FRISCO STEAM ENGINE #1522 at St. Louis Union Station near midnight on Friday, October 21, 1988, the night before it left on an excursion to Decatur, Illinois. The Frisco's "MEMPHIAN" used to leave this very station every night at 11:40 PM during the Christmas season in 1930 for its trip to Memphis via Cape Girardeau, Chaffee, Hayti and Blytheville. ALL ABOARD!! (Ken Ziegenbein photo)
1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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Fordyce AR 71642

Board Tres - Randy Tardy
226 Englewood Road
Little Rock AR 72207

CHRISTMAS PARTY DECEMBER 9, 5:30 PM - Be sure to plan to attend our club’s annual Christmas Party. This year it will be held at Wyatt Cafeteria in North Park Mall in North Little Rock (close to JFK and McCain), on Saturday, December 9. It will begin at 5:30 PM. Cost will be $7.50 per person and you will have a choice of entrees (turkey and dressing or roast beef) plus a choice of 4 vegetables, dessert and drink.

The Dennis Pruitt String Band (country & western) will play after the meal.

We will all go over to 1990 president Matt Ritchie’s house after the meal for fun and fellowship. The Ritchie’s live at 111 Tenkiller in Sherwood (he’ll tell us how to get there at the party).

Bill Church, who made all the arrangements for this party, says he needs to know exactly how many are coming by DECEMBER 6, so call him and let him know your intentions. His number is 501-753-4582. Also let him know if you want the turkey and dressing or roast beef and HE WILL TAKE YOUR MONEY IN ADVANCE. Otherwise, money will be taken up at the door.

Bill says that as of this writing (on November 9), it appears that this could be the best attended Christmas party we’ve ever had.

EARLY NEWSLETTER - This newsletter will be mailed a little earlier than usual to avoid Thanksgiving week. It should be mailed on November 16 or 17. Also, the January newsletter will be mailed AFTER Christmas to avoid the Christmas mailing rush, so have a Happy Holiday season, one and all.

(CLUB NEWS continued on Page 14)
Illinois Central's American built 2-8-0 pulls a string of cars off the PELICAN river ferry between Trotters Point, Mississippi and Helena, Arkansas in July of 1953. Engine 726, on moveable cradle, is equipped with oversize cylinders to develop sufficient power to make the pull of steep inclines to reach dry land trackage. Johnnie M. Gray of Little Rock (Arkansas Railroad Club member) took this photo on the Arkansas side of the Mississippi River as the train was unloading.

RAILROAD CROSSES THE MISSISSIPPI RIVER TO SERVE A CITY OF 12,000

by: Johnnie M. Gray (written in 1953)

Bridges have replaced most of the railroad operated river ferries, but the Illinois Central continues to reach Helena, Arkansas by a floating link.

The steamer PELICAN plies the waters of the Mississippi River one to three times daily, except Sunday, to serve Helena, the only city in Arkansas reached by the Illinois Central. At this point the river is 1/2 miles wide — between Trotters Point, Mississippi and Helena, the eastern dock for the operation.

Originally built at Dubuque, Iowa in 1902 for service at Vicksburg, Mississippi, the PELICAN is one of the largest vessels on the Father of Waters. Measuring 303 feet in length and 93 feet in width, her twin stacks rise 52 feet skyward to draft two stationary steam engines which powers the 34-foot sidewheels. She is manned by a crew of fourteen men.

Double tracks on the dock extend the entire length of the boat. Combined, the two tracks have a capacity of twelve freight cars and one engine. For twenty-three years the PELICAN has been making the crossings for the Illinois Central at Helena. A sister ship is the former ALBATOSS, which was rebuilt and put into service at St. Louis as a pleasure boat named the "ADMIRAL".

Illinois Central's steam locomotive number 726 makes each crossing to provide motive power at Helena for switching purposes. In addition to the ferry service, the engine operates from Trotters Point to Lula, the junction point with the main line from Memphis to Vicksburg.
Engine 726 is equipped with over-sized cylinders to move cars up the steep inclines to reach the land railroad. Transfer from track to boat is done by a cradle, mounted on rail wheels and held in position by its own weight.

According to the river stages the IC tug "McBRIDE" positions the cradle. The tug also handles pile driving and washing of mud from the cradle. Inclined approaches on either side of the river extends some 2500 feet from the banks into the riverbed to compensate for the numerous and varied river levels.

Built by the American Locomotive Works, engine Number 726 (2-8-0) bears 185 thousand pounds on her eight drivers. Combining 220 pounds of boiler pressure and 26" x 28" cylinders, the locomotive develops 65,000 of tractive effort.

Thus, the Illinois Central spans the mighty Mississippi to handle vital commodities of oil, scrap iron, logs, lumber, coal and rice to and from Helena.

