



# ARKANSAS RAILROADER



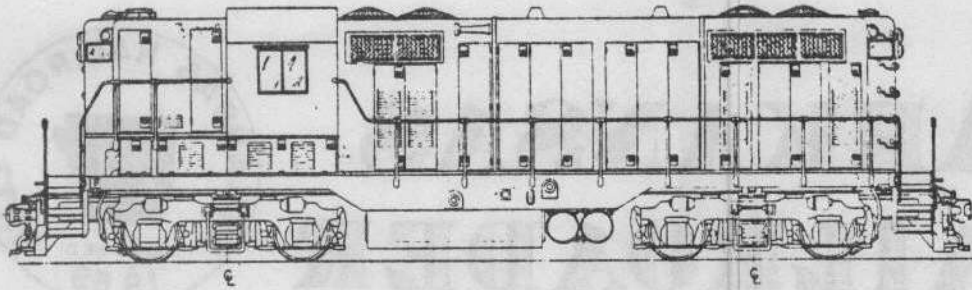
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 18 NUMBER 11

NOVEMBER 1987



Ashley, Drew & Northern #1812 leads Fordyce & Princeton #1805 and three private passenger cars on the Arkansas Railroad Club's excursion between Fordyce, Crossett and Monticello on October 10, 1987. The handsome train is shown here ready to leave Fordyce shortly before 9:00 AM. Story/more pictures inside. (Ken Ziegenbein photo)



# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1987 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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**NEW "RAILROADER" DEADLINE** - Beginning this month, the deadline for news or stories for the Arkansas Railroader will be the 15TH of each month. This will give me a little more time to organize and print it. So...get any news to me for the December issue by November 15th. Thanks. (KZ)

**CHRISTMAS PARTY** - The annual December Christmas party will be held Friday, December 4 at the Yellow Daisy Restaurant in Little Rock. Cost will be \$12 per person, including tips. More details in the December issue, but make your plans to attend now.

**ADVANCE NOTICE** is given again for the 8th Annual Arkansas Railroad Club's Railroadiana Show & Sale to be held Saturday, March 26, 1988. Contact Bill Pollard at P.O. Box 10222, Conway, AR 72032 for more information.



## \$ \$ DUES \$ \$

It's that time of year again...almost. Dues are due the first of the year. They are still \$10 a year for Arkansas residents and \$7.50 a year for out of state. Use the coupon on the last sheet of this newsletter to mail your dues.

## ☆☆☆ PROGRAM ☆☆☆

The November meeting of the Arkansas Railroad Club will be held Sunday, November 8 at 2:00 PM at the Twin City Bank building in North Little Rock. The program will be given by Matt Ritchie, who will show videos of the 819 last April, the 750, Little Rock & Western RR and the October 10 rail excursion we had on the F&P and AD&N Railroads. Lets have a good turnout again, like we have been having lately.

**THANKS** to all concerned for the nice train trip October 10, especially Ashely, Drew & Northern President Russell Tedder, Fordyce & Princeton General Manager Bob McManus and Arkansas Railroad Club President Peter Smykla. Pictures and story on pages 6 and 7.

(CLUB HAPPENINGS continues on page 8)

