



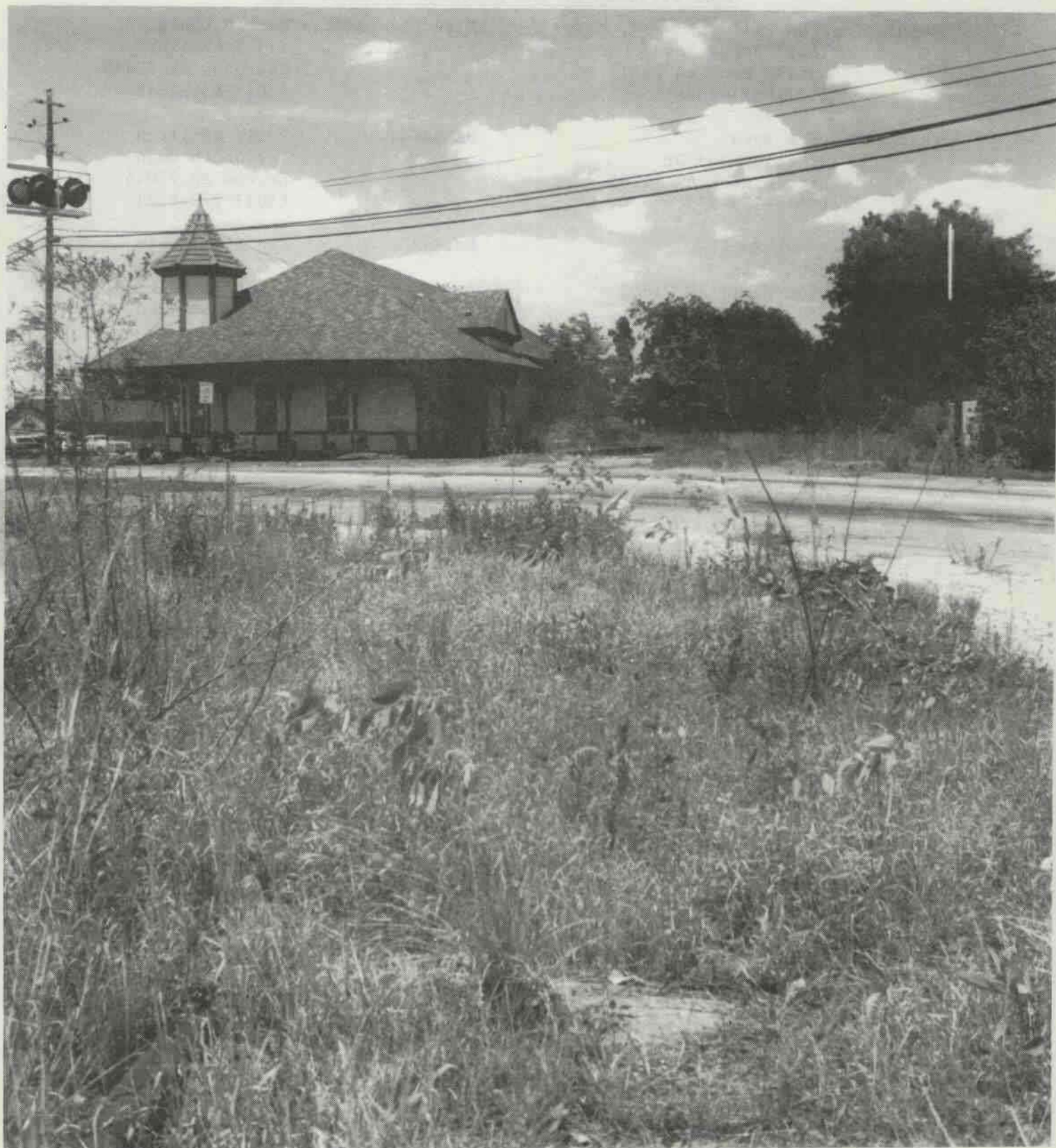
ARKANSAS RAILROADER



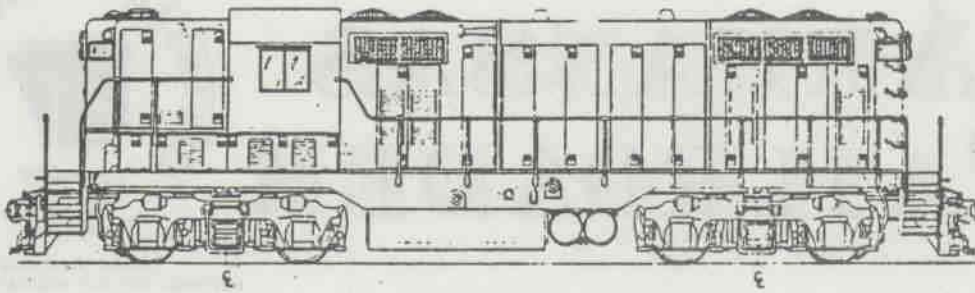
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 11

NOVEMBER 1989



The victorian depot of the long-gone ATLANTA, BIRMINGHAM & COAST RAILROAD was still standing on July 20, 1987 in Tifton, Georgia. Tracks were still visible beneath the grass. A southbound train from Atlanta to Thomasville, Georgia used to stop here every morning at 7:00 AM back in 1929. The A,B&C merged with the Atlantic Coast Line in 1946. (Photo by Ken Ziegenbein)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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<i>Board</i> - Bill Bailey 8318 Reymere Drive Little Rock AR 72207	<i>Board</i> - Clifton E. Hull 3507 E. Washington, #31 N Little Rock AR 72114
<i>Board</i> - William Church 5619 Bel Caro Place N Little Rock AR 72118	<i>Board</i> - Dusty Rhodes P.O. Box 852 Fordyce AR 71742
<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Board Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

☆☆☆ PROGRAM ☆☆☆

The program for November will be held Sunday afternoon, November 12 at 2 PM at the Twin City Bank building on Main Street in North Little Rock. It will be given by DICK DAVIS who will show slides of railroading in California. Refreshments will be served. The public is invited to attend.

GENE HULL'S STORY inside on German freedom trains in the early 1960s certainly fits in with today's events in that part of the world. His story ("THE TRAIN TO FREEDOM") was given me several months back before all the news of mass movements from East to West Germany.

Other stories this month: "A MEET AT PULASKI" was typed by John Martin; "HOG ON THE LOOSE" was typed by Bill Church (Veterans Day story).

CHRISTMAS PARTY - The annual Arkansas Railroad Club Christmas party will be held SATURDAY, DECEMBER 9 beginning at 5:30 PM at Wyatt Cafeteria in North Park Mall in North Little Rock (near JFK and McCain). Cost will be only \$7.50 each and you will have a choice of meats. A country-western band will entertain us after the meal. Tell Bill Church if you will attend by or at the November 12 meeting. His address is 5619 Bel Caro Place, North Little Rock AR 72118.

THE TRAIN TO FREEDOM

by: Gene Hull

In 1961 Harry Deterling lived in Oranienburg, East Germany. He was a locomotive engineer on the German National Railway. His duty run was between Oranienburg and Nauen, near East Berlin.

Berlin was the capital of Germany from 1871 to 1945. At the end of World War II the city was divided into four segments for occupation. The eastern segment was the capital of East Germany, which was controlled by the Soviet Union. West Berlin was controlled by the Allies - United States, Britain, and France.

Harry Deterling was living fairly well. He was 28 years old, earning \$133.75 a month, and he gave it all to his wife Ingrid, 24 years old, to manage their four-room apartment at 37 Karl Marx-Strasse. They had four sons - Manfred 7; Hans Joachim 5; Dirk 2, and Ronald 1. Ingrid managed the household very well.

Ingrid's sister, Gisela, 21, was married to Klaus Pausewang. She brought home \$95 every month from her job as bookkeeper. Klaus earned \$275.50 as a diesel engine operator at a chemical plant in Oranienburg.

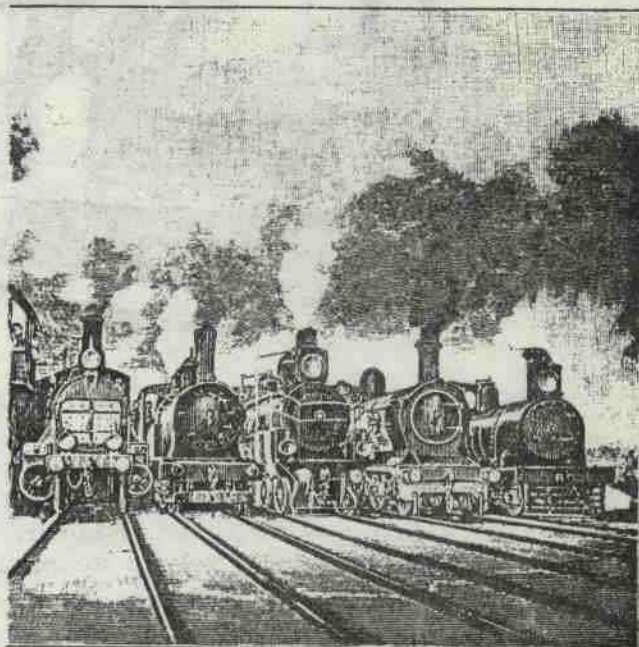
Gisela and Ingrid had a brother named Wolfgang Pisch. He was a mechanic who crossed the border every day to work in West Berlin. His wife, Sigrid, was kindergarten teacher. Sigrid's mother, Mrs. Anna Liebtrau, 48, lived comfortably in a three-room apartment. Harry Deterling's sister, Ingrid, was married to Karl Bucch, 19, and she had recently had a baby at the Oranienburg hospital. Harry's mother, Johanna, was 47, and lived nearby in Oranienburg.

