

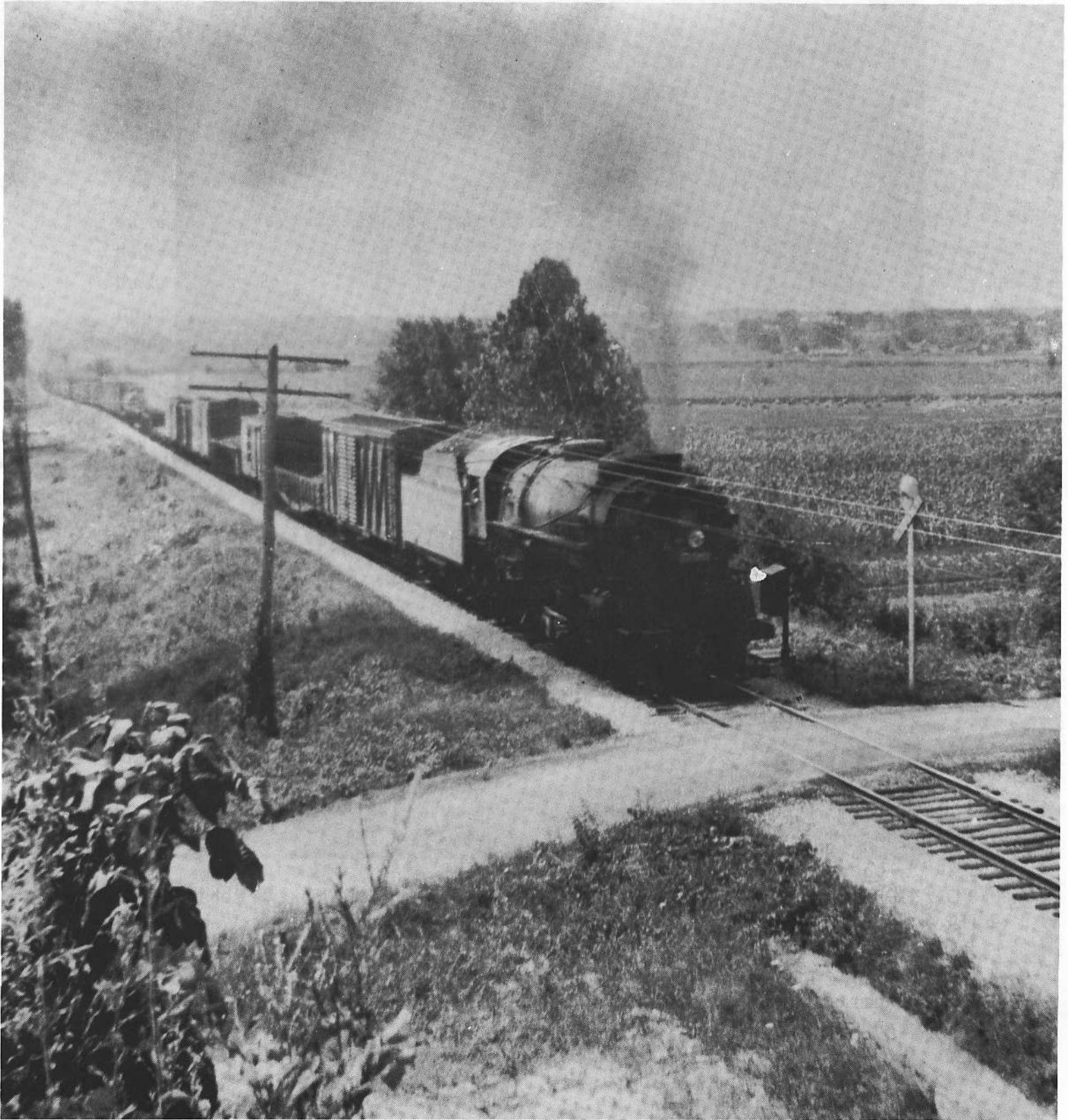


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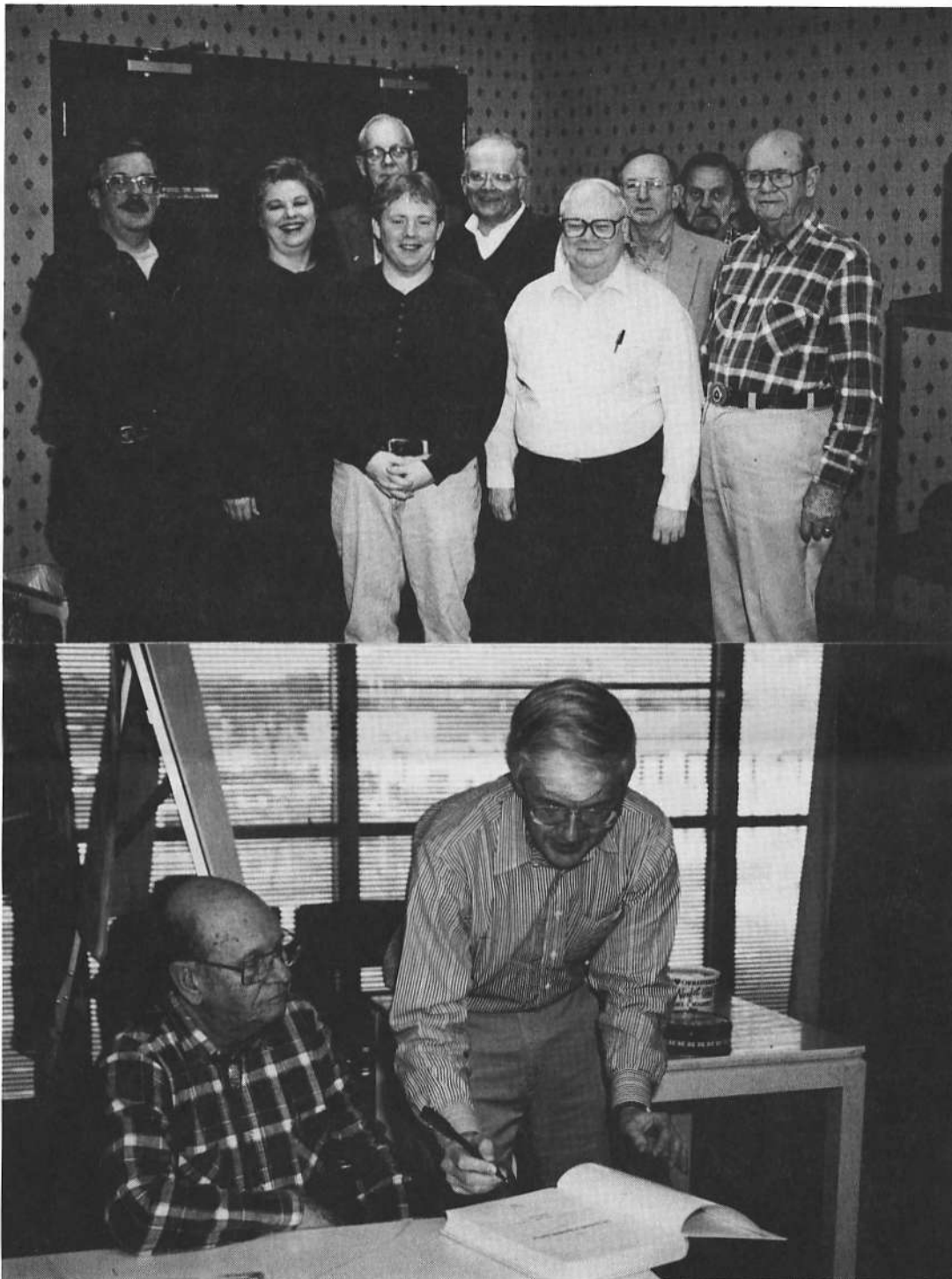
ARKANSAS RAILROADER



VOLUME 26 NUMBER 3 MARCH 1995



COVER PHOTO: NKP #596 H-60 at Peru, Indiana in 1940. (*M. D. McCarter*)



