



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 25 NUMBER 5 MAY 1994



COVER: Union Station in Hot Springs, Arkansas, August 7, 1970. This station, which is now a restaurant (The Sawmill Restaurant) may be purchased by the city and made into a museum, office. (M.D. McCarter photo)

Ride Great Trains through a Great Country



Si, si, si, chico! Riding one of Santa Fe's great fleet of fine trains is certainly the way to see that romantic Southwest of yours. Santa Fe trains are famous for comfort and room to move around... for a wonderful choice of fine Fred Harvey meals... for dependable on-time schedules, regardless of weather... for arriving right downtown. Yes, traveler, figure it out—you'll go Santa Fe—all the way!



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"Mention the National Geographic—It identifies you!"

1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, MAY 15 in **PINE BLUFF** at the Union Station (notice its the **THIRD** Sunday instead of the second Sunday this month due to Mother's Day being on the second Sunday). Time will be 2 p.m.

The program will consist of a presentation by the Cotton Belt singers, relating Cotton Belt stories. The Cotton Belt Singers are Willie McClendon, Samuel Rice, Washington Ficklin and Theo Rodgers. Refreshments will be provided. Like always, this and other Arkansas Railroad Club meetings are open to the public.

FUTURE PROGRAMS include: GM&O by David Johnston in June; the Atlanta NRHS Convention by Dick Davis in July.

1994 CALENDAR SALE!! - Our 1994 calendars are only \$5 each. We still have a few left. Order yours from our club address. Postage is included.



1995 CALENDAR PHOTOS WANTED - The format and picture types will be similar to last years . . . that is, we will have a contest of photo entries, picking 13 to go into the 1995 calendar (there will be a cover photo this time).

Photos can be either color or black and white, 3½ x 5 inches or larger. Photos only, please. If you have a slide, have a print made first. You must be a member of the Arkansas Railroad Club to enter the contest. If you are not a member, you must join before we will accept your photo. Like last year, photos can be of any railroad-related subject in Arkansas, past or present. Photos in your collection, but not taken by you, may also be entered, but must be of Arkansas subjects (the actual photographer must then give his/her permission to publish the photo).

Like last year, there will be a committee to pick the 13 winners (the cover shot will be voted on by our membership at the July 10th meeting). **DEADLINE** for entries will be JULY 10 at the club meeting. Judging will be done that day.

Send your entries to Photos, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. They will be returned after the calendar is printed.

NEW MEMBERS THIS MONTH:

DAN HALL, 8600 Harvard Dr, Fort Smith AR 72903



ATLANTA CONVENTION will be held June 20-26 in Atlanta. \$20 registration fee. Contact the Atlanta Chapter NRHS, PO Box 66, Decatur GA 30031. You must give your NRHS number to register.

NOTES FROM BART - Barton Jennings of Knoxville, TN, former club president, continues to hold track courses, the last one at the Tennessee Valley Railroad in Chattanooga. Bart also recently visited the Pueblo test track in Colorado where they test various locomotives, trucks, rails, etc. He also visited many other locations, including: the Rathole near Camp Austin; Cementville, Indiana, where a potential shortline may start. The military facility there has 2 Baldwins plus about 20 10-ton Plymouths; toured the NS Sevier Yard; Saw a lot of CSX activity on the way to Charleston.

The CSX is running near capacity on its lines and has a crew shortage on some sections in the Southeast, as does the UP in North Little Rock apparently. - Due to age and metal deterioration, Southern 4501 is getting a new smokestack. - The UP/NS coal trains to Georgia have evenly split power when coming through Chattanooga. - Kevin EuDaly is looking for MP pictures for a series of books. Write him at 6545 Scenic Drive, Kansas City MO 64133. Tell him Bart sent you (it could get Bart a book). - There is an excellent article on insurance problems in *Railfan*. - Bart said he has indeed changed over the years: he put on 5 pounds, and its NOT knowledge.

RAILFAN DIRECTORY - Gordon Mooeyhan, The Railfan Directory, PO Box 2328, Myrtle Beach SC 29578-2328 would like names and addresses of railfans from around the country so he can publish a Railfan Directory in early 1995. This directory would allow railfans visiting unfamiliar areas to contact local railfans for information on current operations. To be listed, FREE of charge, he'd like you to send him your name, address and railroad(s) that you can provide information on. Your phone number is OPTIONAL. He estimates the cost of the book, in early 1995, will be \$15 or \$20.

BUS TRIP TO RIDE 1522? - ROBIN THOMAS brought up at the April 10 meeting the possibility of chartering a bus or van to take members to West Plains, Missouri on Sunday,



June 19 to ride behind Frisco 1522 on its trip to Jonesboro (see schedule elsewhere in this newsletter). The bus would then pick up everybody at Jonesboro and bring them back to North Little Rock. **YOU WOULD BE TOTALLY RESPONSIBLE FOR GETTING YOUR TRAIN TICKETS FROM THE ST. LOUIS CHAPTER** (see ad elsewhere in newsletter). (Of course, you could just ride the bus/van up there, watch the train come in and leave West Plains, then ride to Jonesboro on the bus and watch it come in there as well, I suppose). Anyway, if you'd like to ride the bus, contact Robin Thomas at PO Box 9151, North Little Rock AR 72119. You can cut out and send in the coupon located on the same page with the 1522 schedule, if you'd like. Again, riding the bus does NOT mean your train tickets are included. It's about 4 to 4½ hours from North Little Rock to West Plains, so we'd have to leave around 6 or 630 a.m.

NEWS THIS ISSUE updated through April 13. **DEADLINE** for the June issue will be at the May 15 meeting. This issue mailed April 28 or 29.

ARKANSAS RAIL NEWS

"DELTA HERITAGE TRAIL" - (Lexa) - Arkansas has a new state park, the longest and most narrow park in the state, called the "Delta Heritage Trail." It runs along and 100-yards either side of the right-of-way of Union Pacific's former Missouri Pacific rail line through eastern Arkansas from Lexa (near Helena) to Cypress Bend (near McGehee). This line was once used by the famous *Delta Eagle* of MoP fame. Track is still on the line from Snow Lake to Cypress Bend and is now owned by the Arkansas Highway Department. Part of the line could be used as a rail excursion line while all or part of the line will probably become a hiking/biking trail, part of the "Rails-to-Trails" Conservancy.

Arkansas state parks are in need of money to help this and other parks, however, and there will be a proposal on the November 1994 Arkansas ballot to increase the sales tax by 1/8 of 1% to help fund Arkansas parks. It is urged that we write our representatives to support this project.