Harry was born in Oranienburg, and got his locomotive engineers license in 1955. In 1957 he went to the Rhur Basin area of West Germany to work in the vast coal fields. The officials of East Germany were not pleased with his leaving. They were going to take away their apartment where Ingrid was living. There was no apartment available in the Rhur, so Harry returned. The Communists questioned him extensively, but released him when he convinced them he was just a worker. Harry settled down to being an engineer on commuter trains running north of Berlin.

Yes, he was relatively well paid, but what good was the money when all he could buy was cabbage and potatoes, and the latter would spoil before they all could be eaten. A woman's coat cost \$125, and shoes, made in Vietnam, turned gray when they got wet.

These all were topics of conversation when the Deterlings, Pischs, Buchs, Pausewangs, and Liebtraus got together. On August 13 the Communists closed the border between East and West Berlin.

The serious topic of conversation was ESCAPE.



Harry Deterling began to study maps of railroads. He noticed that the little village of Albrechtshof was almost adjacent to West Berlin. He knew the Hamburg-Berlin express still was operating. This meant the rail line crossing the border was working at Albrechtshof. A small commuter line was operating from Oranienburg to Albrechtshof. His plan began to take shape.

Harry made four trips to Albrechtshof, and what he found was startling. The rail line ran into West Berlin. There were no physical barricades. The only problem might be the switches.

Harry asked the switch operator, "Suppose a train's brakes wouldn't function, what do you think would happen?"

"Comrade, don't talk about it. That could be really dangerous."

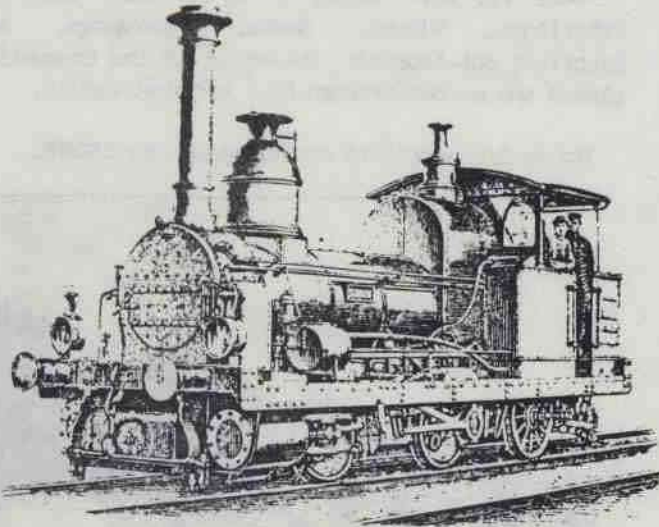
"Aren't the switches blocked?"

"Oh, no," the switchman said, "but don't tell anyone. I suppose it should have been done, but it was forgotten."

Engineers in East Germany were required to make a familiarization run once a year on all lines in their district. Deterling asked the station master at

Oranienburg if he could make the Albrechtshof run on December 5.

"Certainly," he said, "you can drive the 7:33 p.m."



Deterling arranged for his regular fireman, Hartmut Lichy, to make the trip with him. Deterling notified all his family members on December 2. Lichy told two of his friends, Peter Howe, 17, a roof tiler, and Rainer Karlf, 18, a barber. Mrs. Bucch and her new son still were in the hospital, but would be discharged on December 4.

So it was that 18 persons purchased tickets and were at the Oranienburg station to ride the 7:33 p.m. commute train to Albrechtshof. Deterling climbed into the cab of his engine, blew the whistle, and headed south with eight coaches of passengers.

The night was very dark. Intermittent rain squalls swept by on a raw, cold wind. The train rolled on through the darkness, making frequent regular stops. Finally there was only one more stop. After that - no one knew what would happen.

At the dingy little station at Falkensee the falling rain became tiny streaks of silver in the pale glow of lanterns swaying in the wind. Eerie shadows danced back and forth across the station platform.

Then, above the quavering sounds of the storm, came the muted rumble of the 7:33 train from Oranienburg. With a sharp clatter, and a hiss of air released from the brake cylinders, the train came to a halt.

A taxicab rolled to a quiet stop at the depot platform. A man, woman, and two young girls walk eagerly up beside the engine cab. Expressions of anxiety showed on each face. Peering upward through the dim, flickering light, the man said in a tense, apprehensive voice, "Is this the right train?"

Harry Deterling felt a wave of fear through him. Why would these strangers ask such a question? How could they know of his plans? They certainly were not members of the police. There was a tone of desperation in the man's voice.



Harry hesitated for a moment. "Yes, this is the right train." The passengers scrambled aboard. The next stop would be Berlin.

There was a quiet blast from the engine whistle, and the cadence of the exhaust increased rapidly. The train was swallowed in the stormy darkness of the night.

Since leaving Oranienburg, Deterling had been slowly reducing the air pressure in the emergency braking system in case the conductor tried to stop the train. Karl Bucch had tested the system from back on the train near Falkensee, and it didn't work.

The train raced through Albrechtshof at 40 miles an hour. The station agent and the usual contingent of Vopos (East German People's Police) stood on the station platform with stupid expressions on their faces. This was where the commuter train was supposed to stop.

Not THIS night!

The group on the platform jumped back as the train roared past them and sped into West Berlin.

There was no one in the locomotive cab!

Deterling and young Lichy were crouched on the coal back in the tender, just in case the Vopos began shooting.

The train rattled to a stop about a mile inside the border of West Berlin. Lichy climbed down from the cab and ran to a phone booth. He dialed a police emergency number and said, "We've just escaped with a train.!"

The excited passengers scrambled off the train. One mystified 19-year-old girl suddenly found herself in West Berlin, where her fiance lived, and she gratefully hurried away to find him. Five other

passengers, including three unarmed policemen, said they would return when the East Germans came to get the train.

As Deterling stood beside his engine, happy and trembling with excitement and relief, the spluttering conductor hurried toward him.

"What's the matter, comrade? We're in the wrong place here!"

With a wide grin on his face, Harry Deterling said, "This is the RIGHT place!"

The freedom train had arrived.

- END -

LEGEND OF THE RAILROAD LAND GRANTS

by: Jack Daniels, via THE MEMPHIS BUFF, April 1985

From the opening of the land office in 1812 up to 1850, the government had sold only 102,113,861 acres. Grants to wagon roads and canals had amounted to 10,117,677 acres. In 1850 the United States Government had a public domain of approximately 1,400,000,000 acres, vacant, unoccupied, and for lack of transportation, largely unusable and unsaleable. Between 1850 and 1871, the government undertook to use a portion of this land to encourage and assist the building of railroads in vacant or sparsely settled sections, in the same way in which previously it had aided the building of wagon roads and canals. The resulting series of transactions came to be known as the Federal Railroad Land Grants.

History books are loaded with exaggerations and conflicting data about those grants. One published map indicated 527,998,426 acres had been granted the railroads. In 1884, the Democratic Party issued a campaign poster featuring a map purported to be lands granted the railroads, under the caption: "How the Public Domain Has Been Squandered" given by Republican Congresses to railroad corporations. The men who urged the adoption in the beginning, Henry Clay, William H. Seward, Stephen A. Douglas, Thomas Benton, Lewis Cass, and Abraham Lincoln, admitted that it was a great quantity of land but unless some mode of transportation of the kind proposed came along, it will never command ten cents, can never be of any value unless some direct communication by railroad is made.

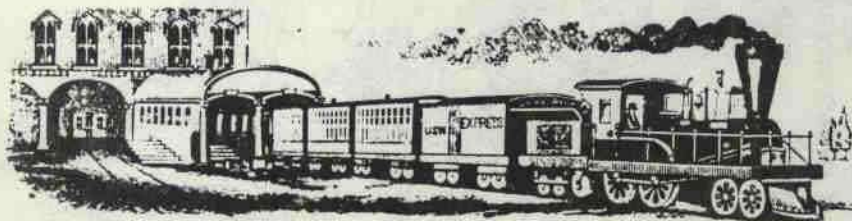
Actually, only 131,351,000 acres were granted by the government, which by best estimates had only cost the government 23 cents an acre. This acreage constituted less than one-tenth of the public domain

and less than 8 percent of the U.S. mileage, not as gifts but under terms by which the government received a direct monetary return far greater than the value of the lands granted. The condition of the grants stated that the railroads must be available for the use of the U.S. Government, free from toll upon the transportation of property or troops. Under a formula subsequently worked out by the U.S. Court of Claims, the charge was established at 50 percent of the commercial rate.