TOP: 1995 Officers and Board of Directors of the Arkansas Railroad Club. L/R Robin Thomas, Carole Sue Schafer, Tom Shook, John Hodkin, Peter Smykla, Stanley Wozencraft, Walter Walter, John C. Jones, Gene Hull. Not shown: Tom Shircliff, R.W. McGuire and Ken Ziegenbein (who was at Disney World getting Cinderella's autograph). **BOTTOM:** Gene Hull (left) and Bill Pollard signing copies of their new book "The Dardanelle & Russellville Railroad" at the January 8 meeting. (*John C. Jones photos*)

EARLY RAILROADS

by: P. B. Wooldridge

Our first railroads were blessed with problems. Canal and river and stagecoach interests, together with attendant taverns and innkeepers and businessmen strongly opposed the coming of the early railroads and their competition. Attempts to charter new railroads failed, and laws were passed to prevent the entry of steam-driven vehicles into the community. Circulars and newspaper ads proclaimed "the dreadful casualties and outrage" a railroad would bring, urging mothers to "look out for your children."

On June 17, 1831, on the South Carolina Canal and Rail-Road Co., the fireman on the engine, the Best Friend of Charleston, tired of hearing the hiss from escaping steam, tied down the safety valve, and the engine boiler exploded. The fireman was killed, and on the next engine the safety valve was placed where only the engineer could reach it. Immediately behind the engine was a "buffer car" loaded with bales of cotton, to catch flying sparks from the engine.

On August 9, 1831, the first passenger train ran on the Mohawk and Hudson. The engine, named the DeWitt Clinton, weighing 3½ tons, pulled 5 or 6 coaches, which resembled stagecoaches mounted on flanged wheels. The coaches were loosely chained together, and starts and stops would unseat the passengers, even tho fenceposts were used between the cars to lessen impact.

Some of the earlier railroads used "snakehead rails," consisting of wooden planks, covered with strips of iron. On occasion these iron strips would curl, and protrude through the floor of the coach. The even earlier railroads used horse power, and experimentation was done using large wind sails as motive power. The human mind will try anything!

Before the acceptance of standard gauge, 4 feet 8½ inches, early railroad gauges included various gauges, 2 foot, 3 foot, 4 feet 9 inches, 4 feet 10 inches, and the Erie Railroad was 6 foot gauge. Compromise cars which had extra wide wheel treads were interchanged between lines which had the 4 foot 8½ inches and 4 foot 10 inches, which resulted in some very serious wrecks.

On one memorable day, the Texas and St. Louis Railway converted from 3 ft gauge to 4 ft 8½ inches, October 18, 1886, 419 miles, extending from Bird's Point, Missouri to Texarkana, Arkansas. It was all done in 24 hours!

NEXT MEETING/PROGRAM

NOTICE - The list of 1995 officers has been put on the same page as the club's information and joining application. This was done in order to save some space and cut costs in future newsletters.

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, MARCH 12 beginning at 2 p.m. The program will be given by yours truly, KEN ZIEGENBEIN. I'll show more of my Super-8 movies, sound and silent, some of Amtrak in Arkansas in the early years. I will need to give the program before the business meeting, beginning at 2 p.m. since I need to be at work at 4 p.m. The program should last about 30-40 minutes.

Future programs include: April - PETER SMYKLA 1994 slides; June - JONATHAN ROYCE Greece Railways slides.

DUES INCREASE - On January 8, the Board of Directors determined that annual dues would go to \$20 a year beginning February 1, after looking at the financial report from new treasurer Walter Walker. We had a loss in 1994 and don't want to repeat it. The increase is only \$5 a year, but it will keep the club solvent for a long time. (For the record, I was surprised we needed this increase, but I didn't have knowledge of all our financial affairs - K.Z.)

3985 EXCURSION PLANNED - Our club will sponsor a steam train excursion using Union Pacific's 4-6-6-4 #3985 on JUNE 6, 1995 from Little Rock to Monroe, Louisiana, one-way. Buses will provide return. Cost is \$110 coach and \$140 dome, with a \$20 return bus fee. Lunch will be provided. They'll be more seats on this trip than we had on our 1992 trip (18-19 cars - U.P.'s streamlined consist). Although the train will go through downtown Pine Bluff on its way to Monroe, it will not stop there for passengers.