(The above was printed in the July 17, 1953 edition of STEEL RAILS and was given your editor by Johnnie M. Gray)

A wide view of the PELICAN as it approaches the Arkansas side of the Mississippi River carrying engine 726 and freight in 1953. (Johnnie M. Gray photo)
RACE FOR THE MAIL CONTRACT

By

William Church

Joe Reid's finest hour came on the raw cold morning of January 28, 1906, when he was called upon to fire a high-stepping Ten-Wheeler on the newly inaugurated train No. 7. This was the fast mail over the De Soto subdivision of the Iron Mountain (now the Missouri Pacific's Arkansas Division) from St. Louis Union Station to Poplar Bluff, Mo.

The Iron Mountain had put that train on four days before to compete with the Katy for a mail contract between St. Louis and Dallas, and from the first run it had been plagued by mechanical and operational problems.

Joe Reid and his hogger, Johnny Rabbitt, from the extra board, were in the freight yard readying their twelve-wheeler, No. 1804, a heavy freight hog, for their run to De Soto, Missouri. Rabbitt was said to be the fastest runner on the Iron Mountain and had been given a try at No. 7 on its second trip. But a freight train pulling two drawbars on Gads Hill had delayed him one hour and ten minutes so that he highballed into Poplar Bluff an hour off the advertised.

"Just give me another chance at No. 7," Johnny harranged anyone who would listen, "and I'll show em how to run."

But Johnny didn't catch No. 7 early that night. That assignment went to engineer Bill Bauerman for seniority reasons. So Johnny took a call for 2:30 AM on his regular freight run with young Jim Reid firing. As the two men were preparing the 1804 for their run, someone came up in the darkness calling out excitedly: "Mr. Rabbitt, Mr. Rabbitt, where are you?" The noise of the railroad yard at first drowned out the voice until Johnny heard it.

"Over here, lad." the runner answered as he recognized the callboy's voice.

"Mr. Bauerman and his fireman are hurt bad," the kid blurted out. "The 6510 with Number 7 turned over on Oak Hill and the roundhouse fireman wants you to take number 7505 over to Union Station and take No. 7 to Poplar Bluff after the switch engine pulls the mail train back in the yard."

Rabbitt turned to the fireman. "Joe," he said, "get our gear over to the 7505," pointing to a big Brooks-built passenger ten-wheeler. "We've got some fast running to do tonight."

Joe hesitated for a moment. He was not qualified for varnished trains, and firing for Johnny Rabbitt on No. 7 would be quite a challenge to keep a big passenger engine hot over some of the toughest mountain grades in the state.

Rabbitt noticed his fireman's indecision. "Get a move on Joe," he barked. "If you don't think you can make steam for No. 7, just say so and I'll let Billy here fire for me," pointing to the callboy.

Resenting this slur, Joe grabbed the scoop and toolbox. "You just run her, Mr. Rabbitt, and I'll give you all the steam you can use tonight."

Then he followed the engineer through the darkness over to where the 7505 stood. When they reached Union Station two men climbed into the cab. Folk Elkins, the blue-uniformed skipper on No. 7, and trainmaster Wedwideck.

"How's Bill?" Rabbitt asked anxiously.

"Hurt bad," the conductor answered: "His fireman too." And he handed Johnny his running orders. "Mr. Wedwideck says no speed limit tonight. Make up all of the time you can." Then looking over to the slim kid fireman, the conductor recalled some talk that he had heard about Joe being a little light to fire big engines.

"Joe, can you make steam for Mr. Rabbitt?"

"All he needs Mr. Elkins," said Joe.
"You'd better," the trainmaster cut in, "or your firing days are over.

"Joe is OK," Johnny stated curtly. "I am ready when you are Folk."

"Fine, Johnny; leave on signal."

At 4:45, ninety-five minutes late, No. 7 eased out of Union Station. As they slipped through the freight yard, Joe got acquainted with his engine. She was quite different from the small yard goats and freight hogs he'd been firing.

Built by Brooks, the 7505, because of her design was known as a "quarter-deck" engine. Joe stood on the edge of the tender to feed coal to her unusually long, deep, narrow firebox. He noticed the chains on both sides of the cab, and asked, "what's the chains for?"

"To keep you from falling off," replied the runner with a twinkle.

As Joe was still smiling from Rabbitt's remarks in the freight yard and the trainmaster's slur, his hogger's reply did not set well with him. He hooked up the chains and muttered under his breath, "who does he think I am--some farmer that has to be chained on an engine?"

Johnny Rabbitt hit the passenger mainline at Davis Street and gave the 7505 her head. With a burst of speed they cleared the maze of tracks in Ivory yard and raced for Poplar Bluff. Joe swung his scoop with a regular rhythm of comparative ease, keeping the 7505 hot. The steam pointer just a fraction off the pop mark.

