



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 26 NUMBER 7 JULY 1995



FORT WORTH & DENVER #9981B, EMD E-8 in Dallas, November 1, 1958. The engine was built in December 1952. (E. DeGoyler, Jr. photo from M.D. McCarter collection)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, JULY 9 at 2 p.m. at the Twin City Bank in North Little Rock. The program will be given by ROBIN THOMAS on the annual NRHS convention in Lancaster.

Future programs include: August - Bill Bailey will have a slide show.

WELCOME NEW MEMBERS - The following have joined our club recently, some because of our steam excursion:

JOHN H. EMERY, 1460 N Sandburg Terr, Chicago IL 60610

PAUL L. MORRISSEY, 355 Central St, Foxboro MA 02035

SANDY McMATH, 711 W 3rd St, Little Rock AR 72201

ALLEN CASH, 307 Turner Ave, Pine Bluff AR 71602-2823

W. A. McCASKILL, 6521 Ponderosa Rd, Pine Bluff AR 71601-9730

TRIP SUCCESSFUL - Our club's steam train rides from Little Rock to Monroe, Monroe to Shreveport and Palestine to Houston were generally successful, as far as the riding public was concerned. However, we were NOT supposed to stop where we did in Monroe - someone locally with the railroad really screwed that one up (and, I might add, that person may have an interesting future).

In the next newsletter, I'll give more details of everything, including the tale of a lady and her 3-year-old boy who bought a through ticket from Little Rock to Houston. Adventure is not the word. Also, Norfolk Southern's head of their former steam program, Carl Jensen, was along for the whole ride. Stay tuned.

MEMBER GETS AWARD - Club member CLIFF FERRELL received a Service to the Citizens Award from Lt. Gov. Mike Huckabee last May. Cliff will be head of the upcoming Delta Heritage Trail, a rails-to-trails park using the right-of-way of the former Missouri Pacific tracks between Helena and McGehee (Delta Eagle route).

1996 CALENDAR - We will once again have a calendar next year. Photos are now being accepted of any railroad-related subject, as long as it's in Arkansas. Any time frame will do, any type of train. Our 1995 calendar sold out in early November last year - these have proven very popular. The prints (don't send negatives or slides - have a print made first) can be any size, black and white preferred, but color also O.K. Send them to our address.

DEADLINE WILL BE JULY 15.

BILL CHURCH HISTORY - A brief history of the military service of club member William T. Church will be printed in the August *Railroader*.

WAYNE COUCH DIES - Longtime member, although not in recent years, WAYNE COUCH died last May. He was well known in Missouri Pacific land.

WANTED/FOR SALE-TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. Only personal inquiries, NO COMMERCIAL BUSINESS, please. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

WANTED - Information on the closing of the East Little Rock tower, located at the end of RI's Arkansas River bridge. The tower was automated in late 1962-early 1963, but a more exact closing/dismantling date is needed. Also needed are RI time books (engineer or conductor) for pre-1963 passenger service, to provide data on locomotive assignments and consists. Time books will be photocopied and original returned to owner. - BILL POLLARD, 3005 Baxter, Conway AR 72032.

WANTED - Nathan five chime-type diesel air horn or an air horn with 3 or 5 chimes. Contact Ronald Chamberlain, 2533 S Kansas St, Wichita KS 67216-2157.

ARKANSAS RAIL NEWS

HOPE DEPOT RENOVATION - (Hope) - Renovation work continues on the Missouri Pacific depot at Hope. Original moldings and doors are being saved. They are looking for one of 20 original MoPac benches once at the station. If anyone knows where they are, call 501-777-7500, Gary Johnson. Old MoPac spittoons are also needed (gee, maybe we can all go down there and have a spitting contest!) (*Hope Star, May 3*)

Value of the Golden Spike which was driven to complete the first transcontinental railroad May 10, 1869: \$350; Value today: \$4,683; Collector value today: \$250,000. (USA Today statistics)

TRAINING ENGINEERING STUDENTS - (Springdale) - The Arkansas & Missouri Railroad Company owns the largest fleet of Alco locomotives in the nation and in mid-May was in the process of establishing a training program for engineering students at the University of Arkansas to help restore some of these engines. The A&M would establish a training facility for such purposes. UA said, however, that the university doesn't offer any courses associated with railroads. (*Morning News of Northwest Arkansas, Springdale, May 19*)

STRIP JOINT CLOSED - (Texarkana) - A TV news report said that a club located in the old Union Station in Texarkana was closed by Texas officials because it included strippers. (At least the station is used for something).