This direct monetary return, however, is by far the smallest part of the gain to the government and the people of the United States. When the policy was first adopted, nearly two and one-half centuries after the beginnings of settlements on the Atlantic seaboard, the frontier of the U.S. was but a little beyond the Mississippi River, still not halfway across the continent. Then in less than a generation, the frontier leaped across the Great Plains.

The land grants did not build these railroads, but they furnished a basis of credit which made it possible for them to be built. The opening up of these lands transformed nontaxable resources into property that furnished the principal tax-base for the support of state and local governments. More important was the contribution of the railroads to military security and national unity.

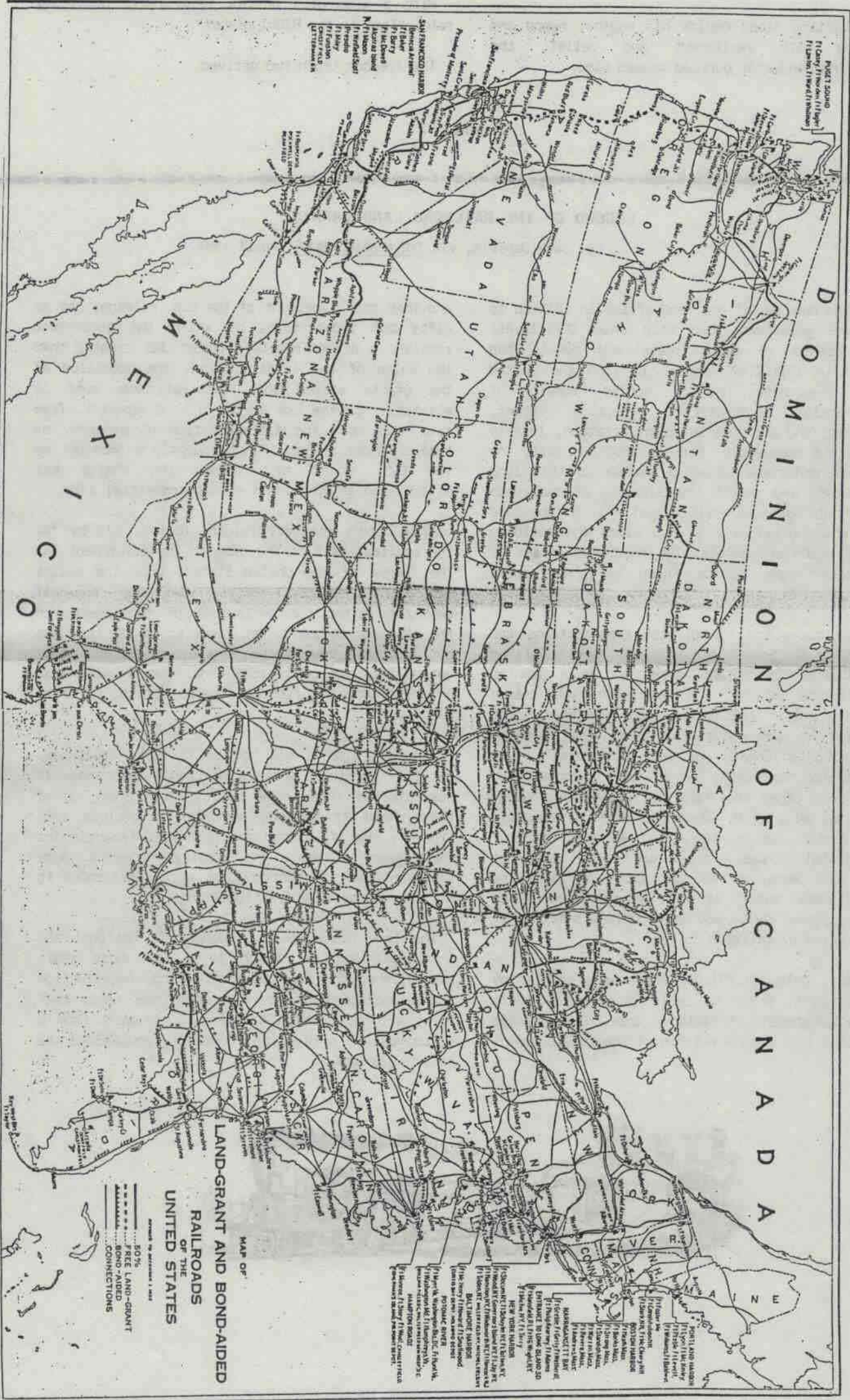
The land grant policy touched off national and individual energies which in a few short years accomplished the greatest engineering, construction and colonization project ever undertaken up to that time, a project which transformed the West from a wilderness to a civilized community and welded the nation into one.



(Thanks to Andrew Thompson of Powder Springs, Georgia for this map)

LAND-GRANT AND BOND-AIDED RAILROADS

SUPPLEMENT NO. 1 TO O. G. M. G. CIRCULAR NO. 4 OF 1922



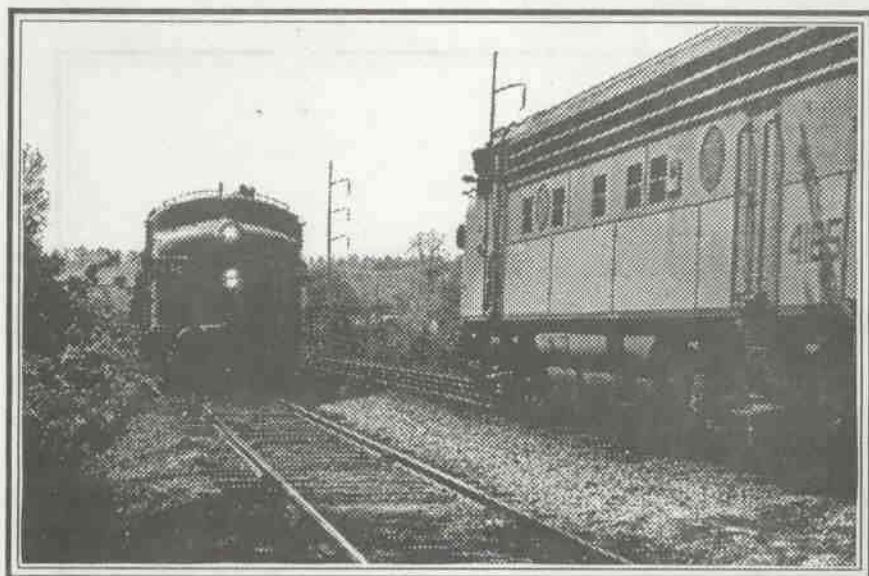
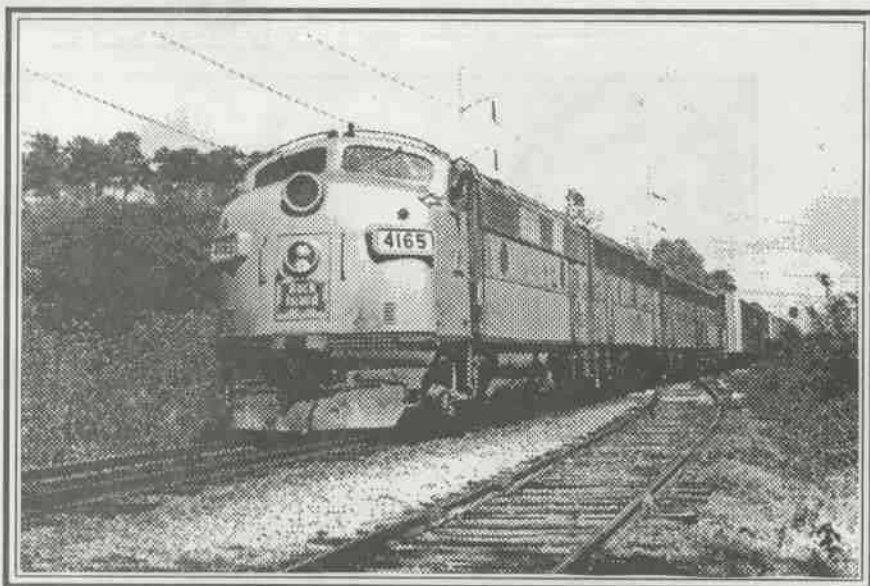
A Meet at Pulaski

Photography by John M. Martin



A Meet. Two trains traveling in opposite directions. The Uniform Code of Operating Rules lists stringent controls to insure their safety. No matter where or when, the sight of two long freights passing was always interesting. Driving down Cantrel Boulevard it was requisite to take a look down the Rock Island's main track to check the indication of the signal at the East end of Pulaski siding. Normal position was a clear green, but a restrictive yellow or red meant that activity existed between the west end of the siding and

Maumelle. This morning the sight of a caboose hanging out on the main attracted my attention. Turning off I followed the sting of cars to the west end to find a nice lashup of Ex-Union Pacific F-units and a pair of geeps running as Train #31, Extra 4167 West. Safely tucked in the siding with the crossings cut I assumed they would be here for a meet. Before long the assumption was proved correct as the red block at the west end fortold the arrival of Train #30. Walking to an appropriate position for a shot, the lead unit of Train #30 began to blow for