Park ranger for the new state park is none other than our new Club Member CLIFF FERRELL of HC64 Box 162B2, Star City AR 71667-9802. Cliff is a former policeman at Warren and served as Deputy Sheriff in both Lincoln and Cleveland Counties. Also, member LYNN GAINES, on the Governor's Task Force, Rails to Trails Conservancy, was very helpful in getting this abandoned line preserved as a state park. His address is 1803 Belmoor Ave, Pine Bluff AR 71601-6113. Thanks Lynn. (The Rails-to-Trails Conservancy is a group dedicated to preserving abandoned rail rights-of-way for hiking use and possible rail use again. In the case of the Delta Heritage Trail, Union Pacific has six years to reclaim the line for rail use).

On a single gallon of fuel, railroads can move a ton of freight three times as far as a truck can move that same ton.

RAIL HIKE HELD - (Shirley) - On March 12, a field trip was held along the historic M&NA railroad trail from Shirley to Cottrell Cemetery by the Little Red River Audobon Society. (I had no notice of this hike). (*News, Van Buren, March 10*)

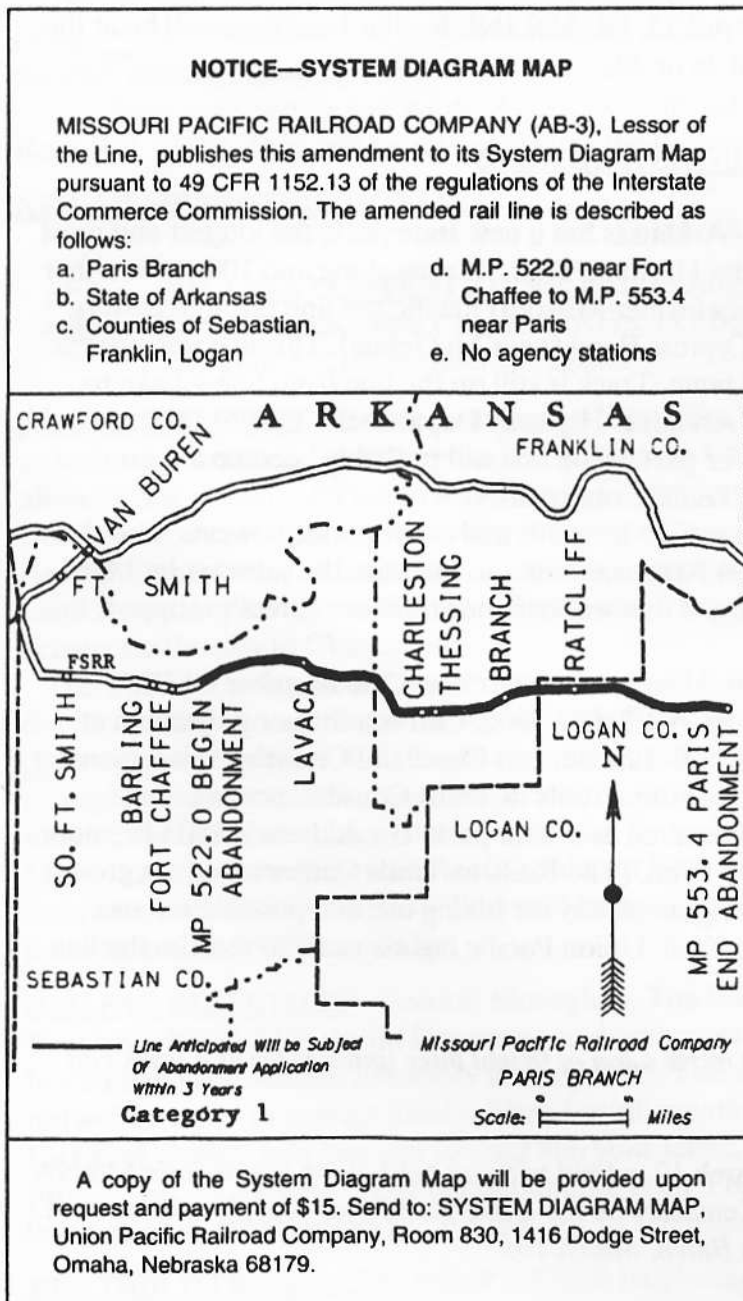


NEW CROSSING - (Hope) - On March 7, the UP and Kiamichi Railroad began work on a new crossing for their lines near Hope, costing \$200,000. (*Hope Star, Hope, March 8*)

DEPOT RESTORATION BEGINNING - (Walnut Ridge) - Restoration work on the Missouri Pacific depot (now used by Amtrak) at Walnut Ridge could begin as early as June and may be completed as early as December. The proposed floor plan includes an Amtrak waiting room (passengers now wait outside in the predawn hours). This waiting room would be open 24 hours a day. The Chamber of Commerce will also be housed in the building. (*The Times Dispatch, Walnut Rider, March 16 by Renee Bland*).

OPERATION LIFESAVER IN ARKANSAS - On March 29, 30 and 31, Union Pacific ran a sleek Operation Lifesaver special in Arkansas from

McGehee to Pine Bluff to Little Rock to Bald Knob to Newport to Corning then to Poplar Bluff, Missouri. Lots of school kids rode. The train on March 30 consisted of UP locomotive #9409 at one end, flat car 2231, streamlined cars *Cheyenne, City of Los Angeles, Sun Valley, Sunshine Special, Portland Rose, Katy Flyer, Texas Eagle*, generator car 208, and engine #6188 at the other end.



HOT SPRINGS DEPOT

PURCHASE - (Hot Springs) - The city of Hot Springs apparently will receive grants from the Intermodal Surface Transportation Efficiency Act (ISTEA) to acquire a greenway along Hot Springs Creek and purchase the old Sawmill Depot (see cover) to be made into a transportation center. The old union station used to serve Missouri Pacific and Rock Island trains and now houses a restaurant. (*The Sentinel-Record, Hot Springs, March 15 by John Howard*)

PARIS SHORTLINE - (Paris) - The Paris Branch (UP, Missouri Pacific, trains run by the Fort



Smith Railroad) will be subject to abandonment within 3 years (from April 6). The proposed abandonment would run from milepost 522.0, near Fort Chaffee to milepost 553.4, near Paris. The towns of Lavaca, Charleston (home of U.S. Senator Dale Bumpers), Thessing, Branch, Ratcliff and Paris would be without rail service.