Down the narrow shelf of right-of-way darted the fast mail train, with the broad Mississippi on one side and towering limestone bluffs on the other. The drivers of the 7505 turned at a speed they had never turned before as Joe supplied all the steam the cylinders could use. He was being tested, and knew it.

Back in the coaches, trainmaster Nedwideck and conductor Folk Elkins stood in the vestibule of the rear car counting telegraph poles, checking the train' speed, forty poles to a mile. "Sixty poles coming up," announced the T.N. Folk Elkins studied his watch.

"Fifty-four seconds," Elkins called out over the roar of the train.

"One mile and a half in fifty-four seconds!" exulted the trainmaster. "That's 100 miles per hour."

No 7, was really fast, thanks this time to the team work of the two men in the cab. At De Soto, while the Railway Post Office car was being worked, they also took on coal and water. Seconds later the 7505 with a cracking stack, drivers digging in on well-sanded rails, and a screaming whistle, stoned out of town to make a noisy assault on Vineland Hill. This was Joe's first real test as a passenger fireman on the Iron Mountain.

From De Soto to Piedmont the Iron Mountain crossed some of the highest points in Missouri, and in that distance of 65 miles five steep grades are encountered before you reach the Black River Valley's easy grades from Piedmont to Poplar Bluff.

Up Vineland Hill the puffing 7505 hauled her tonnage at a record speed. Joe, sweating but determined, took advantage of the six-mile dowgrade from Vineland to Blackwell by getting a short respite from the scoop. His next big challenge, he decided would be the twelve-mile pull up the so-called Mineral Point grade from Blackwell to Summit.

But the Mineral point grade did not pose the problem he had thought it would. Minutes later, with a full head of steam and a roaring stack, the mail rumbled over the south switch at Summit headed down hill for ID-Irondale. Johnny cut the 7505 back near center while Joe stopped his scooping and again rested his weary muscles while they rushed down the seven-mile hill into IX-Irondale.

With the eleven mile Iron Mountain grade, Tip-Top and to be climaxed by Gads Hill ahead of him, Joe was full of confidence that he'd conquer them also and prove to all that he had what it took to be a passenger fireman on a fast run.

After taking coal and water at Bismarck, Johnny Rabbitt gave the
7505 what may have been the hardest workout in her short time on the Iron Mountain as he tackled the last five miles of the Iron Mountain grade. As the 7505's big drivers pounded the steel under them, her stack thundered a message to the hills that seemed to shake their foundations. Again Joe was on the quarter-deck bailing black diamonds desperately, keeping the steam pointer right on the peg like a veteran. Over the grade they rolled, then they climbed Tip-Top and Gads Hill. Never once did the steam lag. Joe was proving himself to be a first class passenger fireman.

On the easy grades of Black River Valley he rested somewhat, giving the 7505 a dab with his scoop every once in a while. Johnny Rabbitt covered the remainder of the trip in a record time. Red dawn was breaking in Poplar Bluff when he thundered into town to a stop in front of the depot just thirty minutes off the advertise. He had made up one hour and five minutes of the lost time. And Joe, in true passenger fireman style, had a squirrel-tail of steam plumes drifting from the pop valve for all the railroad to see.

RAILROAD MAGAZINE JANUARY 1978. Copyright Carstens Publications, reprinted in the ARKANSAS RAILROADER by permission (William Church)

Author's note: The race for the mail contract between the St. Louis Iron Mountain and Southern-St. Louis Southwestern Ry. of Texas vs Missouri Kansas Texas and the Frisco for the Texas Mail was run in twelve trains. The Iron Mountain delivering their mail for Dallas to the Cotton Belt at Texarkana and the Frisco to the KATY at Vinita, Oklahoma. The Iron Mountain-Cotton Belt was plagued with nothing but trouble while the Frisco and KATY had no problems in beating the Iron Mountain-Cotton Belt into Dallas or arriving at the same time. On one trip the Cotton Belt broke in two at Sulphur Springs, Texas and turned the engine over. When the twelve runs were complete, the Post Office split the contract. All South Texas mail went via Iron Mountain-T&P-I-CN (Gould Lines). West Texas mail went via Frisco and KATY to Dallas.

REFLECTIONS
Author unknown

I use to think when I'd retire,
With nothing else to do,
I'd tell of fast runs I had made,
And I have made a few.
Runs that would open peoples' eyes,
In wide and amaze,
But they look cheap, compared to these
They're making nowadays.
If we took water twice, and coal,
And wheeled them down the line,
In five hours flat, just think of that,
We thought the run was fine;
But now they take them down in three,
And dont half try, they say
And never stop for water, lunch,
Or coal upon the way.

* * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
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MORNING Daylights leave San Francisco and Los Angeles terminals at 8:15 a.m., arrive 5:45 p.m. Intermediate stops: San Jose, Salinas, San Luis Obispo, Santa Barbara, and Glendale.