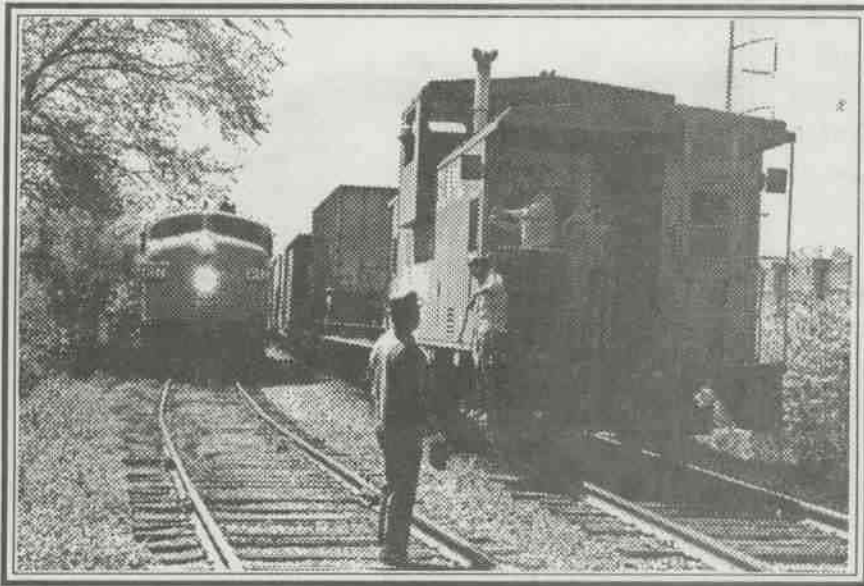


the Rebsamen Road crossing. More F-units!

A beautiful A-B-B-A lashup of Extra 4165 East snaked around the curve and slowly eased thru the meet. Brakeman Bud Inman and the fireman slid to the ground and one crossed over to inspect the passing train. As the eastbound slowly came to a stop the 4167 began to ease west clearing up the rear and the main track. As the extended vision caboose crept by the rear end crew was out of the platform. Conductor Jimmy Davix exchanged a



highball and both trains were on their way. At the lock and dam Train #31 had picked up speed and swiftly began to snake up the beautiful Arkansas River Valley as #30 eased to rest in Biddle Yard.



HOG ON THE LOOSE

by

Cpl. James P. O'Neill (USA)

YANK STAFF CORRESPONDENT

Persian Gulf Edition

November 10, 1943

(Re-wrote for Arkansas Railroader by William Church

Veteran of the Military Railroad Services in The

Persian Gulf Service Command WWII)

Death Rode The Rails That Night-
But Three GIs Were Along to Call His
Bluff.

Persian Gulf Service Command,
Iran. This is the story of three
dogfaces, the screwiest railway in the
world, and a runaway. On this screwy
railroad, a one-track affair that
stumbles up 8000-ft mountains,
through wild country where Arabs
still take pot shots at passing
trains, GI railroaders have been
highballing stuff to Russia.

Through heat that made the cabs
inferno and breathing the most
delicious luxury in the world; in
malaria and sand-fly infested terrain
that knocked them down like ten-pins;
around hairpin turns that were not
built with lend-lease in mind; up
grades that had brakemen and firemen
out on the cowcatcher throwing sand
under the wheels so the train would
hold; down mountains where all the
hogger had was twenty-percent brakes
and a prayer; these railroaders,
mostly kids who use to brake and run
errands on the road back home, had
done a job that would make the
oldtimer's hair stand on end. These
kids have been doing it for a year.

More than the story of three
dogfaces, this is the story of several
GI railroad battalions in the PGSC.
This runaway just happened to these
three, and what they did, their pals
would have done if their names had
been on the call board for engine 428
that day.

Engine 428 was scheduled to
leave the yard at 4:30 with 21 cars,
ten tankers holding high octane
aviation gas, the rest packed with
live ammo. A one thousand ton kiss
for Hitler.

The names on the call board for

428 were Engineer Virgil E. Oakes, ex-
Pennsy railroader from Ft. Wayne,
Indiana; Fireman Harry Slick, another
Pennsy man from Youngstown, Ohio;
Conductor, Sgt. John P. Peterson,
former yardman on the IS & I from
Ishpeming, Mich.



THIS IS PETE

"The trip started just like any other one," says Sgt. Peterson. "I got in the cab with Slick and Oakes because none of the cars had a doghouse. I brought along a can of weinies I had swiped from the mess hall; punched a hole in the can and stuck it above the fire door to keep warm. Slick and I kidded Oakes about 428. You see it was a new baby from the home and we kept ribbing him to give it the works. Oakes didn't give us a tumble. "This road is bad enough without trying to cowboy on it," Oakes said.

"We chinned about things back home. The ball teams and who would cop the series and things like that. We hit our third siding right on time and I went in to the station to get a clearance for the next block. Maybe I

"After a while Slick and I both noticed that Oakes was highballing pretty fast. Slick reminded Oakes of this and Oakes cracked back, "You wanted to see how fast this hog would go, didn't you?" Funny thing was, he wasn't smiling when he said it. I guess he had a pretty good reason, but you better let Oakes tell you about that.

"Pete's right, says Oakes, and have a good reason. When I slowed down for that third siding I felt something wrong. She didn't seem to want to stop and when we got out and started up our only hill in the run and she took it in 28 minutes when it usually takes forty, I knew, damned well something was wrong. But I couldn't figure just what. The steam was okay, all the meters jived and



better explain. This road wasn't built for speed or tonnage. Since it is a one way proposition, all trains must meet at sidings. There are eight sidings in our run and you must get a clearance for each one. It's T. S. if you don't. The way we're hauling stuff there is always at least four drags working the same run.

"I got the clearance and Oakes highballed her down the roller coaster. We call the rest of the run that because it has anything Coney Island has whipped a mile. You drop 2500 feet in 42 miles, around curves that remind you of Clark Hubble's Sunday pitch. We started a bull session again but Oakes kept quite."

THIS IS OAKES

the throttle was working. I didn't want to scare Slick and Peterson but after clocking that hill, I decided it was time to let the boys in on it.

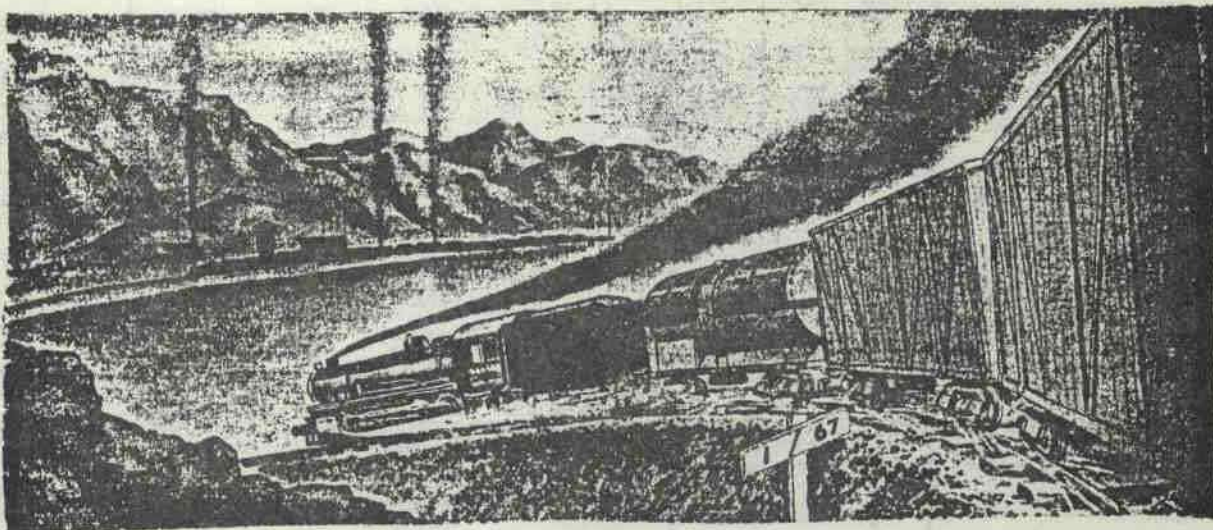
"Just before we tipped over the hill, I told them. They asked me what I intended to do. I told them I was going to try and stop her because I knew that 102 was somewhere on the run going our way and felt there was at least one drag coming up from below. With the stuff we had on her

it would be hell if she met something. The engine puffed as she went over the crest of the hill and I told them to jump. They decided to stick with me.

"That is the last chance they had for when we tipped over the hill, that baby started to move. I whistled to the Iranian brakemen for brakes and a little while later I looked back, I could see hot iron under every car. She didn't slow down. We came around a bend into the next siding hitting sixty-five.

dark now but I could see three different smoke patterns. The lights were out in the station. I figured the sidings were blocked and the boys headed for the hills to get away from the explosion. I told the boys to follow me. At least by jumping there would something left to send home. I jumped, Pete. Pete better take it from here"

"Oakes jumped and hit the ground then bounced about ten feet in the air. He came down hard. I looked around for



"I hoped there wasn't anything in the next block or we were goners. I also hoped the siding dispatcher would have time to clear everything in front of us. I reversed the engine twice in that block and nothing happened. I made a brake application and that didn't work. By this time the engine deck was rolling like hell. Poor Pete didn't have anything to sit on and he was bouncing from one end of the cab to the other. Finally he laid on the floor and held on to the tender rail. We dropped through the next siding so fast we couldn't see the station house.