PARK TRAIN OPEN - (Arkadelphia) - James Barker has opened a 1,224 foot riding train layout along with an amusement park off Highway 7 north of Arkadelphia. He calls his railway the Iron Mountain. (*Daily Siftings Herald, Arkadelphia, April 21*).

ASHDOWN DEPOT - (Ashdown) - The former Memphis, Paris & Gulf RR station in Ashdown (then Graysonia, Nashville & AshdownRR) may be used as a museum to house railroad artifacts from a former T&P signal tower in Texarkana, along with GN&A artifacts

including paper and tools, tickets of the original Memphis, Dallas & Gulf and Memphis, Paris & Gulf Railroads. A group called the Twin City Rail Museum Association is working on this project. (*Little River News, Ashdown, April 20*)

GENERAL RAIL NEWS



SP TESTS STARTING DEVICE - To save on fuel, Southern Pacific is testing a device that would shut off idling engines if the temperature were warm enough and automatically restart them should the temperature fall below a certain level. This would help save fuel and keep the air cleaner. (*SP UPDATE, via The Gateway Railletter*)

UP/C&NW MERGER - Big changes are in store at Chicago & Northwestern with the upcoming UP merger, expected to be complete by year's end according to *UP INFO* Magazine. CNW payroll clerks will be moved to Omaha. CNW customer service will move from Chicago to St. Louis. CNW's Kansas City, St. Louis/Madison, Omaha/Council Bluffs, Fremont, and Chicago boards will be combined into UP's boards. CNW engine facilities at Proviso, Marshalltown and Council Bluffs will close with forces moved to UP shops at North Platte and NORTH LITTLE ROCK. CNW Council Bluff diesel shops, which only opened March 15, 1995, will close with jobs going to UP's North Platte Shop.



CNW F-units were seen heading for Cheyenne on April 15, awaiting UP disposition. . They were: C&NW 400/ 403/411/402/410/401. Their porthole windows were covered with plywood knockouts. Also, about May 3, CNW office cars "Oak Creek," "400," "Chicago," "Lake Michigan," Minnesota," "Cedar Rivers," "Power River," and "Fox River," arrived UP's Fox Yard from Chicago's CNW coach yard. On May 16, CNW business cars "Lake Mendota," "Lake Bluff," "Lake Forest," and "Lake Geneva" also arrived at Fox Park. A source says that all the CNW passenger car fleet will be disposed of except for "Fox River" and the Great Dome "Powder River." (*The Mixed Train, Vol XLII, No. 12*)



PADUCAH & LOUISVILLE RAILWAY SOLD - (Pacucah, Kentucky) - A company called Four Rivers Corporation acquired the P&L Railway May 26. CSX will have a minority interest in the venture. (*White Flag Extra, Owensboro Chapter, June, 1995*)

AMTRAK NEWS

AMTRAK AHEAD OF GOAL - As of April 1, Amtrak reported that its revenues exceeded its recovery plan by \$1.9 million, ridership is even with 1994 despite cutbacks of routes, and on-time performance increased 11 percent to 79.2 percent on-time. Also, Amtrak now has a homepage on the Internet: <http://www.Amtrak.com>. (*Cinders, Philadelphia Chapter, June 1995*)



STILL FIRST CLASS - Amtrak's *Coast Starlight* still retains first class service for sleeping car passengers. They get fresh flowers in each room, upgraded soap and towels, afternoon beverage and snacks, and a reading library. (*Cinders, June 1995*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☞ ...note...these are listed sequentially by dates, earliest dates being first...