## THE FIRELESS COOKER, INDUSTRY'S WORKHORSE

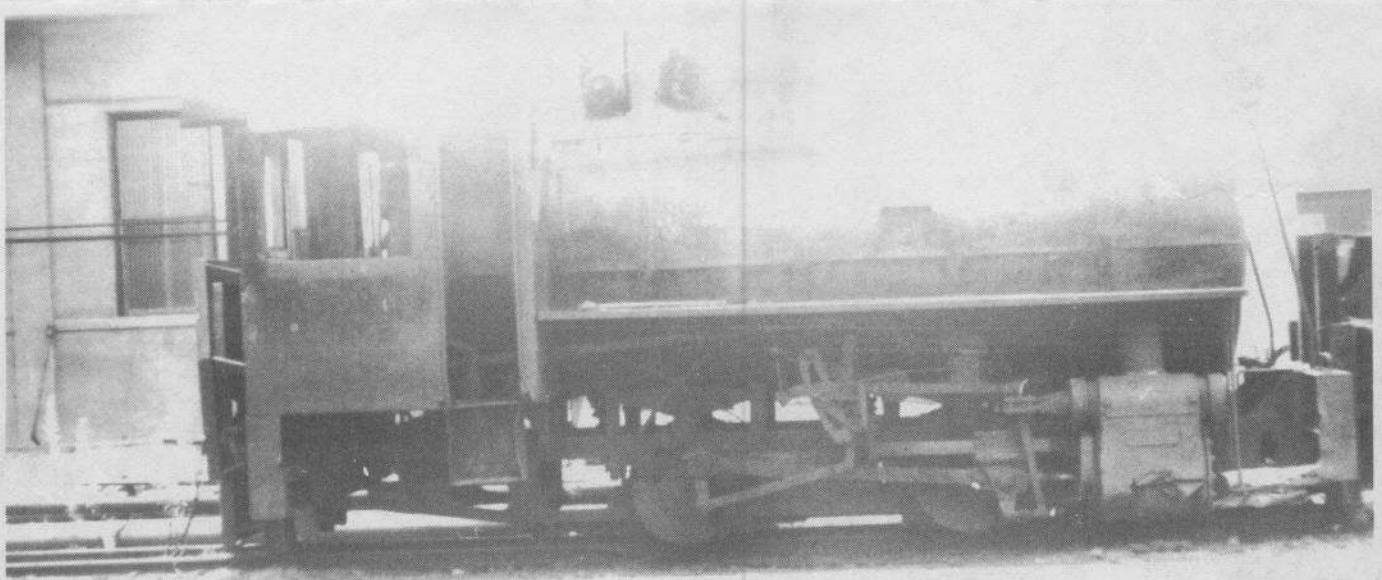
by: William Church

All over the United States large industries using rail service usually operate one or more locomotives to perform in-plant switching when the trunk line carrier's switchers were not available. Most of these locomotives were designed as a one-man engine crew operation, the engineer acting as his own fireman. To meet this demand for in-plant switchers, many designs were built, ranging from today's diesel switcher to yesterday's tank engine and the "Fireless Cooker."

The "Fireless Cooker", unlike other industrial steam locomotives that had a fire box, fuel and water bunkers, had none of these, but operated on stored steam in its thermal boiler that was supplied from an on-site stationary boiler. As the "Cooker" did not require constant attention from a crew like other style steam engines when under steam, its engineer could be assigned to other duties within the plant while waiting for a call to run the locomotive. The Fireless Cooker was in great demand by industries that operated stationary boilers in their operations, as the

availability of hot water and high pressure steam produced from these high pressure boilers, both used in the "Cooker", made this type of locomotive a desirable cost factor.

To service a "Fireless Cooker", hot water of 210 degrees was pumped into the boiler until it was three-fourths full. After the hot water was in the boiler and the connection discontinued, high pressure steam of up to 500 PSI was forced into the boiler via a perforated pipe running the length of the boiler and submerged in the hot water. This high pressure steam percolated up through the hot water from the perforated pipe heating the already hot water to a higher temperature as it flowed upward to fill the upper one-fourth of the boiler. Although this percolating steam increased the water's temperature it did not boil because the pressure of the steam was greater than that of the hot water. As the greater pressure of the steam filled the boiler, the hotter the water became. When the steam filled the upper one-fourth of the boiler, which in



*This snapshot was made in July 1968 at the Koopers Company treating plant in North Little Rock, Arkansas by William Church. A 0-4-0 steam powered locomotive without a water or fuel tender it received its supply from periodical fillings by the engine crew from a steam pipe that ran from the plant's steam supply inside of the power house at the plant via a steam pipe track side. The boiler of this "Fireless Cooker", as they were called, usually was filled once or twice in an eight hour shift.*

*Used as a switching engine inside the plant's narrow gauge system it hauled loaded cars from the material yard loaded with railroad ties and other materials to the creosote cookers and then returned them to the storage area when the material was treated.*

*The Koopers Company stopped using this locomotive in 1968 and was later cut up for scrap. The builder's plate is now in the possession of Mr. A. D. Radcliffe, retired plant manager of the Koopers Company here in North Little Rock.*

some "Cookers" was 500 PSI, the plant's steam line from the stationary boiler was disconnected and the "Coker" was ready to operate.

A "Fireless Cooker" had two low-pressure cylinders and could operate on a pressure as low as 50 PSI of steam. This was an ideal engine around a plant where short moves were to be made with one or two cars at a time. A reduction valve working in conjunction with the throttle reduced the steam pressure entering the cylinders to 50 PSI, which made a sufficient amount of energy for the locomotive to operate full capacity.

Contrary to the popular idea that some have, the "Fireless Cooker" was **not** a drone engine, feeding off of the high pressure steam stored in its boiler that had been supplied from a stationary boiler in the plant. This locomotive without a firebox did produce much of its own energy, thus the name "Fireless Cooker."

The designers of the "Fireless Cooker", by applying the science of the weight of steam versus water, the steam stored in the Cooker's boiler, being