According to member DOUGLAS HARLEY II, who gave me this information, the only trains running now are two 10-car trains a week hauling charcoal from a plant on the outskirts of Paris. The Paris Tyson chicken plant has closed, but there is hope that someone else will take it over.

COAL CAR CATCHES FIRE - (Little Rock) - A coal car on its way to the White Bluff Coal Generating Plant near Redfield caught fire the morning of March 30 at Union Pacific's Biddle Yards (Rock Island) in south Little Rock. The fire was caused by spontaneous combustion. (*Arkansas Democrat-Gazette, March 31 via Jonathan Royce*)

GENERAL RAIL NEWS

ABANDONED ROCK ISLAND MAY BE REACTIVATED - (Lees Summit, Missouri)

- As reported in April's *Railroader*, a portion of former Rock Island track may be

activated between Kansas City and St. Louis. The 25.8-mile segment in question runs from Leeds, in Kansas City, to Pleasant Hill, Missouri. It belongs to the Southern Pacific, which got it in 1982 as part of the merger agreement between Missouri Pacific and Union Pacific. SP officially abandoned the line last fall. It hasn't been used since at least 1980 and there are trees growing in the tracks.

Now, Union Pacific wants to buy it and use it to run coal trains eastbound out of Kansas City due to its flatter grade. Land developers near Lees Summit are very unhappy with the idea, since some of them have built close to the right-of-way and never thought it would become an active rail line again. All the talk has been about making it a hiking trail, connecting to the famous "Katy Trail" through Missouri. Mark Davis of Union Pacific said UP was not used to reactivating rail lines, only in deactivating them. This would be a first.

The ICC must first approve the sale, and on April 4 said the SP must resubmit its request to abandon the entire Kansas City-St. Louis 196-mile former Rock Island line, including the 25.8 miles segment through Lees Summit. This ruling was considered a sign that the dormant rail line might have trains on it again, and that UP might indeed be running coal trains through Lees Summit. (*Lees Summit Journal, March 11 and April 4, 1994 via Jerry Nunn*)



KCS SUES CREW - (Kansas City) - In early March, Kansas City Southern Railway sued five fired crewmen involved in the February 10 head-on collision of two freights near Anderson, Missouri. The suit contends that the collision occurred because of crew negligence. The accident caused more than \$2 million in damages to the engines and cars, but no deaths. The suit seeks \$2 million in damages.

MEANWHILE...a couple of days after KCS sued the crew, the crew sued back, contending that the railroad was negligent. They contend KCS was negligent in allowing the two trains to operate too close to each other. KCS said it warned the crew that the two trains would be running on the same line and that they were supposed to stop short of each other. (*Kansas*



City Star, March 16 and 18, 1994 by Julius A. Karash via Jerry Nunn)

LIGHT RAIL IN KANSAS CITY? - Missouri lawmakers are considering a \$151 million tax increase for mass transit, with some of the money allocated to a light-rail line between downtown Kansas City and the KCI airport. Today it costs about \$50 for a one-way taxi ride from the airport to downtown (verified by your editor). There was some argument that there shouldn't be a specific route in the tax bill. (*Kansas City Star, February 10 via Jerry Nunn*)

KCS EXPANSION - (Shreveport) - KCS will build a new 15,000 square foot customer service center at Deramus Yard in Shreveport, adding 100 new jobs to the area. At the present time, KCS has no plans to move its headquarters to Shreveport from Kansas City, but its main yard is located at Shreveport. (*The Times, Shreveport, March 19, via T.W.M. Long*)

MISNOMERS AT CROSSINGS - JIM JOHNSON, Grade Crossing Safety Planner at Southern Pacific and editor of several Operation Lifesaver publications, relates his displeasure at the use of certain terms regarding rail/highway crossings. Among them: ***PROTECTION***.

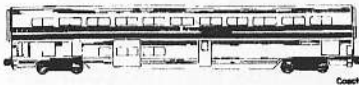
As in grade crossing protection when speaking of signs and signals. These are warning devices only. The only true protection mechanism is the motorist and his compliance with the signs. Only he/she can prevent collisions. ***ACCIDENT***. As in grade crossing accident. The term implies that these "accidents" couldn't be prevented, like tornadoes. Again, the motorist would not have these "accidents" if they obeyed the laws to begin with. ***NEAR MISS***. If two objects in motion nearly "miss" each other, they obviously "hit." Near miss should be called "Near Collision" or "Close Call" instead. In other words, **WATCH YOUR LANGUAGE!**



"PACIFIC EAGLE" REBIRTH? - (Pacific, Missouri) - With the early success of MetroLink, St. Louis' new light rail system, there has been talk of reviving commuter rail service between downtown St. Louis and Pacific and DeSoto along UP's ex-MoP lines. A commuter train served this line up until the early 1960s. (*Webster-Kirkwood Times, February 18 via The Gateway Railletter*)

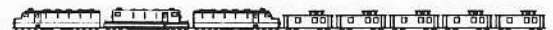
CHANNEL TUNNEL TO OPEN - (England) - After several delays, the 31-mile underwater rail tunnel between England and France will open this summer. Computer problems caused the delay. (*Jonathan Royce*)

AMTRAK NEWS



SUPERLINERS ON "CITY" - (Memphis) - Superliners were put on the *City of New Orleans* on March 3. These replaced 40+ years-old Heritage coaches. Improved dining and sleeping car service is also provided. (Editor's note...the main reason this train got its Superliners was because Amtrak made the *Eagle* through Arkansas tri-weekly instead of daily last November, making those Superliners available to other routes). (*Commercial Appeal, Memphis*)

TEMPORARY STATION IN MEMPHIS? - The city of Memphis and Amtrak want to open a temporary train station north of the Mud Island parking garage this summer. The station



could open as early as July. Amtrak passengers now board at the old and rundown Central Station on South Main (from which Little Rock 's Amtrak station got some of its benches). The station would be a modular building, like the "temporary" station in St. Louis. (*Commercial Appeal, Memphis via The Nashville Flyer*)

HISTORY OF U.S. INTERCITY PASSENGER TRAINS - A 25-page article appeared in the winter issue of the *Wilson Quarterly* lamenting the history of U.S. intercity passenger trains since the 1930s. It is said to be a good article. Copies can be obtained from your library or by sending \$7 to The Wilson Quarterly, 901 D St, SW, Ste. 704, Washington DC 20024.