WE NEED YOUR SUPPORT. Send in your orders for tickets now, using the form enclosed. Remember, dome seats sell out fast. This will be 3985's last trip in this area until 1999, do don't miss this opportunity. Again, **SUPPORT YOUR HOBBY - BUY SOME TICKETS - HELP THE ARKANSAS RAILROAD CLUB.**

The following is from the *Flyer*, newsletter of the Smoky Hill Railway:

"Someone said the membership of an organization is made up of four bones:
 Wishbones - who spend all their time wishing someone else would do the work.
 Jawbones - who do all the talking, but very little else.
 Knucklebones - who knock everything everyone else does.
 Backbones - who get the load and do the work."

We are going to need those "backbones" to help sell tickets for this trip. Volunteers?

NEW MEMBERS - The following have joined the Arkansas Railroad Club during the past couple of months:

ROBERT H. McCOY, 764 E Oak Hill Rd, Chesterton IN 46304

SIDNEY A. SMITHLINE, 14506 W 18th, Sand Springs OK 74063



G.D. MELTON, 1785 CR 903, Jonesboro AR 72402-0763

DAVID A. NARRACONG SR, RR 3 Box 650, Arkadelphia AR 71923

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.

SHOW & SALE - Our annual Arkansas Railroad Club's Show & Sale will be held on Saturday, April 29 at the Hall of Industry, State Fairgrounds, Little Rock, the same place it was held last year. Tables are \$25. Admission is \$4 for adults and \$1 for children. If you'd like to rent a table, write to us at PO Box 9151, North Little Rock AR 72119 and we'll send you information.

BILL CHURCH UPDATE - There has been little change in Bill Church's condition since his stroke a few years ago. He's still at the VA Rehabilitation Center in North Little Rock. His eyes have been deteriorating, but showed some improvement in recent weeks, according to Naomi Hull.. You're in our prayers, Bill. Bill can be reached at 5619 Bel Caro Place, North Little Rock AR 72118-3665. He'd like cards.

EAKLES HILLE UPDATE - Naomi Hull told us at the February 12 meeting that Eakles Hille had to have his right leg amputated above the knee on February 11 due to complications from diabetes. You're also in our prayers, Eakles. Eakles can be reached at the Pleasant Valley Living Center, 12111 Hinson Rd, Little Rock AR 72212-3410. He'd like your cards, too.

Both Eakles and Bill are living history of the golden days of steam railroading, on both the Missouri Pacific and Cotton Belt. Eakles was an engineer and Bill a conductor. May you both live long and prosper - and continue to write railroad stories!

TO HAVE SURGERY - JONATHAN ROYCE is slated to have surgery. We hope everything goes well.

AETN PLEDGE DRIVE - We've been invited again to help out at a pledge drive for public television on March 1-19. Contact John Hodkin if interested at 945-2128.

INTERESTING MONOGRAPHS - RANDY COOKUS, former Amtrak Agent at Little Rock (now working for Amtrak in Kansas City), sent an article from a Nebraska paper listing several short monograph papers by Bill Rapp, including: *Northeast Oklahoma Railroads, Street and Interurban Railways of Illinois, The End of the Rock Island in Nebraska, An Annotated Catalog of Louisiana Railroads, Railroad History via Post Cards*, plus more. Costs range from \$1 to \$15. For more information, write to him at 430 Ivy Avenue, Crete NE 68333.

MAD ABOUT UP/RI - A member from western Arkansas (name withheld on request) wrote a long letter criticizing various things regarding the Rock Island's demise, among other



things. Among his words: "All of Missouri Pacific's "suits" involved (in not allowing another railroad to buy or lease the Rock Island from Oklahoma to Memphis in the early 1980s) should be forced to take up the tracks, poles, signs, ballast, everything and remove it in a section car trailer pushed by hand. If it was done to prevent any competition for MP, what competition? Like there is (was?) a lot of Memphis-Fort Smith traffic? (Editor's note... the Santa Fe did indeed want to lease this line from the state after Arkansas would purchase it, so they could get to the Memphis gateway. Today, they are finally in Memphis via BN). I wonder how much MP fought the building of I-40 and the locks on the Arkansas River? Those two are the competition."