SAN ANTONIO, TEXAS-BRANSON, MISSOURI - Began April 19, 1995 - *The Branson Limited* began its American Orient Express runs again from San Antonio through Arkansas to Branson. The train will be attached to Amtrak's *Texas Eagle* in both directions from Texas, then go on its own from Little Rock to Branson (according to John C. Jones). Five-day packages, including shows at Branson and hotels, start at \$1,225 per person. Trains leave San Antonio Wednesday mornings, arriving Branson Thursday mornings, returning from Branson on Saturdays. Call 1-800-AOE-0389 or write American Orient Express, PO Box 460707, San Antonio TX 78246-0707 for more information.

This trainset will also be on an excursion between San Antonio and San Francisco July 17-21, going by way of Santa Fe, New Mexico, the Grand Canyon and Los Angeles on the way.

ST. LOUIS, MISSOURI - August 5, 1995 - *The Egyptian Special* public excursions using Union Pacific's E units and streamlined cars - runs through Southern Illinois through what is known as Egypt - trips leave St. Louis 8:00 a.m. going through Chester, Illinois, Mt. Vernon, Benton and Gortham - prices start at \$65 coach up to \$130 coach for whole trip - Contact St. Louis Chapter NRHS, 11221 Manchester Rd, Suite 321, St. Louis MO 63122.

SPRINGFIELD, ILLINOIS - August 5, 1995 - 16th Annual Meeting and Railroadiana Show of the Illinois Central Railroad Historical Society, Holiday Inn East, Springfield IL, 9 a.m. to 4 p.m. - Admission is \$1.00/person or \$2.00/family. Dealer tables are \$20. - Contact Mark L. Miller, 1204A West Central, Marion IL 62959-1022 or call 618-997-5788 evenings.

LEE'S SUMMIT, MISSOURI - September 23, 1995 - 10:00 a.m. to 4:00 p.m. - Fifth annual Heart of America Kansas City Railroadiana Show at John Knox Pavilion, 520 Murray Rd - tables are \$22 until September 12, admission is \$2.00 - 175 dealer tables expected - call 816-373-9364 for information.

ROCK ISLAND GROUP meets about twice a year. Contact David Crotts, 8828 S Graphic Dr, Alma AR 72921. Another group, the Rock Island retired group also meets, about once monthly, at various locations. Contact L. T. Walker, 3520 Lakeview Rd, North Little Rock AR 72116 for information on this organization.

SPRINGDALE, VAN BUREN, ARKANSAS - Ozark train rides - Wednesdays, Fridays, Saturdays - The Arkansas & Missouri Railroad specials leave Springdale, Arkansas 7:45 a.m., leaves Van Buren 11:00 a.m. Call 501-751-8600 or 800-687-8600 for information.

KENTUCKY - At various times this summer and fall, the Kentucky Railroad Museum will run steam powered excursions over 8 miles of former L&N tracks using L&N 4-6-2 #152. Call 800-272-0152 for information.

CALICO ROCK, ARKANSAS - 90-mile round trips between Flippin and Calico Rock, Arkansas along the former Missouri Pacific (now Missouri & Northern Arkansas)

Railroad's White River line. Uses former MoP coaches. Trains leave Flippin at 8:45 a.m. and 1:30 p.m. and runs Thursday-Monday through August and will run on a different schedule in September-December. Fares are \$22.00 adults, \$14.00 children. Call 800-305-6527 for reservations. Tickets may also be bought on board. ~~ADULT~~

SUMMER

RIO GRANDE
ROYAL GORGE
MOFFAT TUNNEL
SCENIC LINE
OF THE
WORLD

THRU THE ROCKIES - NOT AROUND THEM

Season-round, year-round, travelers on luxurious, modern Rio Grande trains enjoy an ever-changing, ever-fascinating panorama of the scenic Rockies. Summer's flower-decked hills, Autumn's brilliant crimsons and yellows, Winter's glistening snow-capped peaks. Long known as a summer playground, Colorado and Utah are now famed for winter sports. 365 days of invigorating sunshine make it possible to golf, ride or hike all winter long. Ski courses are attracting professionals.

Route your passengers Rio Grande . . . a trip they'll long remember. Modern, air-conditioned trains; delicious, economy meals.