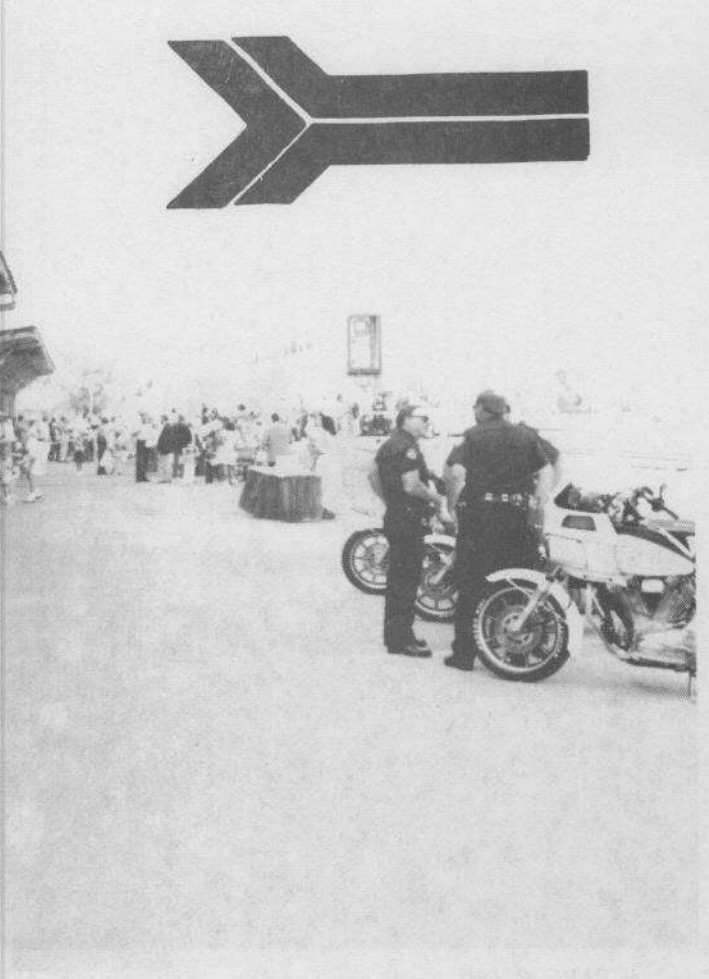
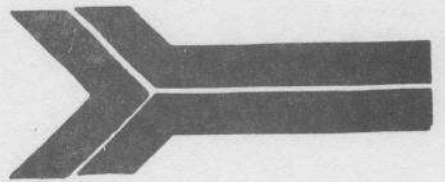
heavier than the hot water in its lower three-quarters, caused an increase in the water's temperature, but the pressure of the steam prevented the water from boiling. As steam was drawn off in the operation of the locomotive, the steam lost some of its pressure which allowed the water to boil and made more steam. When the steam pressure again rose from the increased steam made by the boiling water, the temperature of the water started to rise again. This process was repeated over and over again until the water and steam pressure equalized, which in that case, the boiler had to be re-filled again with hot water and steam from the plant's stationary boiler.

The "Fireless Cooker" outlasted its counterparts on trunk lines for several years after the diesel took over. Today, mostly in the eastern part of the country in electrical generation stations, there are some "Fireless Cookers" in operation. One of the last locomotives of this design was used in North Little Rock at the Kooper Company's wood treating plant. (See photo on preceding page)