COVERING LONG-TERM COSTS - According to Amtrak's 1993 Annual Report, the carrier covered nearly 95 percent of its long-term costs in FY93. That is, ticket and food revenues, supplemented with mail-hauling on some routes, nearly exceeded the long-term costs of operating the trains (costs of crews, fuel, supplies and equipment maintenance). Although other costs of operating the trains, such as maintaining the infrastructure, stations, insurance, etc. means the carrier is not profitable, it does show that some trains actually make money for Amtrak, such as the Metroliners (\$70 million), Auto Train (\$6 million). Long distant trains covered 76 percent of their long-term costs.

HIGH SPEED TRAIN BIDS - Amtrak will bid on 26 high-speed trainsets for the Northeast Corridor, costing over \$450 million, in June. Six companies are qualified to bid, but preference will go to being made in America. (*Railway Age, via Cinders*)

FARE INCREASE - Effective April 30, Amtrak will increase fares on western routes by 2½ percent. New All Aboard America fares will now be \$198 peak and \$178 off-season for one region...\$278 peak and \$238 off-season for two region...\$338 peak and \$278 off-season. Amtrak will also offer a new fettuccine pasta lunch. (*Cinders*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

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

SPRINGDALE, ARKANSAS - Through next Fall - Passenger trips on the Arkansas & Missouri Railroad between Springdale and Van Buren over the former Frisco line - trains run Wednesdays and Saturdays, leaving Springdale 8 a.m., arriving in Van Buren 11 a.m., returning to Springdale by 5 p.m. - roundtrip is \$32.50 Wednesdays, \$38 on weekends - runs on Fridays should begin in summer - shorter trips also available as is one from Van Buren to Winslow - for the latest schedules and fares, call the A&M in Springdale at 501-751-8600. Write to Arkansas & Missouri Railroad, 107 N Commercial St, Springdale AR 72764 or if getting on in Van Buren, the Old Frisco Depot, 813 Main St., Van Buren AR 72956. Credit cards accepted.

BELTON, MISSOURI - Short weekend trips out of Belton behind famous Rock Island "E-unit #630 through the Summer and early fall - contact the Smoky Hill Railway, 502 Walnut Street, Belton MO 64012-2516 for times and prices.

WATONGA, OKLAHOMA - Weekends through May - Watonga Chief River and Dinner trains running at various times - call 405-737-3518 to make reservations.

COUNCIL BLUFFS, IOWA - OGDEN, UTAH - May 4 - May 8, 1994 - Union Pacific 3985

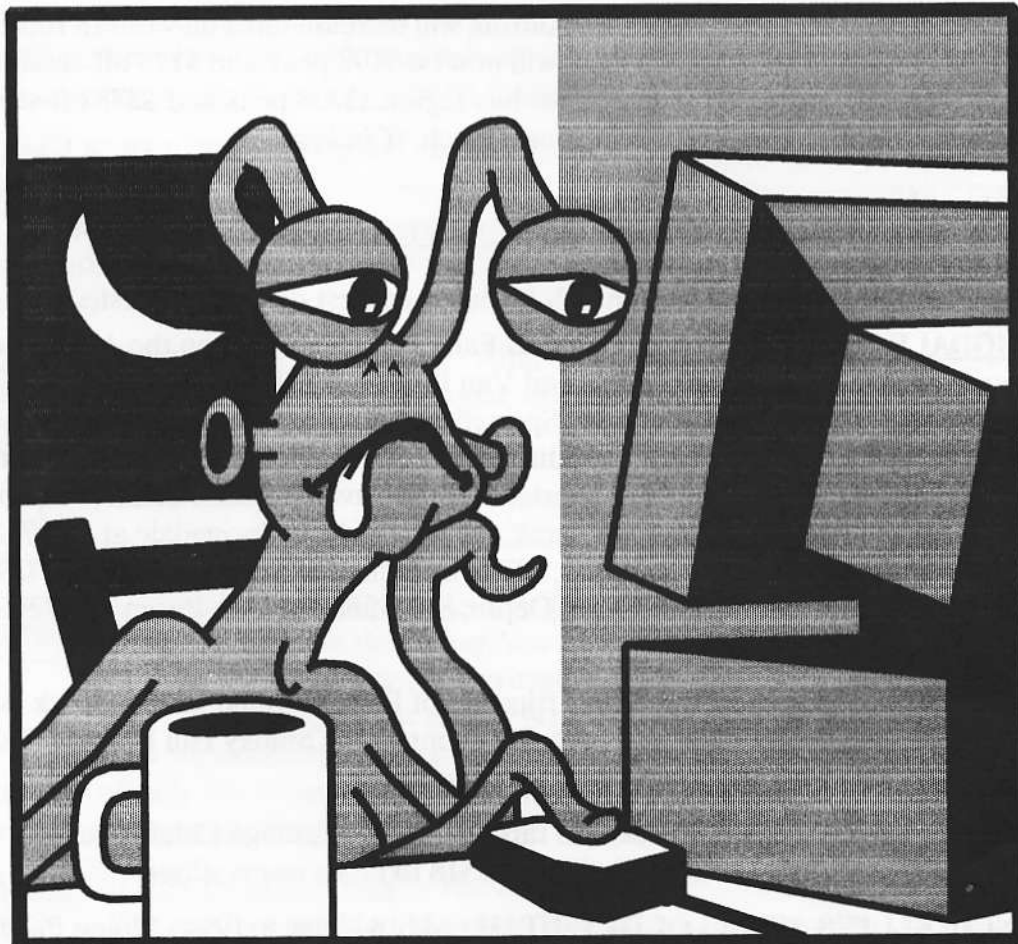


excursion to mark the 125th anniversary of the driving of the Golden Spike - Train departs May 4 from Council Bluffs at Mile Post 0.0 (beginning of the Union Pacific mainline), arriving in Ogden at Union Station on May 8 at Mile Post 993 (historical junction with the Southern Pacific). There will be many stops for passengers and night layovers in route and special activities in Utah May 9 and 10. - Prices: one-way coach Council Bluffs to Ogden is \$699 with lesser amounts for intermediate stops. - To order tickets: Pacific Limited Group, PO Box 27081, Salt Lake City UT 84127-0081 or call 801-355-5871 between 8 a.m. and 5 p.m. Mountain Time.

KANSAS CITY, MISSOURI - July 16 & 17, 1994 - The Great American Train Show, Bartle Hall, noon - 5 p.m. - For more information, contact GATS LTD, PO Box 1745, Lombard IL 60148 or call the Great American Train Show at 708-834-0652.