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All regular revenue tickets are good in chair cars on the Daylights. First class tickets, plus seat fare, required in parlor cars. All chair car and parlor car seats on the Daylights are numbered and reserved in advance.

There are now two Daylights daily each way between San Francisco and Los Angeles! These million-dollar trains—four of them—provide convenient morning and afternoon departures from each terminal every day!

We'd like to take you through these four Daylights and show you why so many people consider them the most beautiful trains in the world! They all have enormous windows and reclining chairs cushioned with foam rubber. All have a magnificent full-length Tavern Car with cozy, leather booths and soft colored lights, sumptuous Dining Car, Coffee Shop serving delicious luncheons and dinners for as little as 45c, and two Parlor Cars.

The Daylights speed over the beautiful Coast Line (two in each direction daily), through the rich Santa Clara and Salinas Valleys, over rugged mountain ranges and along the very edge of the Pacific Ocean for 113 breathless miles!

Southern Pacific

BOOST THE ADVERTISERS

(Jim Bennett collection)
ARKANSAS RAILROADS AND THEIR MAIL BUSINESS IN 1909

In 1911 a special study of rail transportation of U.S. mail was reported to the U.S. Congress. The study was based on the month of November 1909. The results for Arkansas are summarized in the accompanying map, on which only the major routes have been drawn. The figures represent average daily mail movement, in pounds.

The Iron Mountain main line across the state stands out, at 39 tons per day. This average placed the St. Louis-Texarkana route in the top category in the United States, though still quite a bit below a few of the routes, such as Philadelphia-Pittsburgh, New York-Boston, and so on. This Iron Mountain route was also the only one in Arkansas that employed full-length RPO cars. All others used "apartments" in baggage-mail, express-mail cars, or closed-pouch storage cars.

This report only underscores what some of us remember about the Missouri Pacific trains moving to and through the Union Station in the 1930s; many hand-end cars and, on the platforms, numerous wagons piled high with mail sacks and manipulated by small tractors.

I have a copy of the report and will be glad to answer questions about routes not included on the map.

James E. Fair
Austin, Texas
ABOUT A TRAIN
by Robert David Hill

"Robert, why do you always meet the train?" my friend Maury asked me as I drove my cab up to the little station in Houston. "There's only the one, and you probably would make more money doing something else," he continued. Well that started me thinking; why DO I meet it, it doesn't really produce that much, but I meet it because it's a train, and trains and taxis are supposed to meet each other, even in the dwindling era of Amtrak.

America invented the train; it is our child, it grew up with us transporting our great grandparents, grandparents, parents, and on occasion even us, taking us, us restless Americans, to all parts of our new world. But the train for all its power and ability could only run on the ribbon of railroad and leave folks in the area of their destination, so the cab, the transport to a home or place of business had to meet it and finish the trip, and the iron horse and the hack were bonded together to build a nation.

The grand stations of our past were surrounded by rings of cabs, passangers scurrying from that great machine of steam to the smaller one of gas, people yelling "cabbie, the Rice," "cabbie, I need to get to 48th," "hey, hackie this is Toledo isn't it?" -- "no, Mac, but get back on, you'll get to Toledo." The cabbie and the conductor were trusted with families, dreams, kids, and fortunes. The cab took you to the train, and the train took you to the world of Oz; the train returned you from Oz, and the cab took you from it back to reality.

Cabbies love trains, even those who don't meet them all: there is magic in a train bringing people into a station. It's like a great beast snorting, and calling as it brings its charges in; bells ringing and whistle blowing. When I was a boy great clouds of steam, smoke, and fire came from its head like a mythical dragon; now the sleek bullets glide, with only the braking sound in the air, but engineers still, bless them, blow the whistle and ring the bells.

Here I am, the train calls, I've been everywhere man, here I am cabbie, here's your trip, take my man, woman and child home, I got to go on to New Orleans all aboard, Los Angeles all aboard, Phoenix all aboard, Alpine all aboard, come with me to Oz, come with me to America, bring me a traveler cabbie, take my traveler home cabbie, meet me cabbie even if you and I are the last cab, and the last train, meet me cabbie, for your machine and my machine have built a nation, and we belong together. Meet me cabbie because you always have. Meet me cabbie, because you must.

The stations are smaller, the stops are fewer, the passengers say It's great to find you here cabbie, there's not too many places you are anymore; well my friend Maury that is why I meet the train, because there aren't that many places it happens anymore. But at the little station in Houston there'll be a cab, and I'll take you home from Oz.

Your friend Robert; the cabbie

Robert David Hill, Houston, Texas, 6/16/88. All rights reserved. Reprinted with permission. This article originally appeared in the July 1988 issue of "Gulf Coast Railroading", which is the publication of the Gulf Coast Chapter of the National Railway Historical Society.
Four new houses were constructed along the Little Rock & Ft. Smith and the St. Louis, Iron Mountain & Southern railroads. They were located at, or near, Conway and Russellville on the LRMS, and at Judsonia and Malvern on the StLIMAS. Each house had two stories, contained nine rooms, and was very nicely fitted up, with necessary furniture and cooking utensils.