"I watched for six years as the RI tracks west of Perry just layed there and decayed. The 36 miles to Danville was finally saved at the eleventh hour plus. The 75.4 miles from Danville to Howe was forever lost, the roadbed in places now differing from the Dardanelle and Ola Southern roadbed (abandoned March-April 1938) only by the size of the trees on it. What a kick in the head to the people who built that roadbed with pick and shovel and wagon. They could not do like the ones who built the Interstates - sit on some huge earthmoving machine and then complain about how little they are paid for what they do. If anyone visits those 75.4 miles, try to ignore the roar of trucks. I hope those MP people are happy. Did anyone remember August 8, 1994 was the 30th anniversary of the last RI RDC on that route?"

"More about Union Pacific: Have those people forgotten how to letter freight cars? UP had such high lettering standards for decades, then in the late 70s just tossed them. -- What ever happened to public image and doing a job well? (Editor's note...UP had a record year in 1994, both for carloads and income). Rock Island pioneered bad lettering in 1979 with the junk El Reno turned out. If no one noticed, I question their eyesight. RI also pioneered caboosless trains in 1979, something that did not catch on until the mid 1980s on other major railroads."

"What's wrong with UP lettering? The simplified scheme with the small emblem tucked up in a corner. -- The pattern this is judged by is how it was done from the late 30s to the late 70s. Why should it be different now? -- UP lettering used to be the same style for one inch on up. Standardization. Now they use what everyone else uses. -- The reason for using it may be cost cutting, but there is cost cutting and there is cheap. 20-inch numbers on locomotives? Get real."

"Kansas City Southern: Someone will say, 'with all this traffic on US 71, it needs to be widened.' -- Now they want to build a new interstate between Kansas City and Shreveport. How many times must the wheel be reinvented? -- There is already something between those two cities, the KCS, and I doubt if it is running at capacity. Put some of that money and trailers (passengers? - a weird concept) on it instead of pouring money down the rat hole of redundant highways."

"Trucks: In 1986 or 87, I say one loud truck headed to Perry on Highway 10 from a plywood yard. -- Even if that trailer had been overloaded, it would not equal one-half of one of RI's smallest pulpwood cars, 94200-94299 series. -- It would take one round trip a few days a week, instead of all day, everyday by trucks."

"Odds and ends: I have seen sledge hammers used on covered hoppers at feed mills to knock the last bits of load out, yet rubber mallets are used on grain trucks. Why the double standard? -- In the early 70s, news shows were good at showing telephoto views of ten miles per hour trains rocking on wavy track, with a closeup of a joint going up and down in the mud. -- Why do they not now show Conrail UPS trains doing 70 mph? -- Is anyone as "broken up" as I am about airlines going bankrupt and out of business? It is time they had their turn." (The letter was reduced about 70 percent its original length)

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 - Pullman stepbox. Will buy outright or trade for an Illinois Central stepbox. BURDENE MULLEN, 4 Warwick Rd, Little Rock AR 72205-1557 or call 501-227-8177.

WANTED - Tall globe Cotton Belt lanterns. DARREL CASON, 501-541-3747 days, 501-536-1229 after 5 p.m.

FOR SALE - Two Missouri Pacific Railroad lanterns - no charcoal pan, they have been electrified. If anyone is interested, make an offer. KENNETH WHEATLY, 135 Central Ave, Hot Springs Nat Park AR 71901.

WANTED - Rock Island data, slides, photos, etc for computer database being put together by the Rock Island Technical Society in Kansas City. They want mainly pre-1965 data. If you have any information and want to be listed in this database, contact them at 8746 North Troost, Kansas City MO 64155, in care of David J. Engle.