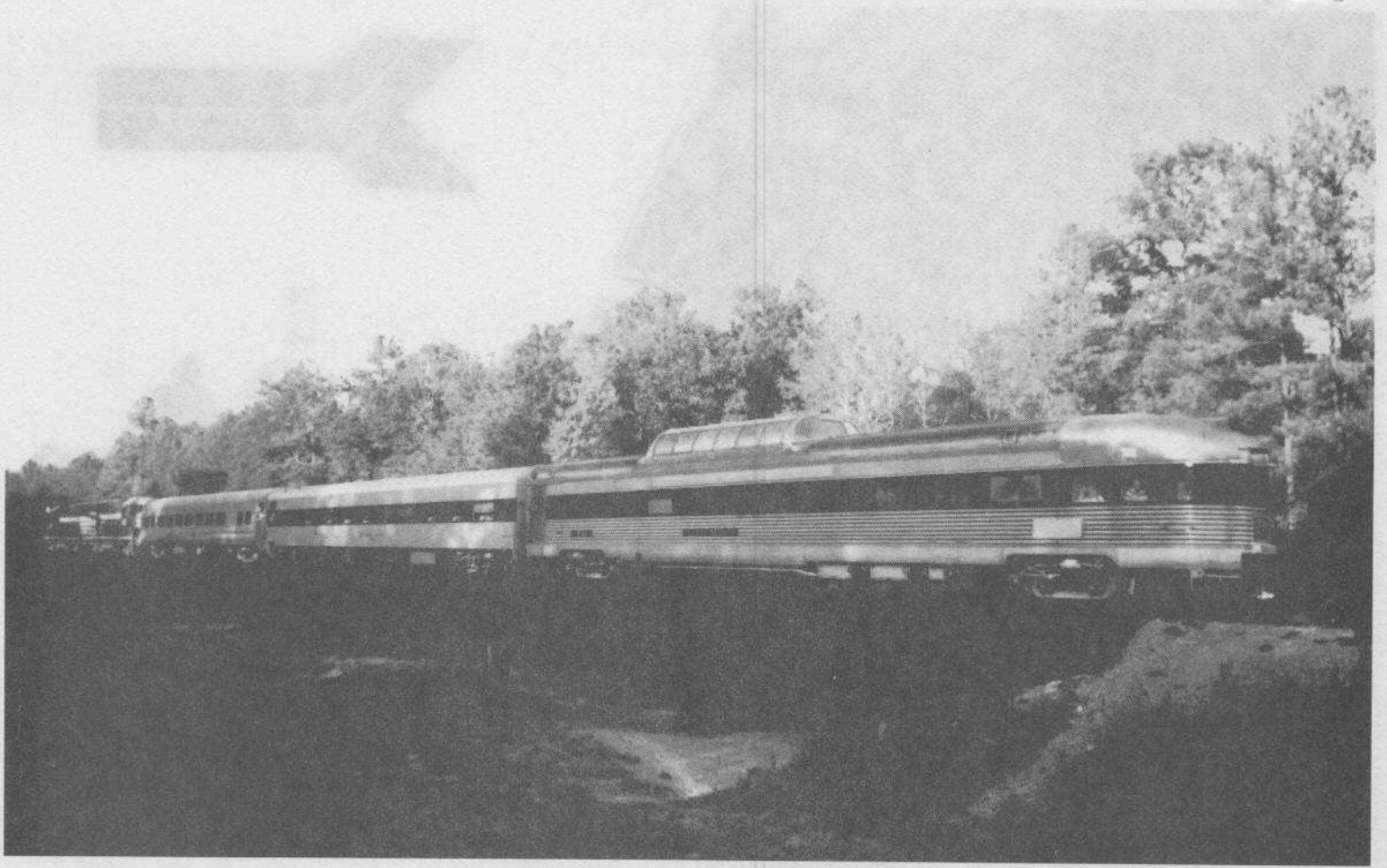
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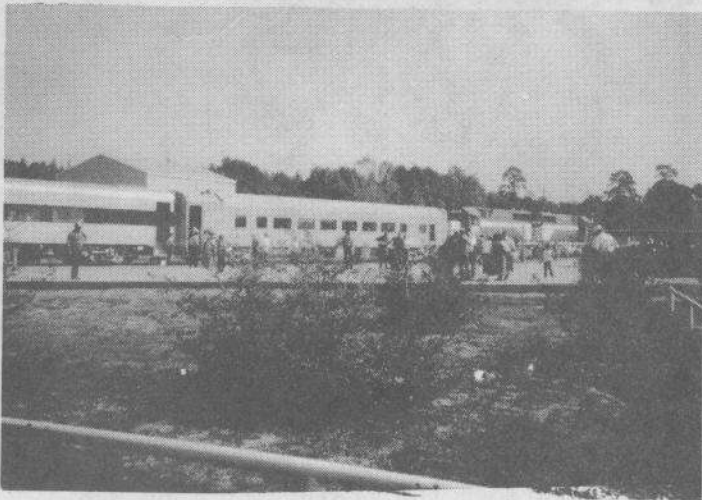
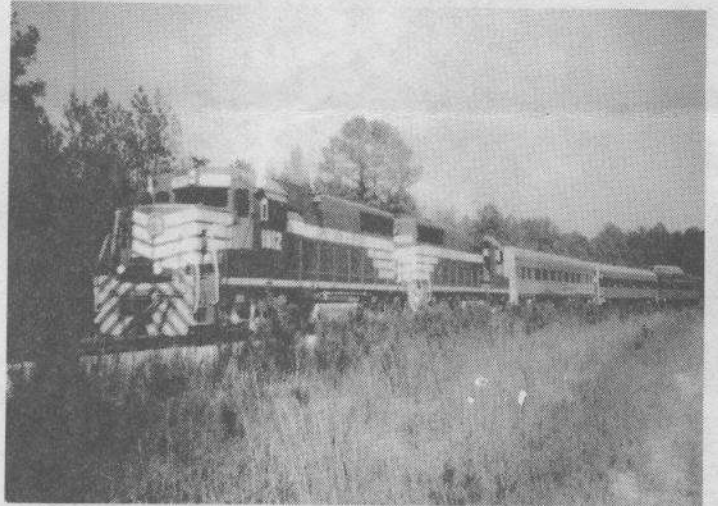
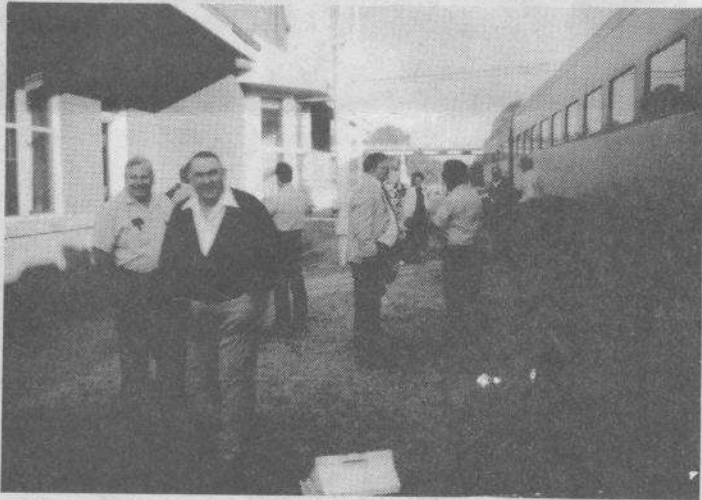
*A RARE SIGHT is this five-diesel lashup containing three BLUE Missouri Pacific units leading two Union Pacific engines on Union Pacific's double-track main line in front of Union Station in Little Rock, Arkansas. The train was northbound on September 25, 1987. Behind the camera on the track in the foreground is Amtrak's Superliner equipment display that spent one day in Little Rock. (Ken Ziegenbein photo)*