PADUCAH, KENTUCKY - August 11-14, 1994 - Illinois Central Railroad Historical Society's 15th annual convention and show. The dealer show will be August 13, 9 a.m. - 4 p.m. - There will be tours of rail locations around Paducah August 12 and a banquet will be held at 7 p.m. August 13. - Tables are \$20 - For more information or to order tables, contact Mark L. Miller, 1204A West Central, Marion IL 62959-1022 or call 618-997-5788.

ST. LOUIS, MISSOURI - September 3-4-5, 1994 - Union Station Centennial will have Union Pacific's "City of St. Louis" on display, featuring UP's rebuilt E-units and cars. ~~WEEK~~



A TRIP TO REMEMBER
JUNE 18 - 21, 1994

Join us for a spectacular journey from St. Louis, Missouri, to Atlanta, Georgia, site of the 1994 National Railway Historical Society convention, following the routes of famous Frisco Railway and Southern Railway passenger trains through the Ozark Mountains of Missouri and Arkansas, across the Mississippi River valley, and through the Appalachian foothills of Mississippi, Alabama, and Georgia.

Your train will be powered by Frisco 1522, the nation's only operating Mountain-type (4-8-2) steam locomotive, which, along with her sister locomotives, ruled the Frisco's challenging Ozark grades for twenty years as the road's premier passenger power. The trip starts in St. Louis on Saturday, June 18, and travels Burlington Northern's former Frisco line over Dixon Hill to Springfield, Missouri. On Sunday, June 19, your train will head southeast from Springfield, following BN's line to Memphis, Tennessee, once the longest and most difficult run of the steam-era Frisco. Monday, June 20, will see your train heading toward Birmingham, Alabama, where 1522 will return to the site of Terminal Station after an absence of almost fifty years. A short trip from Birmingham to Atlanta on Norfolk Southern's former Southern line will conclude the trip on Tuesday, June 21. In addition, there will be intermediate stops en route each day.

This will be one of the most dramatic steam excursions of 1994—a trip to remember for years to come. Order your tickets now, and All Aboard!

Sponsored by the
St. Louis Chapter, National Railway Historical Society
Memphis Transportation Museum
Atlanta Chapter, National Railway Historical Society
 in cooperation with

Burlington Northern, Inc., the Norfolk Southern Corporation, and the St. Louis Steam Train Association

TRIP FEATURES AND SERVICES

Coach Service is available to and from all stops. See Order Form for prices.

Premium Lounge Service, with lounge or table seating, is available on certain segments. Continental Breakfast, sandwiches at lunch, and snacks and beverages throughout the day will be provided. See Order Form for prices and availability.

Return Bus Service is available for extra cost on certain segments. See Order Form for prices and availability. Free shuttle bus service between the train and selected hotels in St. Louis, Springfield, Memphis, Birmingham, and the convention hotel in Atlanta will be available.

Commissary Service will feature food and beverages, including sandwiches, chips, snacks, donuts, coffee, and soft drinks. A fine selection of railroad-related souvenirs will also be available.

Photo runbys for your photographing, videotaping, and viewing enjoyment will be held at several

points en route (subject to favorable operating and weather conditions). Please note that a photo runby cannot be guaranteed between any two points en route.

Restrooms are available throughout the train. Return and shuttle buses may or may not have restrooms.

Large groups are welcome! Please call or write for information on discounted sales for groups of 20 or more.

We welcome and invite the participation of persons with disabilities. However, it should be noted that the boarding sites, historic rail equipment, and other vehicles, such as shuttle or return buses, are not or may not be accessible in the manner to which we have become accustomed. Please write or call concerning any special needs before Monday, June 13, 1994. We will work with you to make your trip as accessible as is reasonably possible.

Children age 3 and under not occupying a seat travel free. All other seats are full adult fare.

Facilities for tending to the needs of small children (changing rooms, etc.) are limited.

Amtrak serves St. Louis, Memphis, Birmingham, and Atlanta. Connections to Amtrak trains at these locations are not provided, and coordination with Amtrak schedules cannot be guaranteed.

No large coolers, picnic baskets, etc. will be allowed on board. Smoking is limited to the vestibule areas outside the main seating areas of all cars. Alcoholic beverages are not permitted on board the train, or anywhere on railroad property. No boarding or detraining at stops en route will be allowed except as listed.

SCHEDULE

Saturday, June 18, 1994

LV	St. Louis, Missouri	8:00 AM CDT
LV	Rolla, Missouri	12:30 PM CDT
LV	Lebanon, Missouri	2:30 PM CDT
AR	Springfield, Missouri	6:00 PM CDT

Sunday, June 19, 1994

LV	Springfield, Missouri	7:30 AM CDT
LV	West Plains, Missouri	12:00 Noon CDT
LV	Jonesboro, Arkansas	4:30 PM CDT
AR	Memphis, Tennessee	8:15 PM CDT

Monday, June 20, 1994

LV	Memphis, Tennessee	7:30 AM CDT
LV	Amory, Mississippi	1:00 PM CDT
AR	Birmingham, Alabama	6:00 PM CDT

Tuesday, June 21, 1994

LV	Birmingham, Alabama	7:00 AM CDT
AR	Atlanta, Georgia	6:00 PM EDT

Schedules are approximate and subject to change. All portions of the trip operate rain or shine. All times shown are Central Daylight Time, except Eastern Daylight Time for arrival at Atlanta.

FOR MORE INFORMATION

Call
 (314) 353-5635
 at the following times ONLY:
 12:00 Noon to 3:30 PM Central Daylight Time
 7:00 PM to 9:30 PM Central Daylight Time
 Monday through Friday

A 24-hour taped message will also update ticket availability, and give notice of any additional

answering hours which may be added from time to time. Phone inquiries are handled by volunteers; our answering service may be affected by their availability.

Updated schedule information, directions to boarding site(s), parking information, return bus and shuttle bus information, and a list of motels near boarding site(s) will be mailed with your tickets.

Information on photo runby sites or how to follow or photograph the train by auto from adjacent highways will not be given out. Train boarding site information will not be given out by phone.

TO ORDER TICKETS

By Mail: Use the attached Order Form. Payment by check, money order, or MasterCard or VISA account number must accompany order. Make checks payable to *St. Louis Chapter NRHS*.

By Phone: Phone orders will be accepted only after April 3, 1994. MasterCard or VISA orders only accepted. Call (314) 353-5635 during the above listed hours ONLY.

No Refunds. All tickets are non-refundable, except if trip is canceled by Sponsors and not rescheduled. No railroad employee passes will be honored.