ARKANSAS RAIL NEWS

OZARK MOUNTAIN RAILROAD BACK - (Harrison) - The proposed Ozark Mountain Railroad, which was to run steam trains between Harrison, Eureka Springs and Branson, Missouri had a lot of people in northwest Arkansas upset last summer because they feared losing their land. This group got the ICC to halt any further work until financial backing was disclosed, something which OMR president L. D. Stordahl opposed. However, last January another group living in the same area got 200 petition signers to mail a letter to the ICC to have them give the green light once again. This new group wants the trains to roll.

The project is to cost \$1 Billion, and an investment firm in New York called Innova Capital Support Group sent Stordahl a letter saying that this financing was to be in place by the end of January. (This group pulled out of the deal in early February, however.) And Stordahl has hired former ICC General Counsel Fritz Kahn to appeal the ICC decision and to let him start the environmental study before his financial backers are released. Kahn's entry into the matter adds credibility to the project. Brown and Root Construction Company of Houston, Texas confirmed January 17 that they are ready to begin constructing the rail lines.

Stordahl said the project would create about 12,000 jobs and move about 10,000 passengers a day with 10 runs a day. (*Arkansas Democrat-Gazette, January 18, 1995 via Jonathan Royce and the Green Forest Tribune, January 18*)

TRAIN CREW ORDINANCE STRUCK DOWN - (Diaz) - A federal judge struck down a Diaz city ordinance that mandated that two engineers be in locomotives while traveling through that city. The city passed the law last year and the Missouri & Northern Arkansas appealed it to the federal courts. The decision said only states and the federal government could make such rules. (*Arkansas Democrat-Gazette, January 1995 via Jonathan Royce*)



LOOSE CARS HIT MAN - (Roland) - In a freak crossing accident on January 11 in Roland, Robert Parker, 65, was injured when his pickup was struck by eight freight cars which had accidentally disconnected from a 109-car train. The train had already cleared the signaled crossing when he tried to cross the tracks and was struck by the wayward eastbound cars. (The Little Rock & Western runs on this former Rock Island stretch of track. I wasn't aware that they had 109-car trains). (*Southwest Times Record, Fort Smith, January 12, 1995*)

TRACKS TAKEN UP - (Lonoke) - More of the famous Rock Island's "Sunbelt" tracks have been removed in eastern Arkansas, from Galloway eastward to Lonoke's city limits (as of January 25). The salvage company will leave the historic tracks in place in front of the renovated depot and 500 feet east of there where a caboose and boxcar resides. The city will redevelop the area around the depot as soon as Arkansas Midland sells them the right of way. The city also has received \$103,000 for a hiking/biking trail inside the city along the old right of way. (Apparently, Lonoke has pride in itself and wants to invigorate the downtown area without destroying its railroad heritage past - Ed.) (*Lonoke Democrat, January 25*)

King Sennacherib, tough ruler of Assyria from 705 to 681 B.C., had signs posted along the main road to Ninevah saying: "Royal road! Let no man lessen it!" Anybody who parked along it had his head removed and stuck on a post in front of his home! (UTU's "Man on the Move" Scrapbook via Waiyne Porter)

RAILROAD PROPERTY LEASED - (England) - On January 24, the England City Council approved spending \$350 a month to lease a two-block area in downtown England from the St. Louis Southwestern Railway (SP). The city will continue to negotiate the purchase of this land. The Cotton Belt removed tracks from this North Little Rock to Altheimer line several years ago (anybody know when exactly?). (*England Democrat, January 25*)

KIAMICHI RAILROAD'S RECORD YEAR - (Ashdown) - The Kiamichi Railroad hauled 43,966 carloads in 1994, a record and 9.1% increase from 1993. And 1995 looks just as bright, as GP is building a new lumber mill on the line and other users are adding new tracks. They run trains 24-hours a day and in January started having mechanics on duty at night, as well as computer support and management staff on duty at night. (*Kiamichi Korner, January 1995*)

ARKANSAS & MISSOURI RAILROADS RECORD YEAR - (Springdale) - The Arkansas & Missouri Railroad hauled 15% more freight in 1994 than 1993, 27,491 carloads. A&M revenues increased to \$13 million, double the 1987 revenues, the first full year of operation.

