Reviews" which might be of interest to some are, "Union Pacific Super Cabs and Steam", "Early Diesels", "Cumbres & Toltec Scenic Rotary Snow Plow", "Union Pacific's Last Steam

Giants", "Cumbres & Toltec Scenic Railroad - Freight Train", and six other videos.

This issue is available to the public for \$3 from the Director of Publication Sales, Peter M. Senin, Jr., P. O. Box 58153, Philadelphia, PA 19102. Members of the Society (available for an additional \$14 per year thru our Chapter/Arkansas Railroad Club) automatically receive all six issues each year with their membership.

1993 Board of Directors Meeting Committee

On January 19, 1992, Committee Members Dick Davis, Matt Ritchie and John Hodkin, Jr. met the the Twin City Bank in North Little Rock to discuss plans for our upcoming event to be held in Little Rock at the Camelot Hotel the weekend of March 26 - 28, 1993. Also in attendance were Club members, Bill Church, Sharon Ritchie, Clara Davis and Matt Norton.

Formost in our discussion was the excursion to be held on Saturday, March 27. We have received the "okay" from the 819 owners and the Cotton Belt Railway Historical Society to run the 819 and cars from Pine Bluff to Eagle Mills and return. We have contacted four individuals of the Cotton Belt (Southern Pacific/Rio Grande) to gain authority to run on their tracks. We are still awaiting their reply so we can move ahead with plans for the excursion which will be held primarily for the Society's Officers, Board of Directors and attendees of the event in Little Rock, and for our own members. Seats remaining after the sale to the above will be made available to the public. Ticket prices will include a catered lunch aboard the train. In the likelihood we do not receive a favorable reply by March 7, 1992 from the SP, we are looking at some other options for an excursion. We will pursue these after that date and make them known to the club and public once an excursion is established.

In conjunction with the planning for the excursion, we decided that planning for the Excursion Lunch should more properly fall under the direction of Peter Smykla who is in charge of the excursion, instead of Jack (Jonathan) Royce who will be handling other meals. Peter will be asking someone to help him in this capacity. Publicity will be moved from Peter's responsibilities to that of Dick Davis, since most of these responsibilities are in conjunction with each other.

We also held discussions on who we would like have serve in various capacities in the period of time leading up to and the weekend of the events and discussed the duties of each. Individuals recommended will be contacted by the Committee Member in charge of that particular area.

Dick Davis is in charge of the Packet Information Group, Pre-Registration Group, Registration Group and Publicity. Clara Davis will work in the Pre-Registration Group; Sharon Ritchie and Tammy Hodkin in

the Registration Group. Others will be asked to help in these areas as well.

Matt Ritchie is in charge of the Friday Evening Show, Check-Out Assisting Group, and Runners. Matt Norton will help in the Check-Out Assisting Group.

(The Friday Evening Show has been mentioned several times in the Arkansas Railroader and in this report in the past. It was decided after much discussion that, at this time, it would be too costly and time consuming to try to produce a video presentation. We had explored making such a presentation and then making it available to the public as a money-making project for the Club. However, we would have to rent professional equipment to get the kind of quality we would desire for such a production. So, we have decided to go with a slide presentation of the same subject, "Arkansas Railroads, Then and Now". Matt, Gene Hull, myself and others will work on this project in the future, outlining the script, producing it, etc. In the meantime, we are still in dire need of photography for this project. Please let Matt know what you have available.)

John Hodkin, Jr. is Treasurer for the event and is in charge of the Transportation For Tours Group, Jenks Shop & UP Yard Tour, and Sunday Morning Tour For Spouses Tour. Bill Church is working under John in the Transportation Group; Sharon Ritchie on the Sunday Morning Tour.

I did forget to mention that Matt Ritchie is in charge of putting together a Sunday Afternoon Railfan Tour for those members of the Board and Officer Representatives who will not be leaving until later in the day or the next day.

Peter Smykla is in charge of the Saturday Excursion Trip, Excursion Lunch and Guest Speaker. We have a speaker in mind. We will announce who that is at a later date. Peter will also be in charge of our ticket sales to the public.

Jack (Jonathan) Royce is in charge of the Housing & Facilities Group, Breakfast Buffets and Banquet, and Equipment Supply Group.

As mentioned earlier, we will need others to help in these various sub-committees (groups). We are still in need of volunteers. If you can help, please contact the person in charge of that particular group.

Possibly in the next report, we will give you a thumb-nail sketch of our target dates for each of several things which must be done leading up to the activity.

As you might sense, we have a lot of work to be done before March 1993.

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, MARCH 8 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 \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/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, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections - also for some exchange newsletters).

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

Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

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 _____

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Make your checks out to the "Arkansas Railroad Club" and mail to:

ARKANSAS RAILROAD CLUB - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

MARCH 8 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.	APRIL 25 - Memphis Show & Sale NMRA sponsored, Lutheran School.
MARCH 15 - Rail chase of the Burlington Northern. Meet at TCB parking lot 6 AM.	MAY 2-3 - Our club's annual Show & Sale at Hall of Industry, Fairgrounds, Little Rock. <u>HELP NEEDED.</u>
APRIL 4 - Exploring the M&NA from the Kensett area northward.	MAY 9 - Fayetteville Show & Sale.
APRIL 11 - Springfield, Missouri NMRA club sponsored Show & Sale.	MAY 17 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. Date changed for Mother's Day.
APRIL 12 - Club meets at <u>Pine Bluff</u> for regular meeting instead of North Little Rock. Starts at 2 PM.	JUNE 14 - Regular club meeting, Twin City Bank, North Little Rock.

See inside for more detailed information on some of these activities. You may also call Matt Ritchie for more information (834-4449). Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Please be aware that some of these dates could change. Use as reference only. Thanks.



Attn: Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
905 Valerie Drive
North Little Rock AR 72118-3160

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