The houses were built to provide shelter for immigrants who purchased lands from the railroads, and were part of the inducements by the companies to promote the immigration of settlers. These people would be a source of future revenue (passenger and freight) for the railroads. The dates of construction are not known, but reference to them was first noticed in 1880.

These houses were built only after a great deal of controversy. This involved the subject of land grants. When our nation was in its infancy all lands not privately owned was called public lands, and it was controlled by the federal government.

In 1834 the Tallahassee Railroad in Florida asked Congress for permission to build on public lands, and for a grant of land 100 yards on each side of the track. (See Senate Documents, 1834-35, Vol. II, No. 38.) The grant was approved 3 March 1835, and became the first such grant.

Land grants were of two classes. (1) For right-of-way and other carrier purposes. (2) Grants to be sold and the proceeds used to defray the company's cost of construction of the railroad. The amount of land under (2) was determined, and this number of acres was granted by the federal government to the state government where the railroad was to be built. The land was awarded to the company when a certain number of miles of track (usually 20 miles) was completed.

The land was surveyed into sections of 640 acres (one mile square), and alternate sections were granted for a distance of six miles each side of the track. Occasionally the distance was extended up to 20 miles each side in populated areas, so that the railroad could receive the required number of acres. Each alternate section of land was retained by the federal government, to be sold at a higher price after the railroad was completed and land values increased.

The Cairo & Fulton Railroad was incorporated by the Arkansas Legislature on 12 January 1853, and on 9 February 1853 the U.S. Congress approved an act granting 1,395,774 acres of land for the Cairo & Fulton in Arkansas. This land was in alternate sections extending 11 miles on each side of the railroad.

On 16 January 1855 an act of the Arkansas Legislature was approved transferring the land to the railroad. Upon examination, it became evident the act prevented the railroad from selling any of the land until the road was completed.

Roswell Beebe, president of the C&F, advised the stockholders and directors to refuse the land, which they did. On 16 November 1856 the State
Legislature approved an act without the sale restriction. Before the final act was approved, Roswell Beebe died on 21 September 1866. The delay also prevented any real start toward financing of the Cairo & Fulton (borrowing money using the land as security) before the financial depression of 1857.

Then came the Civil War.

After this it was necessary to start over. On 8 March and 6 May 1870 the U.S. Congress amended the C&F land grant act renewing the grant and making it legal. A report was made by the Arkansas Gazette that a construction contract had been made with Wm. P. Derleth, and that work had begun on the north side of the river opposite Little Rock on 25 May 1870. This was incorrect. This contract was rejected. A valid contract was made with Josiah Caldwell on 19 November 1870. Work began.

So it was that four houses were built to accommodate immigrants seeking to purchase parcels of the land grant of the Cairo & Fulton and its branch to Ft. Smith.

---

CHEAP HOMES IN THE SOUTHWEST.
LOW PRICES, LONG CREDITS.

RAILROAD LANDS

ARKANSAS AND MISSOURI.

RICH AGRICULTURAL LANDS:

Produce Corn, Wheat, Rye, Oats, Cotton, Grapes, and all Varieties of Fruits.


Ship and Store Timber in the Basin. Six Navigable Rivers run through the Land Grant.

St. Louis, Iron Mountain and Southern

RAILWAY COMPANY,

Invites attention to the magnificent lands owned by it in Southeastern Missouri and Central Arkansas, embracing an aggregate area of nearly Two Million Five Hundred Thousand Acres.

Of the best Agricultural, Stock Raising, Fruit Growing and Timbered Lands. These lands lay in alternate sections on each side of the line of the road, and embrace every variety of Soil, Climate and Production.

To be found in the State of Arkansas. The railroad is fully completed and equipped and runs daily inter-state trains from St. Louis and Cairo to Houston, Galveston and all points in Texas.

TITLE TO THE LANDS

Comes Direct from the Government of the United States, and will be conveyed to Purchasers Free from Incumbrance.

Reduced Rates of Fare.

Round trip tickets to any point in Arkansas, will be sold to land explorers at greatly reduced rates. These tickets may be had at the Company's office, southwest corner of Fifth and Market Streets, St. Louis; at the Ticket Office in Cairo, and at the Land Office in Little Rock.

THOMAS EGLEST, Land Commissioner,
Little Rock, Arkansas.
A PROBLEM WITH THE TICKETS

By John M. Martin
From Arkansas Reports, Volume 106 1912-13, Pg 269.