TERMS AND CONDITIONS

The St. Louis Chapter of the National Railway Historical Society, the Memphis Transportation Museum, and the Atlanta Chapter of the National Railway Historical Society, hereinafter referred to as the Sponsors, in offering these trips, shall not be responsible or liable in any way for damage, injury to person, property or otherwise in connection with any aspect or portion of "The Peach Blossom Special," hereinafter referred to as the Event. The Sponsors reserve the right to cancel the Event or any portion thereof without advance notice. In such case, the liability of the Sponsors shall be limited to the amount paid for such activity. The Sponsors reserve the right to change without notice the route(s), equipment, motive power, departure or destination point(s), schedule(s), or other aspects of the Event necessitated by operating conditions or factors beyond control of the Sponsors; such changes shall not be subject to refund. The Sponsors shall not be liable for tickets which are damaged, lost or stolen, and shall not replace same. Pursuant to their contract(s) with Burlington Northern, Inc., Norfolk Southern Corp., Inc., and the St. Louis Steam Train Association, Inc., the Sponsors may require a signed release of liability document for each passenger. Accommodations for persons with disabilities may be limited due to the nature of boarding sites, rail equipment, vehicles, and/or other facilities used for or in conjunction with the Event. The Sponsors will, upon five (5) days advance notice prior to the first departure date, work to make the Event as accessible as is reasonably possible, within the limitations of the facilities.

ORDER FORM

Please fill out form, detach at left, and mail to:

Peach Blossom Special
 St. Louis Chapter NRHS
 11221 Manchester Road, Suite 321
 St. Louis, MO 63122

Check or money order payment in full, or MasterCard or VISA account information must accompany order. Please print or type.

1. Tickets are to be sent to:

Name _____
 Address _____
 City _____ State _____ Zip _____
 Telephone (Evenings) _____/_____

2. Is assistance needed in boarding or seating due to a medical condition or disability? Please indicate below if someone in your party needs assistance. We'll contact you for more information.
 ___ Yes ___ No

3. Payment: ___ Check or Money Order
 ___ MasterCard or VISA

If MasterCard or VISA, please enter account number: _____

Expiration Date: _____

Cardholder name, exactly as it appears on card: _____

Cardholder signature (must be same as on card): _____

4. Indicate Number of Trip and Return Bus Tickets Below:

Through Services

St. Louis - Atlanta
 Coach Service @ \$492.00 = \$ _____
 Premium Lounge Service @ \$697.00 = \$ _____

Saturday, June 18, 1994

Coach Service
 St. Louis - Springfield @ \$132.00 = \$ _____
 St. Louis - Rolla @ \$79.00 = \$ _____
 St. Louis - Lebanon @ \$119.00 = \$ _____

Coach Service (continued)

Rolla - Lebanon	@ \$59.00 = \$ _____
Rolla - Springfield	@ \$89.00 = \$ _____
Lebanon - Springfield	@ \$69.00 = \$ _____
Premium Lounge Service	
St. Louis - Springfield	@ \$184.00 = \$ _____
Return Bus Service	
Springfield - St. Louis	@ \$25.00 = \$ _____
Rolla - St. Louis	@ \$15.00 = \$ _____
Lebanon - St. Louis	@ \$20.00 = \$ _____
Springfield - Lebanon	@ \$15.00 = \$ _____
Springfield - Rolla	@ \$20.00 = \$ _____
Lebanon - Rolla	@ \$15.00 = \$ _____

Sunday, June 19, 1994

Coach Service

Springfield - Memphis	@ \$132.00 = \$ _____
Springfield - West Plains	@ \$79.00 = \$ _____
Springfield - Jonesboro	@ \$119.00 = \$ _____
West Plains - Jonesboro	@ \$64.00 = \$ _____
West Plains - Memphis	@ \$99.00 = \$ _____
Jonesboro - Memphis	@ \$49.00 = \$ _____
Premium Lounge Service	
Springfield - Memphis	@ \$184.00 = \$ _____
Return Bus Service	
Memphis - St. Louis	@ \$30.00 = \$ _____
Memphis - Springfield	@ \$35.00 = \$ _____
Memphis - West Plains	@ \$20.00 = \$ _____
Memphis - Jonesboro	@ \$15.00 = \$ _____
Jonesboro - Springfield	@ \$25.00 = \$ _____
Jonesboro - West Plains	@ \$20.00 = \$ _____
West Plains - Springfield	@ \$15.00 = \$ _____

Monday, June 20, 1994

Coach Service

Memphis - Birmingham	@ \$132.00 = \$ _____
Memphis - Amory	@ \$79.00 = \$ _____
Amory - Birmingham	@ \$79.00 = \$ _____
Premium Lounge Service	
Memphis - Birmingham	@ \$184.00 = \$ _____
No Return Bus Service Offered on this Segment	

Tuesday, June 21, 1994

Coach Service

Birmingham - Atlanta	@ \$132.00 = \$ _____
Premium Lounge Service	
Birmingham - Atlanta	@ \$184.00 = \$ _____
No Return Bus Service Offered on this Segment	

GRAND TOTAL = \$ _____

BUS TRIP TO WEST PLAINS JUNE 19

If you'd like to ride a bus from North Little Rock to West Plains, Missouri to ride this train (TRAIN TICKETS NOT INCLUDED), please contact ROBIN THOMAS, PO Box 9151, North Little Rock AR 72119. He needs a count. Remember, you are responsible for getting your own train tickets.

STEAM EXCURSION SCHEDULE

Explanation of Symbols

- OW- One Way
- RT- Round Trip
- ▲ Rare Mileage
- *: Festival Event
- Ⓢ Historic/Special Site
- Ⓢ Overnight Event

A U G U S T		
From/To	Locomotive	Sponsor
6 Chicago, IL - Ft. Wayne, IN	RT 611	RNRH
7 Chicago, IL - Argos, IN	RT 611	CNRH
13 Portsmouth, OH to Matewan, WV	RT 611	CPH

S E P T E M B E R		
10 Cincinnati, OH to Portsmouth, OH	RT 611	CRC
11 Cincinnati, OH to Danville, KY	RT 611	CRC
17-18 Bellevue, OH to Ft. Wayne, IN	RT 611	MADR
24-25 Columbus, OH to Sandusky, OH	RT 611	ORYM