"Now I knew damned right well I couldn't do anything with that hog. I told Pete to take a look down the side and see if there was any sign of 102. Pete yelled back there was something in the next siding. I got down on the rail and looked. It was

Slick. He wasn't in the cab. I thought he had jumped too. After watching what happened to Oakes, I didn't want to jump, but I used to do a lot of sking back in Michigan and figured I'd have a better chance. I climbed down on the gangway, relaxed as much as possible, and sort of rolled off. I just missed a culvert in front of the station. Later I found out Slick hadn't left the train. Let Harry tell you about that."

"No, I didn't leave the train," said Slick. "I was too damned scared. When Oakes told us to jump, I went up on the tender and held on. I must have been crazy. No sooner did I get up on that tender than it came to me that it didn't matter where I held on with the load we were carrying. I climbed back in the cab. I got down on the gangway, made a few stabs at jumping but decided against it. Just about that time we went through the station.

IRANIAN STATE RAILWAYS											
4		2		NORTHERN DIVISION			1		3	MFST	
Passenger		Passenger		Time Table			Kilometers From		Passenger	Passenger	
Daily Except Wednesday and Friday		Friday Only		No. 2			Bandar-Shahrour		Friday Only	Daily Except Sunday and Friday	Light
		Sidings Capacity In Meters		August 5 - 1943							
		Kilometers From Teherm									
L0800	L0800	yard	0	TRN	Teheran	W-F-T-P	927.1	A2040	A1900		
0817	0817	S-460 N-461	10.1	TSD	Tappeh-Sefid	P	917.0	2022	1842		
0835	0835	434	20.5	ARI	Aprine	P	906.6	2007	1827		
0902	0902	441	36.0	SRR	Shahriar	W-P	891.1	1944	1804		
0938	0938	460	59.0	RSR	Rode-Shoor	P	868.1	1904	1724		
1029	1029	446	82.3	PRK	Parandak	P	844.8	1824	1644		
1108	1108	S-376 N-429	98.6	NHI	Nahid	P	828.5	1738	1558		
1141	1141	447	116.3	KPG	Koub-Pang	W-P	810.8	1712	1532		
1205	1205	S-449 N-420	133.0	AVD	Anjilavand	P	794.1	1637	1457		
1236	1236	449	147.8	NWJ	Nowdej	P	779.3	1604	1424		
1302	1302	S-456 N-448	164.4	POL	Pell	P	762.7	1539	1359		
A1322	A1322	yard	180.4	GOM	Ghom	W-F-T-P	746.7	L1515	L1335		
L1342		yard	180.4	GOM	Ghom	W-F-T-P	746.7		A1315		
1419		S-458 N-448	200.3	SAI	Zagheh	P	726.8		1247		
1458		448	220.3	BGK	Baghyek	W-P	706.8		1216		
1531		S-390 N-445	234.3	SAN	Savarian	W-P	692.8		1155		
1613		437	247.7	RGR	Rahgerd	P	679.4		1123		
1649		S-447 N-439	265.4	NGR	Nanegerd	P	661.7		1058		
1721		452	285.6	MHD	Meshkabad	W-P	641.5		1028		
1754		S-448 N-449	304.3	MKD	Malekabad	P	622.8		0959		
A1820		yard	320.3	ARK	Arak	W-F-T-P	606.8		L0935		
10'20"	5'22"			SCHEDULE-TIME				5'25"	9'05"	16'30"	

بنگاه راه آهن دولتی ایران

۹۳۹۵۷

I. S. R.

شماره ۰۹۳۹۵۷

Трансиранская железная дорога

DOWN LINE CLEAR TICKET

Путевая телефограмма
для местных поездов

روانه راه آزاد قطار پائین

To The Driver of Train No.

Машинисту поезда

Description

Род поезда

You are Authorized to Proceed

Разрешается проследовать

From

Из

To

В

Time

Время

Station

Станция

Date

Дата

Signature of Station Master.

Подпись дежурного по станции

۳/۲ ساعت

ایستگاه دز

تاریخ ۲۳/۱۲/۴۳

امضاء رئیس ایستگاه

"The station wasn't blocked. Those dispatchers had done one helluva job. There were four trains on that run and they had 'em cleared right up to the end of the line. But if we ran into the terminal at that speed we would have tipped over and that would have been something. Anyhow, at this siding they had pulled 102 and another train, a double-header, off to the siding. The double-header explains the smoke from the three stacks.

out either. I was anything but hungry".

Ten minutes later an engine came out from the terminal station. They found Slick still looking for the weinies. "He was sort of dazed", says Sgt. Dick Conrad, terminal inspector from Bay Shore, Long Island. "We had picked up Oakes and Pete. Pete was okay, but Oakes was in a pretty bad way, fractured skull and some broken ribs."

"I stood there for a while bouncing from one end of the deck to the other and noticed the hog seemed to have slowed down a bit. I decided to try and stop her once more before we hit the terminal. We had come down most of the roller-coaster and I figured I had some sort of a chance, I reversed her and presto! She stopped, we found out later the throttle valve had sheared and though the throttle handle worked-the valve had stuck and was pushing her to the limit. The sheared part must have dropped off when I reversed her.

Peterson and Slick went back to work but Oakes won't climb back on a hog for sometime. "They talk about giving me a medal", says Harry Slick. "Peterson and Oakes deserve one just as much as I do. It took as much guts to jump from that hog as it did to stay on. And when they're giving out medals, how about one for Sgt. Seth Hood, the dispatcher who cleared those blocks for us.

"I sat there in the cab for a minute. I couldn' believe it. Then I thought of Pete's weinies. I started looking for them. I can't figure that

That is the story of three GI's who stayed with one thousand tons of hot cargo as it dropped 2300 ft. in 37 miles in 42 minutes. Tell it to the oldtimers if you want to get a horse laugh, for the whisker men won't believe it, But when this is all over three dogfaces will be back on those roads to prove it.

ARKANSAS RAILROAD CLUB members, B. B. Morgan, Route 1, Box 60, Couch, Missouri 65690 , Peter McCann 574 Observatory, Colorado Springs, Co. 80909 and William Church were serving in Iran at the time this event occured in 1943. This story is re-printed in the ARKANSAS RAILROADER in it's entirety from the Persian Gulf Edition of "YANK", The Army Weekly, Nov. 10, 1943 issue and is from the Collection of the late S/Sgt. Lee K. Allen, 711 Ry. Engineer Bn., courtesy of John B. Allen. Submitted to the ARKANSAS RAILROADER by William Church.



This is Slick

T H E E N D

THE KID IN UPPER 4

It is 3:42 a.m. on a troop train.

Men wrapped in blankets are breathing heavily.

Two in every lower berth. One in every upper.

This is no ordinary trip. It may be their last in the U.S.A. till the end of the war.

Tomorrow they will be on the high seas. One is wide awake . . . listening . . . staring into the blackness.

It is the kid in Upper 4.

★ ★ ★
Tonight, he knows, he is leaving behind a lot of little things—and big ones.

The taste of hamburgers and pop . . . the feel of driving a roadster over a six-lane highway . . . a dog named Shucks, or Spot, or Barnacle Bill.

The pretty girl who writes so often . . . that gray-haired man, so proud and awkward at the station . . . the mother who knit the socks he'll wear soon.

Tonight he's thinking them over.

There's a lump in his throat. And maybe—a tear fills his eye. *It doesn't matter, Kid. Nobody will see . . . it's too dark.*

★ ★ ★
A couple of thousand miles away, where he's going, they don't know him very well.

But people all over the world are waiting, praying for him to come.

And he will come, this kid in Upper 4.

With new hope, peace and freedom for a tired, bleeding world.

★ ★ ★
Next time you are on the train, remember *the kid in Upper 4.*

If you have to stand enroute—it is so he may have a seat.

If there is no berth for you—it is so that he may sleep.

If you have to wait for a seat in the diner—it is so he . . . and thousands like him . . . may have a meal they won't forget in the days to come.

For to treat him as our most honored guest is the least we can do to pay a mighty debt of gratitude.



THE NEW HAVEN R.R.

★ SERVING THE GREAT INDUSTRIAL STATES OF MASSACHUSETTS, RHODE ISLAND AND CONNECTICUT ★

Thought this railroad ad for the New Haven Railroad was quite fitting for Veterans Day (November 11). It was sent to me by Arkansas Railroad Club member LEON W. ENDERLIN of Manchester, Connecticut.

(CLUB NEWS continued from Page 2)

TEX HUDSON of 3701 Fillmore St., Space 81, Riverside, CA 92505 wants to know if anyone in our club has SWITCH KEYS for sale or trade. If so, please contact him at the above address.