In an Arkansas Supreme Court decision dating January 20, 1913, the St. Louis Southwestern Railway company was found liable for the ejection of passenger. This is the story:

A cool December day, the 7th, in 1911. A gentleman entered the Argenta Ticket Office of the Cotton Belt and purchased round trip transportation from Argenta to De Witt, paying the regular fare. He boarded the Cotton Belt Local at Argenta and rode down the branch to De Witt. On December 8, he boarded a train at the depot at Stuttgart. Before boarding he was required to, and did show his ticket. He was told, “You will have to change at Altheimer.” He was not told his tickets would not be good for the entire passage.

As the train pulled into Altheimer, the Pine Bluff to Little Rock local sat on an adjacent track and Mr. Branch was allowed to change trains, boarding the Little Rock train and being seated. Shortly after leaving Altheimer the conductor passed collecting transportation. Upon seeing the ticket he informed Mr. Branch he would be required to pay another fifty-seven cents in order to ride to Argenta. Branch refused to pay this amount attempting to explain the situation. Upon reaching Tucker the train was halted and Mr. Branch was ejected.

The complaint explains that they were compelled to wait at Tucker for there were no hotel accommodations for passengers. The next train went back to Altheimer and thereon to Pine Bluff. They waited by the depot until the next morning when they caught the train to Pine Bluff then over the St. Louis, Iron Mountain and Southern to Little Rock. They paid fare from Tucker to Pine Bluff amounting to seventy-two cents, a hotel bill amounting to $2.00, and railroad fare from Pine Bluff to Little Rock amounting to $1.25. Their complaint also alleged they were ejected from the car in the presence of a number of passengers and suffered much shame and humiliation of that account.

The tickets entitled Mr. Branch to ride the Central Arkansas & Eastern Railway, Argenta to Stuttgart directly, a short line operated under lease by the Cotton Belt, thence over the Cotton Belt’s branch to De Witt. The return was valid from De Witt to Little Rock via England. The Cotton Belt denied in the suit that the tickets were usable any other route. The line of the Cotton Belt criss-crossed this part of the state connecting England, Stuttgart and Altheimer in an Equilateral Triangle. The Cotton Belt produced a tariff showing it was a 57 cent additional fare to ride via Altheimer than via England. The court noted that this operation had only been in operation for a few months.

The Lower Courts awarded Mr. Branch $25.00. The railroad appealed to the State Supreme Court on the contention this penalty was excessive!

The decision by the court made the following law:

1. Carriers - Wrongful Eviction of Passenger - Where a railway company required a passenger to show his ticket before boarding a train, and after permitting him to board the train the passenger was then ejected from the train because his ticket read over a different line of the railway company’s road, the railway company will be liable for ejecting the passenger.

2. Carriers - Damages for Ejecting a Passenger — A passenger improperly ejected from a train may recover damages to the extent of this actual expenses incurred thereby, and humiliation being an element of damage in a suit for wrongful eviction, a verdict of $25.00 is not excessive.
NEW ADDRESS/POST OFFICE MIXUP - In case you mailed an order or letter to the club recently and got your letter back saying the box had been cancelled, well TRY AGAIN. It seems the post office accidently closed our box, confusing it with another one. All is O.K. now, so resume that avalanche of mail!

1990 DUES ARE DUE - The Arkansas Railroad Club’s 1990 dues are due January 1. They are $10 for Arkansas residents and $7.50 for out of state. To join the National Railway Historical Society in addition to the local club, enclose $13 more. These dues are what runs the club throughout the whole year, so please don’t delay.

Make your check 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: (YES...the address now works)

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.

1990 CLUB OFFICERS APPROVED - The slate of nominees for officers of the Arkansas Railroad Club for 1990 were approved Nov. 12 and are:

- PRESIDENT - Matt Ritchie --- VICE-PRESIDENT - Barton Jennings
- TREASURER - Dick Byrd --- SECRETARY - Polly Hamilton
- NRHS REPRESENTATIVE - Peter Smyika

ARKANSAS RAIL NEWS

EX ROCK ISLAND MAN DIES - (Malvern) - Thomas "Tom" Foster, 87, of Malvern died October 8, 1989 in Hot Springs. Mr. Foster was employed with the Rock Island at the age of 18 and remained there for 45 years until retirement in 1965. In 1977, the Rock Island named a new diesel the "Tom Foster" and brought it to Malvern for dedication. Foster wrote the book: "Forty-five Years on the Rock Island Line." (Hardy COMMUNITY JOURNAL, October 18, 1989)
The "X" in XMAS is actually the descendant of the Greek equivalent of "CH", as in "Christos", which means "Christ." The letter "X" has stood for Christ since at least 1100 A.D., and the term "XMAS" was first cited in 1551. However, it has become associated with the commercialization of Christmas so much that the NEW YORK TIMES MANUAL OF STYLE AND USAGE says to never use it. (From "Why Do Clocks Run Clockwise?" by David Feldman).