**AMTRAK'S SUPERLINER EQUIPMENT DISPLAY** at Little Rock's Union Station was a huge success as attested by this long line of people waiting to go through the train. The line was at least this long from 11:00 AM until 7:30 PM with an estimated 10,000 seeing the train September 25, 1987. The lower four pictures show (UPPER LEFT) Superliner coach interior; (UPPER RIGHT) Superliner sleeper bedroom; (LOWER LEFT) Superliner diner; (LOWER RIGHT) former Santa Fe lounge interior. Consist of the train was engine F40 #260, Coach Baggage #31001, Lounge #39973, Diner #38024, Sleeper #32026 and Coach #34088 (similar to Amtrak's "EAGLE" except the "EAGLE" has more cars). The train went to Dallas the next day. (Photos by Ken Ziegenbein)



**A RARE SIGHT** - A passenger train over the Fordyce & Princeton Railroad. This northbound train was photographed over a trestle south of Fordyce and was carrying 118 Arkansas Railroad Club members and other guests. The trip occurred October 10, 1987 and ran from Fordyce to Crossett to Monticello and return over both the Fordyce & Princeton and Ashley, Drew & Northern Railroads. (Photos by Ken Ziegenbein)



**UPPER LEFT** - Club members mill around just before the train pulls out of Fordyce at 9:00 AM plus 7 seconds (WV time). **UPPER RIGHT** - One of several runbys. Consist of the train was AD&N 1812, F&P 1805, AD&N coach (former Rock Island 367, ne. M&SL built in 1948), Peter Smykla's cars "Jefferson City" #318 and dome/observation #1601 "Susacapejo". **LOWER LEFT** - Late morning arrival at Crossett. The F&P from Fordyce to Crossett is the former Rock Island line. **LOWER RIGHT** - Some of the crowd inside the dome car.



UPPER LEFT - A brief stop in Monticello, just after crossing a very high crossover of Union Pacific. The centers of the cars actually made brief contact with UP's tracks.  
UPPER RIGHT - A runby near Fountain Hill southbound. The AD&N is a straight and rolling line.  
BOTTOM LEFT AND RIGHT - Most if not all had cameras on this runby near Fountain Hill.



ANOTHER RUNBY near Fountain Hill. All had a great time. The Arkansas Railroad Club wishes to thank Ashley, Drew & Northern President Russell Tedder, Fordyce & Princeton General Manager Bob McManus and Arkansas Railroad Club President Peter Smykla, who owns two of the passenger cars we rode on, for giving us this day of pleasure. Also, thanks to the F&P crew (Lewis Porter, engineer & Jerome Anderson, conductor) and the AD&N crew (Harrison Ralph, engineer; Tony Berry, conductor & Ricky Daniel, brakeman). **THANKS!!**

# X819

This is the first installment of what will hopefully be a monthly feature in the ARKANSAS RAILROADER - news of the SSW 819 4-8-4 in Pine Bluff (Many members, especially out of state, ask about this steam locomotive). -- The Cotton Belt Rail Historical Society

usually meets the second Thursday of the month of the Health Center on Rike Avenue in Pine Bluff. -- The Power and Commissary Car has been repainted aluminum and black (the car next to the tender). This car is an ex-SP Maintenance-of-Way car that once hauled chemicals for weed killing. It is now also supplied with generators to provide head-end power.

**NEW MEMBERS** - The Arkansas Railroad Club received 14 new members recently, most at the October 10th rail excursion at Fordyce. Currently we have members in 26 states plus one in Australia. The states of Texas, Louisiana, Tennessee, Kansas and Missouri receive separate bundles for our bulk (non-profit) mailing. California nearly has enough, and of course Arkansas has the most members. Also remember that if you move, the Post Office does NOT forward mail other than first class - so please let us know of address changes before they happen. Thanks.

**LITTLE ROCK MODEL RAILROAD MEET** - The National Model Railroad Association will have its annual LOCAL area meeting on Saturday, November 14 from 9:00 A.M. to 4:00 P.M. in the Youth Building of Pulaski Heights Presbyterian Church in Little Rock (4401 Woodlawn Avenue). Swap tables, clinics, featured speakers will be there.

Among the exhibits, clinics and speakers will be LEONARD SHERMAN (scenery); TOM SHOOK (hobby table); BILL HOBBS (Model trees); DAVID BOGARD (instant mountain scenery); EAKLES HILLE (timetable table); JIM WAKEFIELD (railroad books for sale). One of the highlights will be a talk on Little Rock's Trolley System by longtime city employee ERNEST REDFERN. He will speak in the morning.

Attendance is FREE. Come and see and buy some good model railroad equipment (Christmas anyone?). For information or table space, call Tom Shook at 225-8955 after 6 PM.