- *The Scenic Limited* . . . VIA THE ROYAL GORGE
- *The Panoramic* . . . VIA THE MOFFAT TUNNEL

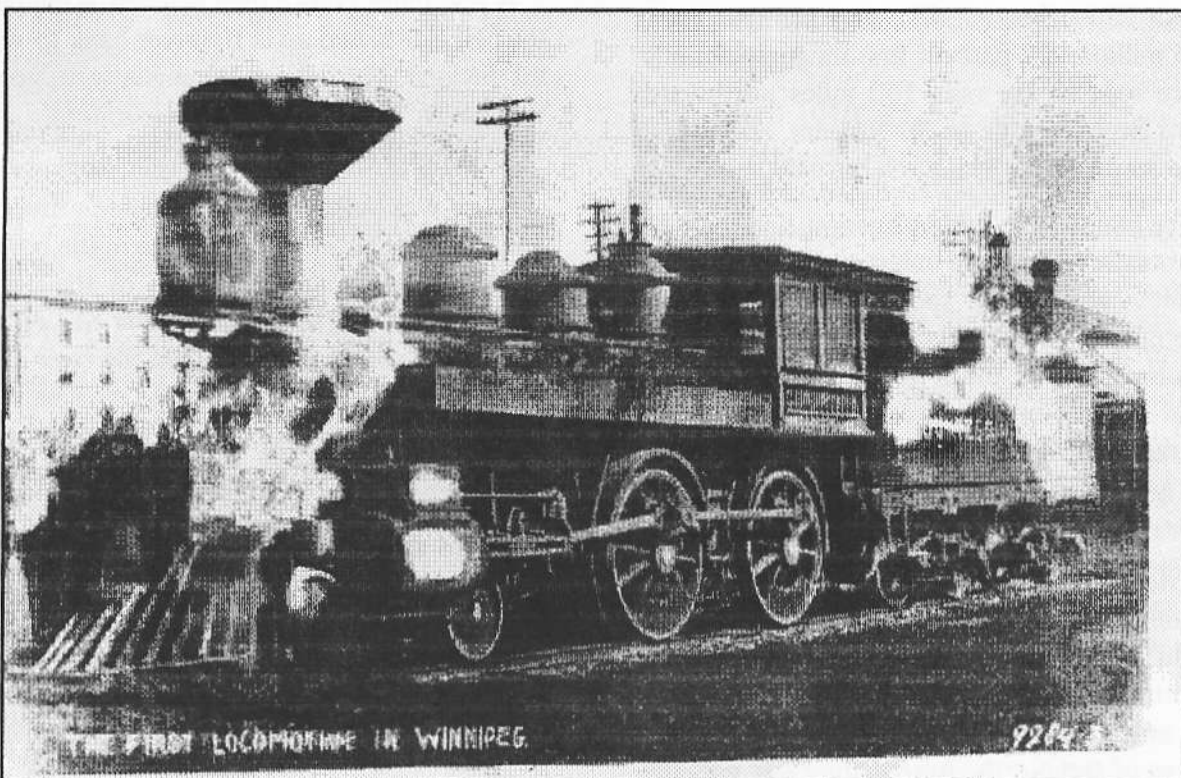
H. I. SCOFIELD, Passenger Traffic Manager Denver, Colorado

**DENVER & RIO GRANDE
WESTERN RAILROAD**

(Bill Bailey collection)

**THE CANADIAN ROYALTY -
THE
COUNTESS OF DUFFERIN**

by: Gene Hull



The Countess of Dufferin, the first engine on the Canadian Pacific. (Gene Hull collection)

Countess of Dufferin was the wife of the Earl of Dufferin, the Governor-General of Canada in 1877. Our "Countess of Dufferin" was funnel-stack locomotive on the Canadian Pacific named in honor of the real countess.

Many of the people of Canada believed their provinces (states) should be joined by a transcontinental railway, such as that of their American neighbors to the south, which occurred at Promontory, Utah, on 10 May 1869, when the Union Pacific and Central Pacific were joined. About six months later the huge northwest territory became a part of Canada on 1 December 1869. In the Province of Manitoba there was some resistance to this confederation. Military troops had to be called

from eastern Canada. It took 90 days for the militia to reach the Red River of the North in the vicinity of the present city of Winnipeg. This was an intolerable situation. Better communication was mandatory.