O C T O B E R		
1 Roanoke, VA to Walton, VA (Two roundtrips, AM and PM)	RT 611	RNRH
2 Roanoke, VA to Bluefield, WV	RT 611	RNRH
8-9 Richmond, VA - Appomattox - Lynchburg - Richmond, VA	RT 611/Diesel	ODRM
15 Greensboro, NC to Charlottesville, VA	RT 611/Diesel	GBO
16 Greensboro, NC to Asheville, NC	RT 611	GBO
14/15/16 Chattanooga, TN - Oneida, TN	RT 4501/Diesel	TNVR
22 Chattanooga, TN to Huntsville, AL	RT 4501/Diesel	TNVR
23 Asheville, NC to Knoxville, TN	RT Diesel	ASHV
29 Bristol, VA to Spartanburg, SC	RT 611/Diesel	ASHV
30 Bristol, VA - Roanoke, VA	RT 611/Diesel	WVC
	RT 4501/Diesel	WVC

N O V E M B E R		
5 Atlanta, GA to Chattanooga, TN	RT 611	ATL
6 Atlanta, GA to Toccoa, GA	RT 611	ATL
12 Greenville, SC to Spartanburg, SC (AM) RT	RT 611	GNVL
12 Greenville, SC to Toccoa, GA (PM)	RT 611	GNVL
13 Greenville, SC to Asheville, NC	RT 611	GNVL

Contact the sponsoring organization of the trip you are interested in.
 To ride an excursion in your area, contact the sponsoring organization of the trip(s) you are interested in. The capital letters (i.e. NARM) at the end of each trip entry signify the sponsor you will need to contact for specific trip details, pricing and tickets. There is an alphabetic listing of these groups to the right of this schedule. Please include a stamped, self-addressed envelope with your request for information. This office does not have specific trip information nor handle ticket sales.

A P R I L		
From/To	Locomotive	Sponsor
9 Huntsville, AL - Chattanooga, TN	RT 4501/Diesel	NARM
23 Kingsport, TN - St. Paul, VA - Norton, VA - Kingsport, TN	RT 4501/Diesel	WVC
24 Kingsport, TN - Asheville, NC	RT 4501/Diesel	WVC
30 Birmingham, AL - Columbus, GA	RT 4501/Diesel	HOD

M A Y		
1 Birmingham, AL - Chattanooga, TN	RT 4501/OW611	HOD
7 Spencer, NC - Lynchburg, VA	RT 611	NCTH
8 Spencer, NC - Asheville, NC	RT 611	NCTH
14 Charlotte - Salisbury - Asheville - Spartanburg - Charlotte, NC	RT 611	PCCN
15 Charlotte - Winston - Salem, NC	RT 611/Diesel	PCCN
21 Alexandria, VA - Front Royal, VA	RT 611	WAJTC
22 Alexandria, VA - Lynchburg, VA	RT 611	WAJTC
28/29 Norfolk, VA - Petersburg, VA	RT 611	KWS

J U N E		
4 Bluefield, WV - Cedar Bluff - Iaeger - Bluefield, WV Circle	RT 611	ISRX
11 Roanoke, VA - Pulaski, VA - Glade Spring, VA	RT 611	RNRH
12 Roanoke - Lynchburg - Glasgow - Roanoke	RT 611	RNRH
21 Birmingham, AL to Atlanta, GA	OW 1522	ATL
23-26 National Railway Historical Society Annual Convention, Atlanta, GA	ATL	ATL
23 Atlanta - Macon RT 1522 To Macon, GA, 611 Return Via SRS Line	RT 4501/Diesel	ATL
25 Atlanta - Lula - Athens, GA	RT 4501	ATL
26 Atlanta - Rome, GA (OW 4501/1522/611)	OW 1522/611	ATL
Atlanta - Chattanooga, TN Trains combined Atlanta to Rome		

J U L Y		
9-10 Detroit, MI - Ft. Wayne, IN	RT 611	BWC
16 Columbus, OH - Detroit, MI	OW 611/Diesel	ORYM
17 Detroit, MI - Columbus, OH	OW Diesel/611	ORYM
(611 between Columbus-Toledo, Diesel beyond each way, overnight at Detroit)		
23 Buffalo, NY - Conneaut, OH (Diesel return)	RT 611	NNRH
30 Erie, PA - Rocky River, OH - (Diesel return)	RT 611	LSRM



S P O N S O R S

- ASHV Asheville Chapter, NRHS**
P. O. Box 153
Asheville, NC 28802
(704) 252-6094
- ATL Atlanta Chapter, NRHS,**
P. O. Box 1267
Duluth, GA 30136-1267
(800) 736-1431
- BWC Bluewater Michigan Chapter, NRHS**
P. O. Box 296
Royal Oak, MI 48068-0296
(810) 399-7963 or (800) 594-5162
- CNRH Chicago Chapter, NRHS,**
P. O. Box 53,
Oak Park, IL 60303
(708) 386-2809
- CPH Collis P. Huntington Railroad Historical Society**
1429 Chestnut Street
Kenova, WV 25530
(304) 453-1641 or (800) 553-6108
- CRC Cincinnati Railroad Club**
P.O. Box 14157
Cincinnati, OH 45250-0157
(513) 651-7245
- GBO Greensboro Chapter, NRHS,**
P.O. Drawer 16745
Greensboro, NC 27416
- GNVL Greenville Chapter, NRHS,**
P. O. Box 5481
Greenville, SC 29606
- HOD Heart of Dixie Chapter, NRHS,**
P. O. Box 958
Calera, AL 35040
(205) 668-3435
- ISRX Iaeger & Southern Railway,**
P. O. Box 269
Iaeger, WV 24844
1-800-938-0611
- KWS Kiwanis Club of Portsmouth,**
1721 Bradford Terrace
Portsmouth, VA 23704
Info: (804) 393-4744
Tickets: (804) 393-5144
- LSRM Lake Shore Railway Historical Society**
P. O. Box 571
North East, PA 16428-0571
(814) 825-2724
- MADR Mad River & Nickel Plate Society, Inc.**
233 York St.
Bellevue, OH 44811
(419) 483-2222
- NNRH Niagara Frontier Chapter, NRHS**
4 Alabama Place
Lockport, NY 14094
(716) 434-5665
- NARM North Alabama Railroad Museum, Inc.**
P. O. Box 4163
Huntsville, AL 35815
(205) 851-6276
- NCTH North Carolina Transportation History Corp.**
P. O. Box 44
Spencer, NC 28159
(704) 636-2889
- ORYM Ohio Railway Museum, Inc.**
P. O. Box 171,
Worthington, OH 43085
(614) 885-9701
- ODRM Old Dominion Chapter, NRHS**
P. O. Box 8583
Richmond, VA 23226
(804) 231-4324
- PCCN Piedmont Carolinas Chapter, NRHS**
Railroad Excursions,
P. O. Box 11753
Charlotte, NC 28220
- RNRH Roanoke Chapter, NRHS**
P. O. Box 13222
Roanoke, VA 24032-1322
(703) 366-0916
- TNVR Tennessee Valley Railroad Museum, Inc.**
4119 Cromwell Road
Chattanooga TN 37421
(615) 894-8028
- WAJTC Washington Area Joint Trip Committee, Inc.**
Steam Train Excursions,
P. O. Box 151
Alexandria, VA 22313
- WVC Watauga Valley Chapter, NRHS,**
P. O. Box 432
Johnson City, TN 37605-0432
(615) 753-5797