**READER RAILROAD DARK NIGHT EXCURSION TO BE HELD NOVEMBER 14** - The Reader Railroad, in southwest Arkansas between Prescott and Camden, will have a night excursion leaving Camp DeWoody at 6:00 P.M. November 14. Old fashioned steam locomotives and coaches will be used with oil lamps used in some of the coaches. A meal (cracker barrel) consisting of cheese, apples, sausage, etc will be served and entertainment (by the country music band Captain Black Band will be held at the end of the line. Cost (reservations required) is \$17.50 per adult and \$9.50 per child over 4. These night excursions through the southwest Arkansas woods are excellent in cool weather - you can really imagine yourself living in the 19th Century. Call the Reader Railroad at (501)-337-9591 for reservations.

There will also be a lunch run that day beginning at 11:00 A.M. which costs \$10 per adult and \$6 per child.

## LETTER TO THE EDITOR

I feel that the "Arkansas Railroader" is one of the best newsletters printed by any non-profit organization in our area. Feel that we have something for everyone, over the period of a year - news, humor, pictures, history, social tributes, statistics, even non-rail items. In short, a great blend of the old and new, the tried and true.

This newsletter does not "just happen." The editor and his family do quite a bit; it is a real job to get out 12 to 20 pages, put them together for the mail -- not to mention change of membership rolls, addresses, etc.

We are fortunate to have access to a facility which prints such clear copies. But most of all, the support of the entire club, the combined knowledge of our writers, including the active, retired, and speculative railroaders (writers must stick fairly close to the truth, else someone will now better.)

About my only advice, if your last article submitted was not published, just try to do better on your next one. Keep'em coming on in. If you do not share your item, only you will ever know about it.

Best wishes to all who have any part in publication of the "Arkansas Railroader."

LYNN N. GAINES, Jr., Pine Bluff

(Thanks Lynn. For your information, word-only printing is done free by Joe Padgett at ENMAR in Southwest Little Rock (where our club



treasurer Dick Byrd works) while picture pages are done by Express Printing in downtown Little Rock at \$8.88 per 300, if I bring my own paper. The half-tones (100-line) are done by Wendy's Type-N-Print in North Little Rock for \$7.50 per 8x10 or smaller photo - half-tones are needed for printing. Paper is bought at SAM'S Wholesale for about \$2.29 a ream (500 sheets). Postage is 8.5¢ per issue (as opposed to .56¢ for first class). I usually have help collating and stapling. Mailing labels are typed and sorted according to zip code for bundling and mailing. The red "D"'s mean same 5-number zip in that particular bundle; the orange "S" means same state and the green "3" means the first three numbers of the zip are the same).

#### ARKANSAS RAIL NEWS

AUGUSTA RAILROAD NEWS - Within the last month or so, most of the Augusta Railroad rails down the center of Locust Street in Augusta have been removed, and the street repaved. Piles of rail are located at several points through the town. The rail extending southward from the site of locomotive #7 was removed several years ago, leaving only the former "yard and terminal" trackage intact. Locomotives #6 and #7 still reside on this last remaining segment of the Augusta Railroad. Considering the interesting past Arkansas history of #7 (built for Maumelle Ordinance Works), and the rare builder (Vulcan), the locomotive would make an ideal MUSEUM CANDIDATE (perhaps at Pine Bluff?). (Thanks to Bill Pollard)

GEORGIA PACIFIC HAS 50TH ANNIVERSARY - (Crossett) - Saturday, October 3, 1987 was the 50th anniversary of making paper in Crossett. An open house and Ashley, Drew & Northern Rwy tour to one of the largest paper manufacturing facilities in the world was held. The Southern Pulp & Paper division of Georgia-Pacific is responsible for making brand name bath tissue, napkins and facials, as well as fine writing paper. (ASHLEY COUNTY LEDGER, September 30)

TYNDALL PARK LOCOMOTIVE UP FOR SALE - (Benton) - Benton City Council authorized the department to advertise for bids on the steam locomotive in Tyndall Park. The buyer has to assume responsibility for hauling it away and making sure the park area where the engine now sits is thoroughly cleaned. Fund drives to raise \$18,000 to restore the steam engine fell short by \$17,223, so it had to be sold. Asbestos leaking from the engine caused it to be unsafe. (BENTON COURIER, September 15)

UNION PACIFIC REALTY TO SHUT LITTLE ROCK OFFICE - (Little Rock) - A Union Pacific Realty Company regional office at Little Rock will close by January 1, 1988 and its operations consolidated into the firm's corporate offices at Omaha. Other UP Realty offices to close are in St. Louis, Kansas City, Boise and Rock Springs, Wyoming. (ARKANSAS DEMOCRAT)

#### GENERAL RAIL NEWS

THIRD QUARTER EARNINGS HIGH FOR SP - Santa Fe Southern Pacific Corporation October 15 reported third quarter net income of \$123.5 million up sharply from \$12.4 million during the same period last year. For the first nine months of 1987 net income was \$259.8 million compared with \$123.9 million last year. Southern Pacific reported operating income of \$36.7 million, an improvement of \$17.0 million over the last year. Santa Fe Railway reported operating income of \$65.0 million compared with \$41.5 million last year. (SP UPDATE)