In addition to the transcontinental idea in Canada, many people thought there should be connections with existing railroads in the United States to the south. One such road was in the state of Minnesota, and was known as the St. Paul & Pacific. It was chartered on 22 May 1857, and had a federal land grant of almost 2,850,000 acres.

Work on the St.P&P began under very favorable conditions, and continued until 1863,

when the company became "financially embarrassed." After a reorganization in 1864, rails were laid from St. Paul northwestward to Breckenridge on the Red River of the North, about 215 miles, in 1871. In April that year, \$15 million in 7 percent first mortgage bonds were sold to lay rails 160 miles northward from Breckenridge to St. Vincent, about one mile south of the Manitoba border.

The bonds were sold in Europe, and in 1873 the bondholders were unhappy about how the money was being spent. A receiver was appointed by some court, and rails finally reached St. Vincent in '78. The road from St. Paul to St. Vincent became part of the St. Paul, Minneapolis & Manitoba in May 1879. On 1 February 1890, the Great Northern took over.

Meanwhile, up in Canada the government made a contract with Joseph Whitehead to build a railroad between Emerson, on the south border of Manitoba, and St. Boniface, 63 miles north on the west side of the Red River of the North. Across the river was the town of Winnipeg. Whitehead planned to tie his rails onto those of the St. Paul & Pacific. He began work at St. Boniface, but stopped in 1876 when the Minnesota road was put in receivership. The situation improved next year, so Whitehead prepared to meet the St. Paul & Pacific at the border.

The first thing he would need was a locomotive, and the nearest source was at St. Paul, Minnesota. The Northern Pacific was building westward from Chicago, and had reached St. Paul. It was here that Whitehead found a little 4-4-0, a Baldwin job, the No. Pac. was willing to sell. It was only five years old, and he got it for \$5,600.

Whitehead ran his little Yankee engine over the rails of the St. Paul & Pacific to Fargo, North Dakota, where he put it on a river barge, along with six flat cars and a conductor's van (caboose). A double-deck

steamer, the SELKIRK, took the barge in tow and started down Red River, which flows north into Lake Winnipeg.

A few miles before they reached Winnipeg, the SELKIRK tied up at the river bank to wait for daylight. The folks at Winnipeg were going to have themselves a celebration. Joe Whitehead was going to help them.

A fire was built in the little engine's firebox, and a head of steam began to rise in the boiler. When daylight came the lines of the barge were cast off, and the steamwheeler SELKIRK pushed her railroad cargo down the river. The barge bumped gently against the river bank at the foot of Lombard Street at Winnipeg on the morning of 9 October 1877, and a roaring cheer went up from the welcoming crowd. This was answered by an ear-splitting screech from the engine whistle. Fur trappers, traders, shop keepers, construction workers, and the general citizens had a two-day celebration.

The point where the barge landed was later between the terminals of the Canadian Pacific and Canadian National, the nation's two principal railways. The 4-4-0, the flat cars and the caboose were cleared through customs by Charles N. Bell, who later founded the Winnipeg Stock Exchange.

It was a coincidence that the two-day celebration came at the same time the Canadian Governor-General, the Earl of Dufferin, and his lady had arrived for a vice-regal (deputy) visit. In a burst of inspiration and patriotism, Joseph Whitehead officially named his locomotive **COUNTESS OF DUFFERIN!**

Then the barge was moved across the river to the east bank at St. Boniface, and the equipment was unloaded. Track laying began and proceeded southward. Meanwhile, the St. Paul & Pacific rails reached the International Boundary early in 1878. This allowed Whitehead to connect with them and build

northward from Emerson, Manitoba, as well as southward from St. Boniface. In November 1878, the two construction gangs met at the Roseau River, 10 miles north of the border. This is where the first spike-driving ceremony in Canada was held. A few ladies were present, and each one tapped the spike with the maul a few times. The daughter of an Irish section boss took the maul and drove the spike down with one blow.

The 63-mile road was called the Pembina Branch, named for the little settlement of Pembina, North Dakota, just across Red River from St. Vincent, only three miles south of the border. Regular service began on 5 December 1878, when Sam Shorey, proprietor of a Winnipeg dry goods store, bought the first ticket for \$3 to ride 63 miles from Emerson to Winnipeg.