OUR MEETING on October 8 had about 50 in attendance, our usual attendance recently. We had members attend from as far away as California and Virginia. EAKLES HILLE gave an interesting informal discussion about how diesels with "B" units were hooked together in the early years of diesels so that the "A" and "B" units could only be unhooked in the shop so that the railroads could say the two engines were only ONE for staffing purposes. Also, the program by BARTON JENNINGS was very interesting on various rail scenes.

DUES ARE DUE SOON! - The 1990 dues of the club will be due January 1, 1990 - ALL dues are due at this time. The club, like most other railroad clubs nationwide, operates on a year-to-year basis with members paying dues on January 1st of each year (if you join at other times of the year, prorate your dues accordingly.)

1990 dues will remain the same as they have been for nearly 10 years - \$10 for Arkansas residents and \$7.50 for out of state.

Send your check made out to the ARKANSAS RAILROAD CLUB and mail to:

DICK BYRD, TREASURER
12 FLINTWOOD DRIVE
LITTLE ROCK AR 72207

T-SHIRTS FOR SALE - We have Arkansas Railroad Club T-shirts, caps and jackets for sale. Prices are as follows:

T-SHIRTS --- \$6, plus \$1 postage on EACH
CAPS ----- \$4, plus \$1 postage on each
JACKETS (non-monogrammed) --- \$25, plus \$2 postage each
JACKETS (first name-only monogram) --- \$27, plus \$2 postage

NO COD'S, please! Money raised will go to club functions and newsletter expenses (averaging \$125 per month). Send your check made out to the ARKANSAS RAILROAD CLUB to:

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

Please allow 2 or 3 weeks for delivery.

SHOW AND SALE for our club will be held in the Spring in North Little Rock. Exact dates are not known yet, but will be soon.

SHURFINE LABELS continue to earn money for the club. Collect these labels and turn them in to the club at our Sunday meetings. They earn 2 cents each for the club.

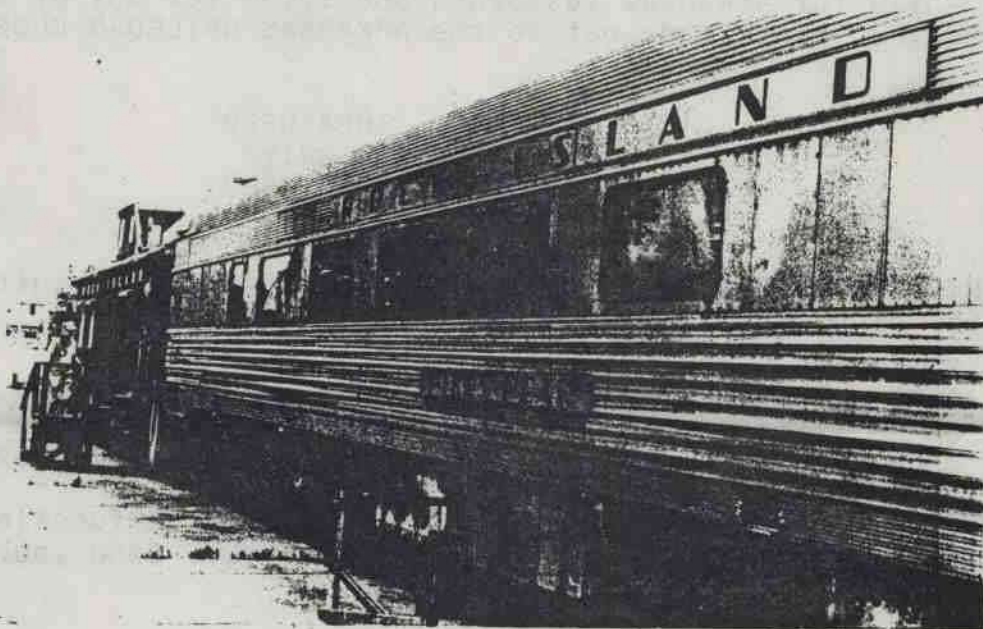
SPRING RAIL TRIP? - There is still talk about a possible rail trip for the club this spring between Little Rock and Van Buren on the Union Pacific, but nothing has been finalized yet. Hopefully, this will materialize and we'll let you know as soon as possible.

NATIONAL NRHS HISTORIAN LIKED RAIL ARTICLE - Hugh R. Gibb, Historian for the NRHS, sent a letter to your editor recently complementing Barton Jennings' article in the September RAILROADER on rail, ties and roadbeds. He is also an officer of the ten-mile long WILMINGTON & WESTERN RY. CORP. (former B&O branch) in Delaware. They operate steam passenger service on Sundays from April to October and revenue

freights weekdays all year. Everything there is done with unpaid volunteers and thanks to Bart's article he can now interpret the FRA inspection reports better. The W&WRY runs from Landenburg Jct and Hockessin, Delaware on generally class 1 track.

MID WEST MEMBER STARTS DINNER TRAIN - (Kansas City) - Frank Dillenkoffer of Kansas City (Arkansas Railroad Club member) has started a weekend dinner train that runs from Baldwin City, Kansas (about 40 miles southwest of Kansas City). Departures are 6:00 PM and dinner menus vary...costing \$35 per person. It's named the "PRAIRIE PIONEER" Dinner Train, P. O. Box 9386, Kansas City, MO 64133. Phone number is 816-358-8707.

FORMER ROCK ISLAND CAR FOR SALE - (El Dorado) - Arkansas Railroad Club member Bruce Nelson of 1141 N Magnolia Drive in El Dorado, AR 71730 sent a picture and diagram of Rock Island dormitory club diner #376 which he owns and wants to sell (picture below). If interested, contact him at 501-862-4418.



NOMINEES FOR 1990 CLUB OFFICERS - A slate of nominees for officers of the Arkansas Railroad Club for 1990 are as follows:

PRESIDENT - Matt Ritchie ---- VICE-PRESIDENT - Barton Jennings
TREASURER - Dick Byrd ---- SECRETARY - Polly Hamilton
NRHS REP - Peter Smylka

FOUNDER OF L&A RWY BOOK REVIEWED - SOUTHERN TIMBERMAN - The Legacy of William Buchanan by Archer H. Mayor is a comprehensive and well-researched history of the founder of the Louisiana & Arkansas Railway. According to reviewer Casey Suthern, this book is a must for anyone interested in KCS/L&A railroads.

NOTE - If anyone has a new book he or she would like to review, I'll be glad to put the review in the RAILROADER. Also, the reviews so presented in no way reflects the opinion of the Arkansas Railroad Club and are presented for your information only.

ARKANSAS RAIL NEWS

LONG TIME AMTRAK TICKET AGENT MOVES FROM LITTLE ROCK - (Little Rock) - Randy Cookus, who has been selling Amtrak tickets at Little Rock since the early days of Amtrak service has moved to Kansas City to

take another Amtrak job. His last day at Little Rock was September 27 and he will be missed.

Randy began selling Amtrak tickets at Little Rock in August 1975, only two years after Amtrak began its "INTER-AMERICAN"/"EAGLE" service to the city. His new job will be in Amtrak sales for Kansas and Missouri. He, more than any other Amtrak employee, fought to keep the passenger trains running through Arkansas when they were almost eliminated back in the lean years of the mid 70s. Business has grown to a steady level since then.

One thing Randy says he is disappointed about is the lack of a new station at Little Rock. However, he stated that the "EAGLE" might go daily in January, which would be a big plus.

Your editor really enjoyed watching the trains come in when Randy was on duty, as did other rail fans. Talk was always interesting. Hopefully, the atmosphere will remain the same at the depot. (partly from the ARKANSAS DEMOCRAT, October 2 by Randy Tardy and from the ARKANSAS GAZETTE of September 27 by Richard Allin).

HOT SPRINGS MAY GET HISTORIC STEAM TRAIN - (Hot Springs) - Richard Grigsby of the Reader Railroad near Prescott said the historic train may be in Hot Springs within a year and a half. The railroad is currently based in Reader. About 10,000 tourists a year pay \$6 to ride the steam train through rural Nevada and Ouachita counties. Grigsby said the railroad was profitable in Reader but there was a larger tourist base to draw on in Hot Springs.

A decision to move would probably close the Reader operation because the owners do not want to run two railroads. A move could be completed within a year and a half. Grigsby said owners also might consider moving the railroad to Prescott or Hope. The cost of moving to Hot Springs could reach \$1 million. No final decision had been made as of early October with the Reader still planning its night train run October 28. (ARKANSAS GAZETTE, September 30 by Joe Crommett)

"No man is poor who can do what he likes to do once in a while."