RAILROAD GRAIN TRAFFIC TAKES STRONG UPTURN - A strong upturn in grain traffic has been noted by Union Pacific and Southern Pacific-Cotton Belt. Carloadings in Union Pacific's grain this year were up by 61,000 or 36 percent through mid-August versus the same time last year. Carloadings in Southern Pacific's grain in August totaled 16,670 or 10.2 percent above August 1986. If carloadings continue at their present rate, 1987 could be the best year for rail grain transportation since 1980. (ARKANSAS DEMOCRAT, October 10, by Randy Tardy)

UNION PACIFIC & SOUTHERN PACIFIC AGREE ON TRackage RIGHTS - UP and SP reached an agreement on trackage rights at several points in Texas, which would be affected by UP's proposed buying of the KATY. UP has agreed to grant SP rights to serve the Georgetown Railroad near Austin. SP also receives rights to serve the Great Southwest Industrial Park between Dallas and Fort Worth and trackage rights over the Galveston, Henderson and Houston Railroad. SP has agreed to grant UP trackage rights in San Antonio and Houston. A decision in the UP-KATY merger could come in early 1988. (PINE BLUFF COMMERCIAL)

**POSSIBLE EX-MOP ABANDONMENTS** - Ex-Missouri Pacific lines scheduled for abandonment if the ICC approves UP's bid to purchase the KATY are 1) El Dorado to Whitewater, Kansas (19.7 miles); 2) Riverdale to Conway Springs, Kansas (14 miles); and 3) Henryetta to Durant, Oklahoma (123 miles). (Dale Walker, MoPac Historical Society's "Eagle")

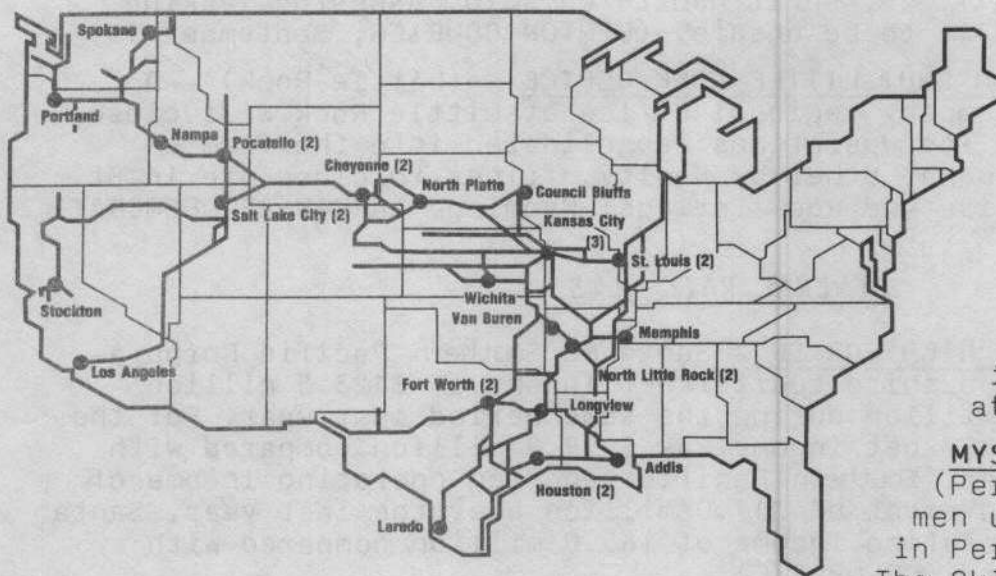
**SP-SF NEWS** - Santa Fe Southern Pacific was to receive offers for the Southern Pacific Railroad by October 15. Several companies have expressed an interest in buying SP, including the KCS, D&RGW, SP management and labor, IteI Corporation and General Electric Credit Corp. (SP UPDATE)

**COTTON BELT'S BIRTHDAY** - The SSW celebrated its 110th birthday on October 17. The railroad started in October 1877 as the Tyler Tap Railroad, a narrow-gauge line which connected Tyler, Texas with another railroad at Big Sandy, Texas. (SP UPDATE)

**NEW MEMPHIS UNION PACIFIC TERMINAL** - Construction began in August on UP's new \$4 million intermodal terminal in Memphis. The terminal will replace a smaller facility in downtown Memphis. The project includes laying nearly 2.4 miles of new track. The facility will accommodate up to 71 flatcars on 4 tracks. It will give UP a competitive edge in the Memphis gateway, which is served by six railroads and more than 200 motor carriers. (August/September INFO MAGAZINE)

**NEW UP LOCOMOTIVES** - Union Pacific will spend \$110 million to purchase 100 new diesel-electric locomotives, all of which will be delivered by March, 1988. Seventy-five engines will be built by GE and will be 4,000 HP DASH 8-40C models, the most powerful single engine diesel locomotives ever built. The units are equipped with on-board microprocessors to improve efficiency. The DASH 8-40C engines will be used mostly on UP's high-speed intermodal runs west of North Platte, Nebraska. The other 25 engines will be built by EMD and are model SD60's with 3,800 HP. These will be in general use throughout the UP system. (INFO MAGAZINE)