The locomotive and cars were lettered CANADIAN PACIFIC three and one-half years before the CP was officially chartered 17 February 1881. Thus Canada began her first railroad.

After the Pembina Branch was completed, the COUNTESS OF DUFFERIN saw several years of service during the westward construction of the CP main line. Her first crew was Jack Cardell, engineer; Charles Swinbank, fireman; James Doig, conductor; and Robert Kirkup and William Stamp, brakemen. The engine cab was flimsy and the gangway was open. The men remembered the terrible cold of the winters, especially while wooding-up the tender at frequent fuel stops.

When days of construction on the Canadian Pacific were over, the COUNTESS was sold to the Columbia River Lumber Co., at Golden,

British Columbia, in 1897. She performed well for several years. In 1910 A. G. Parsons, of Golden, saw her sitting on a rip track, headed for a scrap dealer's cutting torch. He persuaded the Canadian Pacific officials to rescue her and bring her home to Winnipeg as a monument.

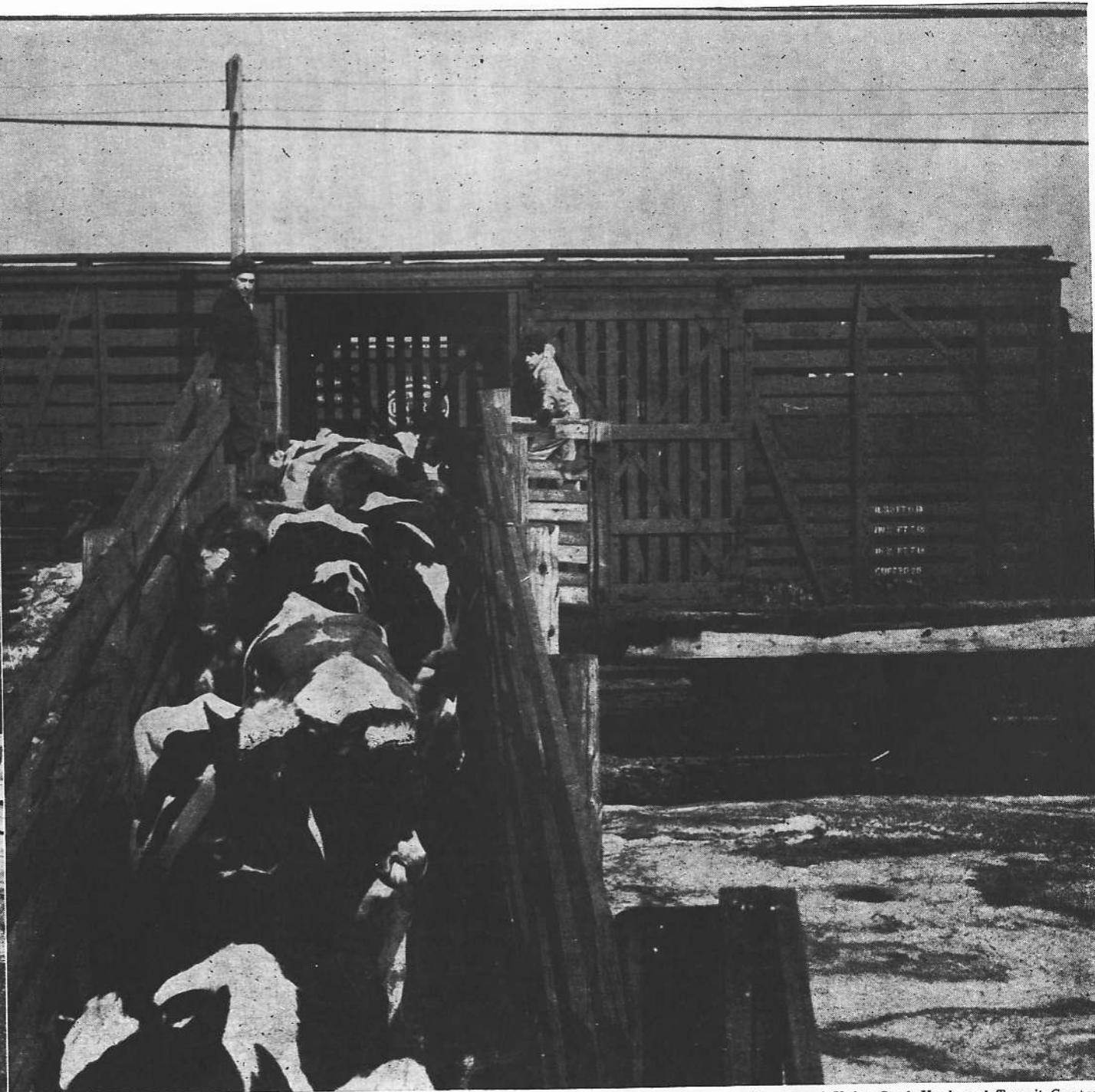
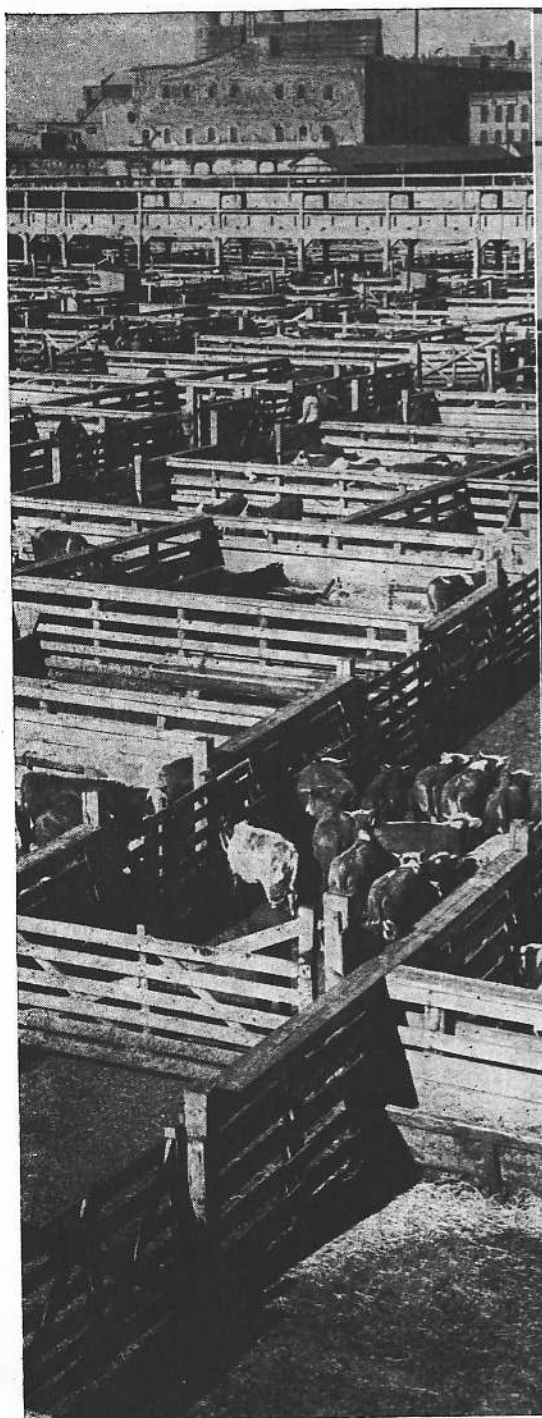
In April 1910, a temporary track was laid across Higgins Avenue in front of the CP headquarters, and the COUNTESS was rolled to a safe place in Sir William Whyte Park.

The family automobile began to multiply even faster than rabbits. In the early 1940's the city fathers of Winnipeg decided that Whyte Park would make a fine parking lot.

The COUNTESS would have to go. World War II had started, and it was suggested the engine be cut up for scrap iron. There came a swelling roar of protest from the people. A crew came to inspect her, and once again she escaped the cutting torch. During the passing years her metal exterior was reduced to a thin shell, unfit for wartime scrap.

In September 1942, during the dark hours of night when there was no traffic, a temporary track again was laid across Higgins Avenue. The engine was securely encased in heavy, burlap-wrapped timbers, and she was carefully lifted onto the track. The rails were given a generous coating of grease, and the old COUNTESS OF DUFFERIN slid across the street to a safe spot beside the front entrance of the Canadian Pacific station.