CROSSING ACCIDENT - (Russellville) - A pickup truck was hit by a 10-mph Dardanelle & Russellville train at the Highway 7 crossing south of Russellville on January 4. Only minor injuries were reported. The 48-year old man was deaf and didn't see or hear the train, although the crossing lights and bells were working. He had followed another vehicle across the tracks. (*Courier Democrat, Russellville, January 5, 1995*)

MOVING DEPOT? - (Glenwood) - The Glenwood City Council is considering moving the old Glenwood Depot to the Highway 70 rest stop and take over the rest stop itself.



(Glenwood Herald, January 12, 1995)

RAIL SERVICE TO CONTINUE (at last for awhile) - (DeWitt) - Southern Pacific was supposed to discontinue service to DeWitt's Cormier Rice Mill on November 30, 1994 but agreed to stay until July 1995, so long as the mill wouldn't put up a legal battle. The rice mill employs 45 people, and 20 would have to be laid off if rail service stops. The shipped 194 cars last year. There is a committee that opposes the discontinuance for the entire county. *(Stuttgart Daily Leader, December 20, 1994)*

MORE CROSSING CITATIONS - (Pine Bluff) - Two patrolmen on motorcycles, one on each side of a train, have begun running along side SP and UP trains as they move through Pine Bluff. They give tickets (worth \$123) to anyone caught running across the tracks ahead of the train at signaled crossings. This has resulted in a drastic drop in crossing accidents in the city (which averages 10 to 15 a year, but 1994 was only 3). *(Pine Bluff Commercial, December 12, 1994)*

ABANDONMENT - (Prescott) - The Prescott & Northwestern Railroad has applied to abandon 26 miles of its line north of Prescott, while keeping its 2 mile line around the city itself. The 26 miles from Prescott to Highland hasn't been used for years.

RENOVATED DEPOT - (Decatur) - Restoration work on the former KCS depot in Decatur was completed late last year and now is home to a museum and Decatur's first public library. All work was done by the depot's owner and his employees, Peterson Industries. The original depot was built in 1911 by the KCS. A KCS F7A and caboose sits in front of the depot. *(Morning News, Springdale, January 20)*

GENERAL RAIL NEWS

CAJON PASS WRECK - (Cajon Pass, California)- A Santa Fe 55-car freight slammed into the rear of a Union Pacific coal train on Cajon Pass in California on January 18. Nine cars of coal were set afire. *(Arkansas Democrat-Gazette, January 1995 via Jonathan Royce)*

ICC ON ICE? - Both President Clinton and the new Republican Congress want to abolish the 108 year-old Interstate Commerce Commission. But wait! Some shippers are getting cold feet, especially those captive of a single railroad. For years, the talk was to eliminate regulations, but now some are having second thoughts. Some still want some sort of referee, at least until all the loose ends are tied down as to who will do the regulating. The rail functions of the ICC would go to the Justice Department and the regulatory part to the Transportation Department. Shippers believe the ICC's death would slow rail mergers (i.e., Santa Fe/BN). The National Industrial Transportation League, largest group shippers in the country, is concerned about the rights of captive rail shippers. *(Arkansas Democrat-Gazette)*

RECORD YEAR - U.S. railroads moved 1.2 trillion ton-miles of freight in 1994, a record for a single year. The most cars moved in a single week was set the week of December 3 with 26.1 billion ton-miles. Intermodal traffic was up 14.1%, moving almost 8.2 million trailers over rails, representing the removal of one truck from congested highways every 4 seconds.