## Locations of 30 New Superintendents of Transportation Services



**NEW NAMES ON UP** - "Superintendents of Transportation Services" will replace district superintendents by 1989. Other name changes on the UP include: "Manager of Operating Practices" (the old Foreman of Engines); "Managers of Train and Car Movements" (the old Trainmaster). The 30 new Superintendents of Transportation Services will be located as at left. (UP INFO)

**MYSTERY WOODEN TRACKS** - (Perry, Oklahoma) - Workmen unearthed wooden tracks in Perry, Oklahoma recently. The Oklahoma Historical

Society is seeking information about them. Write to the OHS, State Capital Complex, Oklahoma City OK 73105 if you have any information. The tracks are part of a rail system made out of 12-ft 3" x 10" treated timbers bolted to ties buried on end with the area between the rails filled with sand and laid brick over a sand and cinder fill. It is believed these wooden tracks have been in place since the time of Oklahoma statehood. (THE DISPATCHER)

**FINES FOR GRADE CROSSING VIOLATIONS** - (Kansas) - Although a collision with a train has much more impact on a motorist than a traffic ticket, drivers seem to pay far more respect to the prospect of paying a fine than to the potential of loss of life in a grade crossing accident. With that in mind, traffic "Yield" signs have been placed at all railroad crossings in Logan County, Kansas. (Kansas OPERATION LIFESAVER "Signal")

**NEWS** updated through October 17. Projected mailing date October 22.

## THE MIRACLE OF FALL COLORS

by: the National Weather Service

There was a legend among the American Indians that celestial hunters had slain the Great Bear, the blood of which dropped to earth and gave the red color to some trees. The fat that splattered out of the skillet as the bear was being cooked produced the yellow of the birches...poplars...elms ashes...and others.

Actually, however, this phenomenon is the result of chemical changes being made as a tree prepares for the dormant winter season.

Changes in temperature as the nights and days turn cooler...and the change in light intensity as the sun moves south, bring about a change in the activity within a leaf. These changes cause a breakdown of the chlorophyll into its various components. Chlorophyll is the material that uses sunlight, carbon dioxide and nutrients from the soil to manufacture food in the leaves and also gives them their green color. The leaves of some trees have an excess of oil globules and crystals which reflect the yellow of some species.



Many other color shades are produced because there is more sugar in the leaves than can be transported to and stored in the limbs and trunk of the tree. As this excess sugar combines with other substances, orange-red, red-browns and even purples are produced.

Some good examples of reds are the sugar maple, sumac, red oak, black oak, dogwood, scarlet oak and red maple. The yellows include white ash, shad bush, American elm, beech, yellow poplar, willows, hickory, box elder, aspen and many birches. Sassafras and black oak may be more orange than yellow some seasons. White oak will occasionally have a beautiful shade of purple if frost is delayed.

So, it is not frost that brings to a conclusion the last of life processes in a tree. After the first few hard ones the leaves still attached to the trees lose their brilliant colors and soon drop off. Frost can hasten the fall of the leaves, but it is the cool weather preceding the frost and the less direct sun rays that bring about the wonderful and beautiful spectacle that we call coloration.



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### JOIN THE ARKANSAS RAILROAD CLUB

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

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME \_\_\_\_\_

YOUR ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE NUMBER ( ) \_\_\_\_\_

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

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

(NOTE: This address for dues only)

WELCOME ABOARD!!!

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

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

The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

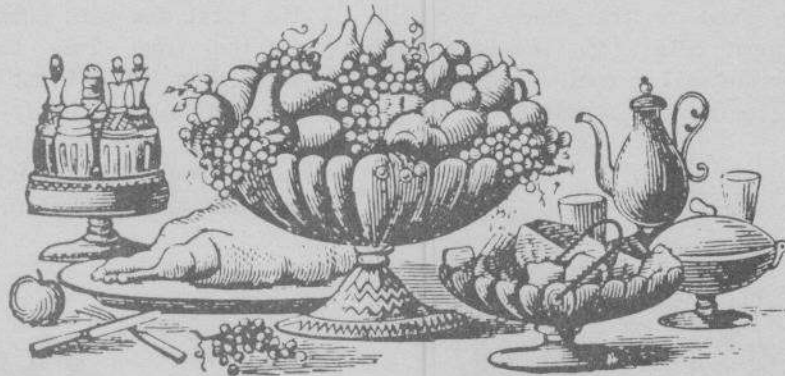
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents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

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

KEN ZIEGENBEIN  
905 VALERIE DRIVE  
NORTH LITTLE ROCK, AR 72118

Phone: (501)-758-1340



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c/o Ken Ziegenbein, Editor  
905 Valerie Drive  
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MEETING NOTICE INSIDE

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NOVEMBER 1987