-- Uncle Scrooge McDuck

CULTURE CENTER TO OPEN IN ONE YEAR - (Helena) - The Delta Cultural Center will consist of restored buildings on Cherry Street in Helena and is scheduled to open in October 1990. The first phase of the Delta Center, a visitor's center, will be housed in the Missouri Pacific depot. (ARKANSAS DEMOCRAT, OCTOBER 5, 1989 by Ron Fournier)

DERAILMENT SITE IS DECLARED SAFE - (Rison) - Samples taken from the site of the September 6 Cotton Belt derailment in Rison show the chemical spill poses no threat to health or environmental. According to the release, laboratory analysis of nearly 100 air, soil and water samples indicate the chemicals are confined to the immediate accident site and pose no hazards. (PINE BLUFF NEWS, October 5)

KIAMICHI RAILROAD WINS SHORTLINE OF THE YEAR AWARD - (Hugo, Oklahoma) - MODERN RAILROADS Magazine gave the Kiamichi Railroad its "Shortline of the Year" award for the past year. It runs on the former Burlington Northern between Hope, Arkansas and Lakeside, Oklahoma and between Antlers, Oklahoma and Paris, Texas, intersecting at Hugo, Oklahoma. The 230-mile line has done a good job the past year in attracting new business. Currently it has 57 employees and owns 10 locomotives.

The word "Kiamichi" is French and comes from a giant, raucous bird of the woodpecker family that used to live in this area of Oklahoma and Arkansas.

The railroad is owned by Jack Hadley and his daughter, son-in-law and sons help run it. Club member David Donoley is now the Superintendent-Maintenance of Way for the railroad. (Thanks to Bill Pollard for the above information)

KIAMICHI RR BUYS KATY ENGINE - (North Little Rock) - The Kiamichi Railroad recently purchased MKT locomotive #108, a GP-7 formerly stored at U.P.'s North Little Rock yard. The GP-7 is a rebuilt engine to GP-9 specifications. It is now in service on the KRR and will be repainted in KRR colors. (Bill Pollard)

LIVES IN RAILROAD OBSERVATION CAR - (Fayetteville) - John Dortch has been living in a railroad observation car in Fayetteville for two years since he brought it to Fayetteville in 1987. The car has been parked at the Fayetteville depot on Dickson Street since February 1989. The car was built in 1927 by American Car and Foundry Co. for the chairman of the Gulf, Mobile and Ohio Railroad. The car cost \$125,000 in 1927.

In addition to the observation room, dining room and kitchen, the car has three bedrooms. The 800 square-foot car has sleeping room for 11 people in comfortable beds hidden away in the walls. Dortch made arrangements with the owner of the Arkansas & Missouri RR to park at the depot. The car is hooked up to city utilities.

Dortch, as a side note, said standard gauge track today is the width of an old Roman chariot -- 4 feet, 8 1/2 inches. "There's something about the stability factor of that," he said. (ARKANSAS DEMOCRAT, October 1, 1989 by Bill Bowden)

TROOPER ON THE TRAIN PAYS OFF - (Blytheville) - On September 26, "Trooper on the Train" went through Blytheville, Arkansas with a state trooper aboard the train (to see how many motorists violated crossing signals and to ticket them if they did). There were no violations given that day, but it was stated that troopers may ride trains in the state at any time. The crossing laws are made to protect everyone and can only hurt when abused. This idea of a trooper on a train has paid off. In 1988 in Jonesboro in Northeast Arkansas there 36 crossing accidents. There have been only 3 so far in 1989. (OSCEOLA TIMES, September 28 by Katherine Jipton)

To make a pound of honey, bees must collect nectar from about two million flowers. -- SCIENCE DIGEST

BENTONVILLE TRACKS FINALLY REACH END OF THE LINE...and end of an era. Although a train hasn't come through Bentonville for a long time, it was just the last week in September that service to the area finally reached the end of the line. That week, workers uprooted the last vestiges of Arkansas & Missouri track. The tracks that have annoyed motorists crossing Main and Northwest "A" are slowly disappearing.

Curt Loyd, director of the Bentonville Chamber of Commerce, says he is trying to keep a section of track intact beside the former Bentonville depot that, now serves as chamber office for historical and aesthetic purposes. Loyd said he is trying to save about 90 feet of track. "It enhances the historic aspect of the building," he said.

The tracks date from the turn of the century. The lighter 60-pound rail will be sold as scrap. The heavier 90-pound rail will be utilized in Rogers. Over 80 years of service is not uncommon for a rail. The 60-pound rail is not heavy enough for today's heavy railroad loads.

Bentonville mayor Steve Bertschy said he is trying to get the rail company to donate the vacated right of way to the city. It would be used as a pedestrian walkway, since it runs the entire width of the

city. (BENTON COUNTY DAILY RECORD, September 29 by Norman J. Doege)

DUMAS CROSSINGS TO GET GATES, WARNING LIGHTS - (Dumas) - The railroad crossings at Farmer and Choctaw Streets will be receiving flashing lights and gates in the near future. With funding from the Union Pacific, state Highway and Transportation Department and the federal government the two crossings will receive the signals. (DUMAS CLARION, October 11)

MANNED CROSSING GUARD - (Alma) - Bill Boatright of Alma is the new railroad crossing guard hired by the Alma School Board. Although there are warning signals and gates at the crossing, safety is the main reason for the crossing position. "When you're carrying 50 to 70 children, there's no such thing as being too safe," said David Woolly, superintendent of the school. The school board established the position several years ago because of the potential danger involved.

Boatright, a 1945 graduate of Alma High School, said he remembers when a student riding each bus would get off at the crossing and look for trains before motioning the driver to cross. "Each bus pulls up and stops," Boatright said. "Then he (Boatright) looks both ways down the track and then motions to the drivers if it is clear." (SOUTHWEST TIMES-RECORD, October 4, 1989 by Michelle Hillier)

MOPAC CABOOSE #13602 AT NORFORK - (Norfolk) - Missouri Pacific caboose #13602 was retired to rest on the Wolf House grounds in Norfolk. The purpose, in addition to the obvious attraction to the young people, was to replace an outdoor restroom facility with something better. The caboose is equipped with a restroom that, with some modernization, will be an interesting replacement for the old out-house facility.

The caboose will be ready for the expected crowds at next year's celebration of the 165th year of the Wolf House's designation as a territorial county seat and courthouse for what was Northwest Arkansas in 1825.

Ed Simpson (92) of Norfolk, who worked for the MOPAC for 44 years and 9 months remembers he did a whole lot of riding in cabooses from Calico Rock to trade a little and come back home. Simpson was a section hand for the railroad and he pumped 16,000 gallons of water into a steam engine for 12 years from a pump house that was located not far from where the caboose now sits. (Bull Shoals LAKE RIVER TIMES and Mountain Home BAXTER BULLETIN, September 30)

GENERAL RAIL NEWS

U.P. STATS - Union Pacific runs 700 trains daily over its nationwide system and has a fleet of 120,000 freight cars. (UP INFO Magazine)

In 1987, the average person in the United States drank 43.4 gallons of soft drinks, 25.3 gallons of coffee, and 23.9 gallons of beer.

-- Cornell University

NICKEL PLATE 587 IN COURT - NKP steam engine 587, one of the engines that pulled excursions during the 1989 Asheville NRHS convention, is the subject of claims and counter-claims as to where it should be transported. It seems the city of Indianapolis is saying it is theirs while the group FRIENDS OF THE 587 says it should be in their possession. (NRHS NEWS)

ICC APPROVES SP'S BUYING THE ST. LOUIS-CHICAGO LINE - While the Federal bankruptcy court in Chicago continues to hear the pros and

cons of SP's proposed purchase of a segment of the Chicago Missouri & Western Railroad, the ICC gave its blessings to the deal in early October. However, the bankruptcy judge also must approve the sale before SP can complete the buyout of the 282-mile line between St. Louis and Chicago. A quick transfer would "assure continued operation by Amtrak over its third heaviest volume line (54 trains a week)", the ICC said.

Meanwhile, Rio Grande Industries filed a formal application with the ICC September 15 to buy the SOO Line's 532-mile route between Kansas City and Chicago for \$88 million. Under the plan, the SKCC Acquisition Corporation, an RGI subsidiary, will own the line and the Cotton Belt will operate the trains. (SP UPDATE)

GRAND CANYON TRAIN BEGINS - (Williams, Arizona) - Passenger train service to the Grand Canyon began October 1 after an absence of more than 20 years and Pacific Fruit Express was instrumental in making it happen. The train, a 1901 steam locomotive and seven cars, attracted a large crowd as it departed Williams, Arizona for the 64-mile trip to the Canyon's southern rim on the old Santa Fe line.

The PFE shops in Tucson restored the vintage interurban cars to their original luster. The seven Harriman cars -- built by Pullman in the 1920s -- were originally owned by Southern Pacific and used in the commuter service between San Francisco and San Jose.

SANTA FE'S MODEL RAILROAD - (Chicago) - Since 1941 the Santa Fe has sponsored an O-Gauge model railroad at the Museum of Science and Industry in Chicago. Recently the nearly 50 year old layout received a year-long facelift. The layout now shows railroads in the 1980s, even with double-stack trains. Operations of the trains are controlled by computers in the operations center. (Central Oklahoma Club's "The Dispatcher", October 1989)

WATONGA CHIEF OPERATING - (Watonga, Oklahoma) - The Watonga Chief will operate 15 days in November and December out of Watonga, Oklahoma, northwest of Oklahoma City. This line runs RIVER TRAINS and RED HILL DINNER TRAINS on certain weekends over the line of the A T & L (former Rock Island). They will run several hours during the day on November 3,4,5 -- 17,18,19 -- December 1,2 3 -- December 15,16,17. Round trip fares are only \$5 for the non-dinner trains and at least \$27.50 on the dinner trains. If in the area, give them a ride. Some members of the Central Oklahoma Railfan Club help operate this service. Call 405-732-0566 or 405-623-5477 for reservations or more information.