In fact, total loaded miles traveled by trucks declined 34% from 450 million miles in 1985 to 298 million miles in 1993. Average truck trip length was 154.4 miles, down from 222.3 miles in 1985, all thanks to railroad's Intermodal expansion. (*The Bull Sheet, February 1995 and Railweek, via Compuserve, January 1995*)

29 YEARS OF EXCURSIONS - The Heart of Dixie Railroad Museum sponsored 99 passenger excursions since April 25, 1965, almost all on Southern Rwy rails. Most left from Birmingham, Alabama and went to Chattanooga (54). Steam engines No. 611 made 25 trips, No. 1218 14, No. 4501 9, No. 610 8, No. 2839 6, No. 2716 4, No. 750 3, No. 722 3, No. 630 2, No. 290 2, No. 765 1 and No. 4449 1. Diesels headed 11 runs. Since NS has ended its steam program, the final excursion was run last December. (*Cinders from the Smokestack, January 1995*)

FASTER TRAINS - (Holland, Missouri) - Burlington Northern trains can now go 55 mph through Holland, as well as speed up in other Missouri towns, since the Missouri Supreme Court ruled in 1993 that cities can no longer restrict a train's speed through towns. The old limit through Holland was 35 mph. Residents say that this is too fast and worry about accidents. Missouri is one of four states that did away with speed restrictions. (*Courier News, Blytheville, Arkansas January 17*)

UP BOWS OUT OF SANTA FE DEAL - Union Pacific terminated its hostile \$3.6 billion offer for the Santa Fe, leaving the BN/Santa Fe merger the only game in town. Union Pacific actually helped the Santa Fe get 40% more from BN than the initial offer last year because of its fight to stop the merger. (*Arkansas Democrat-Gazette, February 1, 1995 via Ellen Brown*)

AMTRAK NEWS

1995 AMTRAK CALENDAR - Amtrak's 1995 calendar has a nice drawing of a Superliner-equipped train going over a bridge using the new GE units. This large year-at-a-glance calendar can be bought from Amtrak for \$5.00. Mail orders to Amtrak Calendar, PO Box 7717, Itasca IL 60143.

AMTRAK IN 1996? - Even though Amtrak's ticket sales cover 80% of its costs, the 20% coming from the Federal government is still needed to continue in its current state. Amtrak produces 35% more passenger-miles today than it did in 1980, when it only covered 46% of its costs by ticket sales. Its inflation-adjusted operating subsidy is 70% less today than it was in 1980. From 1982 to 1991, aviation subsidies rose 97%, highways up 25%, but Amtrak's subsidy was DOWN 36%. Since Amtrak employs 25,000 and has thousands of private contractors working for it, why shouldn't the federal government continue the subsidy, especially if the subsidies for other transportation modes continue? Taxes on the salaries of Amtrak's employees and contractors are MORE than the congressional funding. Now is the time to write your congressman or senator to urge keeping the trains rolling. And RIDE AMTRAK, because if current trends continue, there won't be any Amtrak to ride in 1996.



There is a bill in Congress to cut Amtrak's investment to \$150 million a year by 1999. A General Accounting Office report criticized a proposal to fund Amtrak out of highway trust funds. It is estimated that it would take \$4 billion for needed capital improvements. Thomas Downs, Amtrak president, said Amtrak's future is in densely populated corridors and essential rail service corridors. Rep. Frank Wolf, R-Va., wants to form a commission, similar to the military base closing commission, to oversee the downsizing of Amtrak. (Downsizing?? The reason there isn't steady growth in Amtrak is that trains don't go where people want to go, like Dallas to Florida, etc. Ignorance in Washington is rampant - Ed.)

AMTRAK HISTORICAL SOCIETY - The Amtrak Historical Society is once again in business and will produce a quarterly newsletter. If you'd like to join, membership is \$10 a year made payable to Amtrak Historical Society, Box 804677, Chicago IL 60680-4108,

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

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

SAN ANTONIO, TEXAS-BRANSON, MISSOURI - Beginning April 19, 1995 - *The Branson Limited* will begin its American Orient Express runs again from San Antonio through Arkansas to Branson. 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.

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.

REMEMBER TO SUPPORT OUR CLUB BY BUYING TICKETS ON OUR JUNE 6 LITTLE ROCK-MONROE EXCURSION! WE'RE COUNTING ON YOU.



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 (501-945-5556)
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)

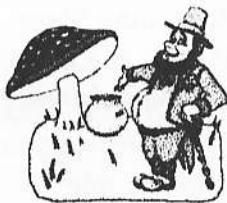
The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, MARCH 12 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 \$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.

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