TRAIN RUNS OVER PINE BLUFF MAN (who gets up and walks away) - (Pine Bluff) - A Pine Bluff man was run over by a Cotton Belt train in Shreveport on October 4 and walked away from the accident. After the incident, the man reportedly asked the railroad yardmen "Can you tell me which train I can hop on to Pine Bluff?"

Robert Garcia of Pine Bluff was headed toward Houston when he decided to take a nap on the tracks. Witnesses said Garcia appeared to be "highly intoxicated."

Cotton Belt spokesman Jim Johnson said that the distance between the bottom of the train and the cross ties is about 18 inches. "Unfortunately we've had many instances where people have died, but never one that got up virtually unscathed," Johnson said. "He is an extremely lucky young man."

"If he had lifted up while the train was going over him, there could have been serious results," Johnson said. (PINE BLUFF COMMERCIAL, October 6 by Kevin Jerome)

ARKANSAS & MISSOURI TRAIN GIVES TRAIN TOUR - (Mountainburg) - On October 25, an A&M train stopped on its way from Springdale to Fort Smith in the town of Mountainburg to give hands on experience and a tour of the train to 430 kindergarten through 6th grade students. This tour was prompted by a Mountainburg school librarian, Linda Dodd, who was having a study about trains. There had been children of Mountainburg playing on the A&M's tracks over the years and on August 11 a switch lock was broken, causing a train to derail. This tour might educate some of the children about the dangers of playing on tracks. AEIN educational television filmed the event. (Van Buren PRESS - ARGUS COURIER, October 26)

MORE A&M SPECIALS - The Arkansas & Missouri Railroad in Springdale has been and will continue to run special train for chartering groups. Some of the trains that have been run so far go from Springdale to Chester and return. Recent trips: October 8 - Orphan Train Group; October 14 - Springdale Baptist Church; October 21 - Ozark Model Railroad Club; October 29 - North Arkansas Symphony. (THE SCRAMBLER, Arkansas-Boston Mountain Chapter)

819 NEWS - President of the Cotton Belt Rail Historical Society Jack Stone announced that the annual Christmas Dinner for the organization will be Friday, December 8 at Eden Park Country Club in Pine Bluff. (Arkansas Railroad Club members who are also members of this group could go to both dinners, one night apart - DIET ANYONE?)

INVITATION TO ST LOUIS for the 819 has been extended from the St Louis Chapter of the NRHS for the June 14-17, 1990 national convention. Nothing firm yet on whether or not the Cotton Belt/SP will approve.

Want to join this famous organization? Dues are $10 per year. Their address is P. O. Box 2044, Pine Bluff, AR 71613. Telephone number is 501-541-1819.

GENERAL RAIL NEWS

OKLAHOMA CITY TRAIN SHOW - (Oklahoma City) - The 1989 OKC trainshow will be the weekend of December 2-3 at the state fairgrounds. They

ARKANSAS RAILROADER

December 1989
are expected 125 dealers and swappers along with 10 operating layouts. (THE DISPATCHER, Central Oklahoma Chapter)

COTTON BELT DEPOT FOR SALE - (Purdon, Texas) - The owner of the Purdon, Texas (13.6 miles west of Corsicana) Cotton Belt depot is seeking a buyer for the historic structure. No information on who to contact. (THE CLEARANCE CARD, Southwest Railroad Historical Society, Dallas, Texas)

Laura Engles, author of the "Little House" books, wrote the following to her young readers in the 1950s:

"Today our way of living and our schools are much different; so many things have made living and learning easier. But the real things haven't changed. It is still best to be honest and truthful; to make the most of what we have; to be happy with simple pleasures and to be cheerful and have courage when things go wrong."

FEWER TRAINS IN CANADA - Canadian Prime Minister Brian Mulroney wants to slice passenger service in Canada by 51 percent early in 1990 to curb government subsidies. Mulroney and his aids think slow-moving rail service should be replaced with high-speed trains. His bid to cut regular rail service in half is a big gamble. Already he has alienated thousands of Canadians who have an almost romantic attachment to trains. Many people don't ride them often, but want to keep trains around anyway.

Mulroney also runs into trouble when he claims that current train service is a drain on the national treasury. The subsidy pales in comparison to federal money spent on airline business (the same as it does in this country). (KANSAS CITY TIMES, October 20 - sent in by Jim Johnson.