NEW KCS LOCOMOTIVES - Ten new 3800 HP SD60 locomotives are scheduled for delivery to the Kansas City Southern later this year. They will be gray and numbered 714 to 723. As they arrive, other KCS engines are being retired, like possibly F3A slug 4050, F7A slug 4055, GP7 4156 and SW7's 4300, 4305 and 4309. (KCS Historical Society "CROW")

LEXINGTON GROUP TRAVELS ALTON ROUTE - By invitation of the Cotton Belt, the Lexington Group in Transportation History traveled between Chicago and St. Louis on September 28, 1989 aboard Amtrak's "Eagle".

SP REORGANIZES OPERATING DEPARTMENTS - On October 1, Southern Pacific reorganized from 8 to 21 Operation Divisions, each with a superintendent. Of special note to Arkansas and locomotive 819 fans is that former Pine Bluff Superintendent Carl Bradley has been moved to Dallas to head the Dallas Division. Bill Tanner is now the superintendent of the Pine Bluff Division.

IN LIVING MEMORY

Back on October 10, 1922, the Rock Island Railroad as part of its 70th anniversary celebrations, honored 70 of its deceased and former employees by

planting 70 memorial trees at many points along the line.

The trees were planted in honor of all classes of employees, from president down to section laborer.

Nearby each tree was placed a concrete monument on which a bronze tablet was fastened. Some relative of the deceased was appointed sponsor for each tree. Each tree was planted with appropriate ceremonies. The bronze plate inscriptions by each tree read:

1852 ROCK ISLAND LINES 1922
 Seventieth Anniversary
 October Tenth
 The memorial tree planted nearby
 is Dedicated
 By the Rock Island in affectionate
 memory of
 (NAME OF FORMER EMPLOYEE)
 Who by his industry, courage and loyalty
 through every viscissitude signally aided
 in the development of the Chicago, Rock
 Island & Pacific Railway into a great
 transportation system DEVOTED TO
 THE PUBLIC SERVICE.

In the case of each tree, a relative of the deceased in whose honor the tree was planted was appointed as "sponsor" for the tree to aid in its future care. Each sponsor received from Rock Island President Gorman a personal commission appointing him or her official sponsor.

A total of 90 names were recommended to the Committee to be considered as worthy of being honored in the tree-planting ceremonies. These recommendations came from superintendents and other officers of the company.

Trees planted in Arkansas and Oklahoma are listed below:

FOREST CITY, AR for C.R. Batchelder, conductor killed in service.

BRINKLEY, AR for Robert C. Brinkley, president of C.O.&G.

HOT SPRINGS, AR for Charles Cobb, engineer.

HULBERT, AR for W. M. Conley, engineer.

ENID, OK for Edward W. Dee, conductor.

EL DORADO, AR for Patrick Egan, conductor.

LONOKE, AR for Rudolph Fink, general manager of C.O.&G.

CARLISLE, AR for John M. Finley, engineer.

SHAWNEE, OK for John A. Levins, brakeman killed in France.

CHICKASHA, OK for W. I. Logsdon, general attorney.

EL RENO, OK for John McGie, superintendent.

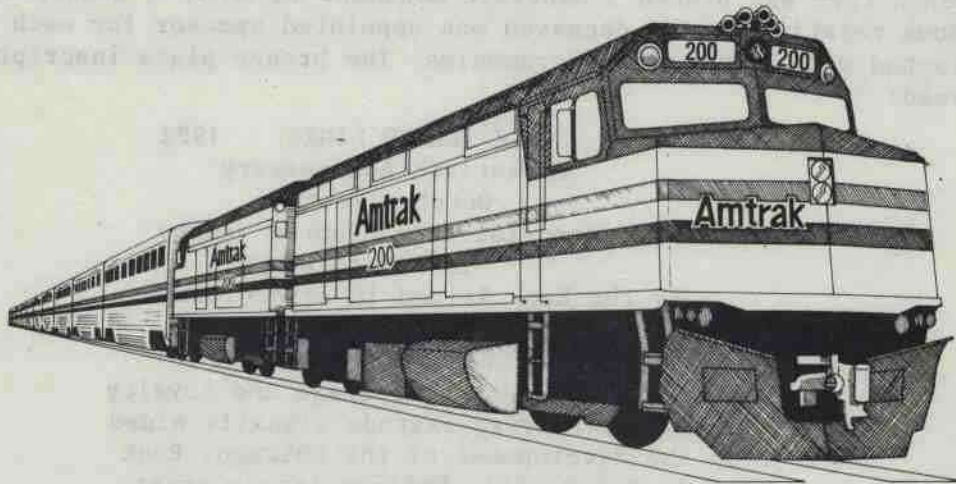
LITTLE ROCK, AR for F. O. Melcher, vice president.

BOONEVILLE, AR for Edward B. Pierce, general solicitor.

HAILEYVILLE, OK for William F. Werner, carpenter, killed in service.

MCALESTER, OK for Henry Wood, president of C.O.&G.

Has any one out there seen any of these trees? This article was obtained from the October 1922 "ROCK ISLAND MAGAZINE" by the NRHS.



OAKLAND STATION DAMAGED - (Oakland, California) - The October 17 earthquake in Northern California near San Francisco and Oakland severely damaged the historic Amtrak station in west Oakland. The station sustained three large cracks and another good shake would have caused it to topple, said an Amtrak spokesman.

Also...Amtrak's "CALIFORNIA ZEPHYR" westbound on the night of the October 17 earthquake stopped in Sacramento instead of Oakland.

Status of SP and Santa Fe tracks in the quake area was uncertain as of my October 22 typing of this part of the news.

AMTRAK RIDERSHIP BY ROUTE/AREAS

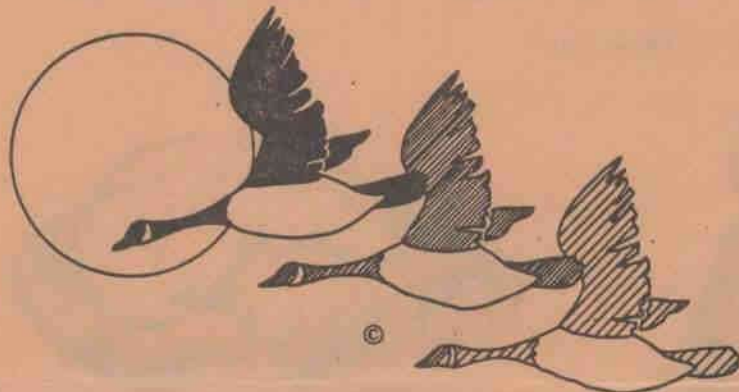
	<u>JUNE 88</u>	<u>JUNE 89</u>	<u>% CHANGE</u>
NE CORRIDOR	937,535	938,116	+0.1%
SHORT DISTANCE	433,661	414,868	-4.3%
LONG DISTANCE	504,579	488,495	-3.2%
"Eagle"	12,550	15,316	+22.0%
"Sunset"	11,822	9,344	-21.0%
"City N Orleans"	19,191	18,792	-2.1%
SPECIAL TRAINS	1,946	1,330	-31.7%
<u>TOTAL</u>	1,877,721	1,842,809	-1.9%

	<u>JULY 88</u>	<u>JULY 89</u>	<u>% CHANGE</u>
NE CORRIDOR	909,381	877,454	-3.5%
SHORT DISTANCE	464,976	432,655	-7.0%
LONG DISTANCE	556,424	520,790	-6.4%
"Eagle"	15,038	15,484	+3.0%
"Sunset"	13,146	11,137	-15.3%
"City N Orleans"	24,158	21,227	-12.1%
SPECIAL TRAINS	5,284	2,280	-56.9%
<u>TOTAL</u>	1,936,065	1,833,179	-5.3%

Amtrak had an average of 208.2 passengers on its trains at any one time in July 1989. (The "Eagle"/"Sunset" had an average of 309.4 passengers on board)

	<u>Y/D THRU JUL 88</u>	<u>Y/D THRU JUL 89</u>	<u>% CHANGE</u>
NE CORRIDOR	9,388,308	9,278,640	-1.2%
SHORT DISTANCE	3,912,643	3,890,368	-0.6%
LONG DISTANCE	4,481,786	4,519,759	+0.8%
"Eagle"	108,339	131,875	+21.7%
"Sunset"	104,204	96,158	-7.7%
"City N Orleans"	182,520	176,910	-3.1%
SPECIAL TRAINS	73,846	63,407	-14.1%
<u>TOTAL</u>	17,856,583	17,752,174	-0.6%

NEWS UPDATED through October 22...mailed October 25. Next deadline for the RAILROADER is November 15.



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 \$17 additional per year (total payment for Arkansas residents \$27.00).

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

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

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

(NOTE: This address for dues only)

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

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

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on NOV 12 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.

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