The first little locomotive to work on the giant Canadian Pacific was a transplanted Yankee from America. ~~1881~~



44.

~ Livestock Arriving at the Stockyards ~

Courtesy of Union Stock Yards and Transit Company

A STEAM LOCOMOTIVE TO EQUAL PENNSY GG-1 ELECTRIC

by: Gene Hull

The Pennsylvania Railroad built an experimental locomotive in 1939 for display at the New York World's Fair. It was a Class S-1, 6-4-4-6 type, and numbered 6100. Favorable experience with it prompted officials to request a new design of steam locomotive that would be equivalent to the famous Class GG-1 electric engine. It would have to pull 800-ton trains at a speed of 100 miles an hour on level ground.

Engineers decided the new engine would need cylinders 19 3/4" x 26"; driving wheels 80" in diameter; boiler pressure of 300 pounds per square inch; tractive effort of 64,650 pounds; engine weight 448,000; and tender weight 392,000 pounds.

The new engine design was given a T-1 classification, and a total of 52 were built by Baldwin Locomotive Works at the Pennsy's shops at Altoona. Numbers 6110 and 6111 were built in 1942 by Baldwin; numbers 5500 to 5511 came from Altoona shops 1945; numbers 5512-5524 came from the same place in 1946; Baldwin built numbers 5525-5528 in 1945, and numbers 5529 through 5549 in 1946. The second T-1, number 6111, was built with a booster having a tractive effort of 13,500 pounds.

In the Altoona test plant, the first T-1, number 6110, achieved a maximum drawbar pull of 6110 horsepower at the equivalent of 76 miles an hour with 35

percent cutoff. At a speed of 100 m.p.h., and an evaporation of 100,000 pounds per hour, a drawbar horsepower of 5780 was obtained. To engineers, these figures were impressive. To us normal people they mean this was one heck of a good engine.

The T-1 made test runs on the road with 16-car trains at speeds in excess of 100 miles an hour. To operate at such speed, the smokebox and pilot were smoothly rounded, and a long skirt on the tender extended down near the rail. Later, much of this skirting was removed. The tender held 38 tons of coal to permit long runs without stopping for fuel. Water was scooped up from track pans when needed. Therefore, tenders were built to hold only 19,200 gallons.

The numbers 6111 had a bit of a problem of slipping her driving wheels when starting a train. In 1947 her cylinders were reduced in diameter from 19 3/4 inches to 18 3/4. The next year seven others received the same correction. In 1948 No. 5500 was fitted with rotary cam valve gear (poppet valve) of the Franklin type. In 1949 No. 5547 was rebuilt with piston valves and Walschaert valve gear. This allowed a comparison of the three types of valve gear.

The diesels came, and this distinctive type of steam locomotive had a short life, even though it performed very well. ~~It~~

1995 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Tom Shook , 1716 Alberta Dr, Little Rock AR 72207-3902 (501-225-8955)
VICE-PRESIDENT - John C. Jones, 117 Cottonwood, Sherwood AR 72116-4011 (501-835-3729)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)
NATIONAL NRHS DIR - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
HISTORIAN - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)
BOARD '95- Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '96 - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)
BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)
BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
BOARD '99 - Stanley Wozencraft, PO Box 1938, Little Rock AR 72203-1938 (501-664-3301)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JULY 9 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 \$20/year for Arkansas residents and also \$20/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: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year.

Editor of the **ARKANSAS RAILROADER** is Ken Ziegenbein. Everything having to do with the **ARKANSAS RAILROADER** should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below.



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

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

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$20/year per individual. Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$34 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly. Send the coupon below to our address in the center of this page.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

T-SHIRTS FOR SALE!!

We still have some of our *Delta Challenger 95* T-shirts for sale in Large and Extra-Large (we will order other sizes for you if needed). Price is \$10 each, postage included. Fill out the coupon below:

I WANT ____ L and/or ____ XL T-SHIRTS @ \$10.00 TOTAL: \$ _____

Other size if needed: _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

(Send orders to the Arkansas Railroad Club, PO Box 9151, N. Little Rock AR 72119)