FRA COLLECTS MILLIONS - The Federal Railroad Administration collected almost $4.5 million from railroads and shippers in fiscal 1989 for violations of federal safety regulations. However, during the past decade, there has been a 73 percent decline in train accidents, a 68 percent drop in the discharge of hazardous materials and a 65 percent decrease in employee injuries, the FRA said. (Apparently, those fines and threats of fines are paying off). (SP UPDATE)

FIVE BODIES FOUND IN TRAILER - (Victoria, Texas) - The bodies of 5 male trespassers - believed to be illegal aliens - were found October 10 in a trailer aboard a Southern Pacific freight in Victoria. The victims apparently were asphyxiated by a fumigant used on the cargo. (SP UPDATE)

NEW ROUNDBOSS BUILT - (Durango, Colorado) - Charles Bradshaw, the owner of the Durango and Silverton Narrow Gauge in Colorado, broke ground August 1st for the new ten-stall roundhouse at Durango. It will be of solid fire resistant construction, faced with wood to keep its appearance like the old one. They hope to have a major portion of it done by winter. (IRON HORSE NEWS, September 1989)

SP AND THE EARTHQUAKE - (San Francisco) - SP came through the October 17 earthquake in California quite well. SP's computer systems came to a halt when the quake caused a power outage. The railroad's physical plant suffered little damage. The Caltrain commuter service between San Francisco and San Jose, operated under contract with the state of California, resumed operations less than 5 hours after the disaster.

UP/SSW FREIGHTS COLLIDE - (North Topeka, Kansas) - A Union Pacific freight rear-ended a Cotton Belt train October 22 in North Topeka, Kansas, seriously injuring an SSW conductor. The accident derailed 6

ARKANSAS RAILROADER December 1989
SSW cars and two UP locomotives and 32 cars. Conductor Paul Dome, who was alone in the caboose, suffered broken ribs and a fractured lung. The incident happened about 4:15 AM when the Cotton Belt train was exiting the UP line -- which it uses between Kansas City and Topeka -- to enter its own mainline to Herington. The accident is under investigation. (SP UPDATE)

AMTRAK NEWS

NEW ALABAMA SERVICE - Amtrak was to begin new train service from Birmingham to Mobile on October 29. The proposed schedule had the train leaving Birmingham at 11:50 AM, arriving in Mobile at 6:30 PM. It will connect with the "Crescent" and is supported by the state of Alabama (403-B). (CINDERS FROM THE SMOKESTACK, Heart of Dixie Chapter)

THE "TEXAS EAGLE" SCHEDULE BELOW is good between October 29, 1989 and March 31, 1990 (provided the "Eagle" doesn't go daily between now and then).

### Chicago...St. Louis...Little Rock...Texarkana...Dallas...College Station...Bryan...Houston

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NOTE: Check baggage service not available on Thruway bus nor from Galesburg Station.
The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. However, in December there will be NO regular meeting. Instead, we have our annual Christmas party, to be held DEC. 9. Our normal meetings are held in North Little Rock 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 $13/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.: KEN ZIEGENBEIN, Editor 905 VALERIE DRIVE NORTH LITTLE ROCK AR 72118-3160 Phone: (501)-758-1340

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North Little Rock AR 72118-3160

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock AR 72207

P.O. Box 915
North Little Rock AR 72119

The indexing will appear in the "Arkansas Periodicals Index" publication. The last 5 or so years are being covered. UCA at Conway also gets the RAILROADER on a regular basis, as does the Little Rock Public Library and the Layman Library in North Little Rock.

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 $13 additional per year (total payment for Arkansas residents $23.00.)

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

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

NOTE: This address for dues only

WELCOME ABOARD!!
REMEMBER OUR CHRISTMAS PARTY DECEMBER 9TH!!

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

ADDRESS CORRECTION REQUESTED

DECEMBER 1989

KENNETH ZIEGENBEIN
905 VALERIE DRIVE
N LITTLE ROCK AR 72118
ARKANSAS RAILROAD CLUB SURVEY
Please complete and return to: Barton Jennings
PO Box 6695
Springdale, Arkansas 72765

Which of the following do you partake in:
- Ride Amtrak or ViaRail
- Ride passenger excursions
- Actively chase trains
- Read railroad books
- Collect railroad artifacts
- Photograph trains:
  - Slides
  - Prints
  - Video
  - Movie Film

How many copies of the Arkansas Railroader did you read in 1989? __________

Please name 3 subjects, articles, or authors that you enjoyed in the Arkansas Railroader.

How many Arkansas Railroad Club meetings did you attend in 1989? __________

Please name 3 speakers or subjects that you enjoyed at the meetings.

What subjects would you like to see presented at club meetings or in future issues of the Arkansas Railroader?

What club activities would you like to see in the future?

Would you, or someone you know, be able to:
- present a program of a railroad nature.
- arrange a tour or excursion at a railroad facility.
- write an article for the Arkansas Railroader.

please list name of contact, phone #, address, and subject:

Do you belong to any other railroad oriented clubs? Please list them below and compare their meetings, newsletters, and activities to those of the Arkansas Railroad club.

Please use the back of this page for additional comments or to expand upon the above questions. These questions are being asked to help our club prepare for the 1990's. If you would like to hold a meeting during 1990, please let Matt Ritchie or Bart Jennings know. Thanks for your support.