OCTOBER MEETING: The regular October business meeting will be held Sunday, October 14, 1973 at 2:00 p.m. Meeting will be in the Money Tree Room of the 1st National Bank, 3rd & Louisiana Sts., Little Rock. The Money Tree Room is on the second floor and entry may be gained from both second St. and Louisiana St.

CLUB PATCHES: The long wait is over. The club patches have arrived. They are replicas of the club emblem shown on the cover of the Newsletter, done in black on white embroidery. They are available at a cost of 75¢ each payable to the Arkansas Railroad Club. Orders may be addressed to Curator, Arkansas Railroad Club Museum, P.O.Box 5584, Little Rock, Arkansas 72205.

INSTRUCTIONS: The manufacturer recommends that a zig-zag stitch should be used from center of border to outside of border. 16 stitches or more to the inch. See diagram on right.

CLUB BUILDING: Earl Saunders reports that the North Little Rock City Council approved the resolution by the Parks & Recreation Department granting us the use of the proposed club location. The licenses for the road and utility crossings have been issued by Missouri Pacific and all pertinent documents have been forwarded to Albuquerque N.M. to the Bureau of Outdoor Recreation for final approval. Our permanent home is a step closer.

SCOTT & BEARSKIN LAKE: Work progresses on the trackage and the depot restoration. The highway crossing has been installed and connected.

ROYAL AMERICAN SHOWS: Royal American Shows arrived by rail from Hutchinson, Kansas about 8:30 p.m. September 25th. Arriving on the Rock Island, they will remain for the Arkansas State Fair and will depart for Jackson Mississippi on October 10.
NRHS DUES INCREASE: At the spring Directors' Meeting, it was announced that an increase of 50¢ per annum for Chapter members and $1.00 per annum for associate members would have to be implemented, effective with dues for 1974. From NRHS News Extra.

DOWN AT THE DEPOT: While work progresses on the new restaurant in the old baggage room of Missouri Pacific Union Station workmen are busy razing the concourse and shelters. Reportedly the structures are obsolete and removal of the shelters conflicted with some straightening of track which is necessary. (Ark. Gazette 9/12/73)

AMTRAK: Reports indicate that the Amtrack appropriation bill which includes service from St. Louis to Dallas via Little Rock has passed both houses of Congress and is on the President's desk awaiting signature.

HARRIMAN AWARD: For the third year in succession, the Cotton Belt has won the Harriman Gold Medal Safety Award, recognition of the highest achievement in safety among Class I railroads in its group within the railroad industry. Our congratulations to President (Associate Member) Robert M. Nall.

THE TRAINS I RODE*
BY
W. M. "MIKE" ADAMS

I made my first train ride at a pretty early day—after the perfection of the air brake and Janney coupler, however, despite allegations to the contrary from some sides of the lake. My father was in the employ of the Missouri Pacific at Branson, Missouri when I was born and had pass privileges. My grandparents on both sides of the family lived at or near Yellville, Arkansas, some 55 miles to the southeast, and while I don't want to infer that I can remember the trip, I am sure my father rushed me to Yellville at the earliest opportunity to show me to the old folks.

Actually the first train ride that really sticks out in my memory was on an excursion train from Cotter, Arkansas to Memphis in June 1924. In April 1923 Lewis Warrington Baldwin took over the tottering Missouri Pacific and set about turning it into a first class railroad after decades of Gould mis-management. One of the first things he did was to organize booster clubs in each division. This was a social gathering of the employees designed to promote the railroad and secure business. He would and did authorize any kind of special or excursion within reason, the railroad furnishing the equipment and fuel while the employees ran them on a volunteer basis, without payment.

* Again with apologies, this time to the late Lucius Beebe & Charles M. Clay.
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