Thanks to Tom Shook for the Certificate of Incorporation below:

STATE OF ARKANSAS

DEPARTMENT OF STATE

Kelly Bryant, Secretary of State

CERTIFICATE OF INCORPORATION OF DOMESTIC
NON-PROFIT CORPORATION

*I, Kelly Bryant, Secretary of State of the
State of Arkansas, Do Hereby Certify, that*

THE ARKANSAS RAILROAD CLUB

*has filed in the office of the Secretary of State, a duly
certified copy of its Articles of Association in
compliance with the provisions of the law, with their
petition for incorporation under the name or style of*

THE ARKANSAS RAILROAD CLUB

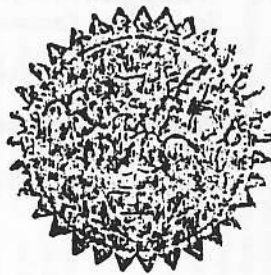
*they are therefore hereby declared a body politic and
corporate, by the name and style aforesaid, with all the
powers, privileges and immunities granted in the law
thereunto appertaining.*

*In Testimony Whereof,
I have hereunto set my hand and
affixed my official Seal*

This 31st day of December 19 69

KELLY BRYANT
Secretary of State.

By Carol L. Ware
Deputy.




Below is from the November 24, 1993 *Cleveland County Herald* sent in by James E. O'Neal.

● Cleveland County Herald, November 24, 1993

FOOTPRINTS ON THE . . . Sands of Time

By
Harold D. Sadler
3/5/1901 - 1/15/1985

(Column From Dec. 7, 1983)
RAILROADS IN
CLEVELAND COUNTY

When we think of railroads in Cleveland County, we naturally have in mind the St. Louis Southwestern, better known as the Cotton Belt Route, which bisects the county from north to southwest. It is little known that another railroad, the Chicago, Rock Island and Pacific, also bisects the county for a few miles in the extreme northwest corner.

In searching the records, I have found that at one time there were four other railway lines operating in the county. It is true they were short lines and each had its terminus with the Cotton Belt lines. These were called "log road" or "tram lines" and were used by large sawmills to bring logs from several miles distance into the sawmill in the production of pine and hardwood lumber.

According to the records the oldest of these was the Anderson & Saline River Railway Co. the papers were filed for record February 25, 1886, and were recorded by N.D. Holmes, clerk. The incorporators were S. Anderson, H.R. Trowbridge and C.H. Ladue. The mill was five miles north of Rison on the Cotton Belt and the railway station was called Anderson, later changed to Clio, and the lumber company was later changed from Anderson Lumber Co. to Bluff City Lumber Co. Their tram road began

at the mill at Anderson and ran in a northwesterly direction into Grant County. The line extended through a vast wilderness of virgin pine and hardwood trees. Along this line were located logging camps where the large crews lived, engaging in felling huge trees and getting them to the log rail line. These workers together with their families would make up a large community of people. The only connection these people had was the railroad which connected with the Cotton Belt at Clio. Their food, clothing, mail and even medical services came to them over this log railway line. Along about 1907-08, an uncle, John Sadler, was employed at the Bluff City Lumber Co. commissary at Clio. It was his duty to get the needed food and other supplies to the families at the logging camps. He told me that he would ride the "speeder" out to the camps on Thursdays. The "speeder" was a light motor car designed for only one or two passengers. The housewives at the camps would be there to meet him. He would write up their orders. He would spend most of Fridays filling these orders, placing them in boxes. He would load these on a box car. The early morning log train would take the car of groceries, etc., to the various camps. The ladies would meet the train and he would deliver the boxes as they had ordered on Thursday. He said it was a rewarding experience to serve the people out in the big woods whose only connection with the big world was the log train which came from Clio. The Bluff City Lumber Co. and even the post office called Clio have been no more for many years, but we can see the footprints on the sands of time.



THE IRON MOUNTAIN CANNONBALL

by: Gene Hull

In the late 1870's and early '80's passenger travel on the St. Louis, Iron Mountain & Southern was not well known because of its swiftness. Before 1873, trains were transferred across the Arkansas River at Little Rock by a steam powered ferry boat. This did not lend itself to a speedy schedule, especially when a locomotive lost its brakes as it came down the incline track on the riverbank, ran across the boat and dived into the river. This happened to hogger Charly Seymour and engine no. 22, also named HUNTINGTON, when the road still was the Cairo & Fulton. In those days you didn't enquire too closely about when you would arrive. You just hoped you got there.

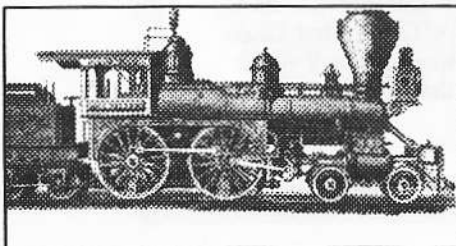
In December 1873 the Baring Cross bridge replaced the ferry. It was the first bridge to span the Arkansas River. The next year the St. Louis & Iron Mountain was consolidated with the Cairo & Fulton to form the St. Louis, Iron Mountain & Southern.

In 1875 there were two passenger trains each day between St. Louis and Texarkana, No. 1 southbound and No. 2 northbound. No. 1 left St. Louis at 9:00 o'clock in the morning, arrived at Little Rock after midnight, and reached Texarkana at 9:00 the next morning. This 493 miles took 24 hours, slightly more than 20 miles an hour. No, speed was not one of the strong points of the old Iron Mountain in those days. One reason was the locomotives were woodburners, and wood yards were scattered along the road every 15 or 20 miles apart. There was a crew of men at each wood yard to keep the wood fuel piled on platforms about the same height as the floors of the cars. When a train stopped for wood the men all helped toss wood into the tender of the engine.

In those days the engines were named as well as numbered:

No. 1 - <i>Cairo</i>	No. 11 - <i>Elon C. Smith</i>
No. 2 - <i>Fulton</i>	No. 12 - <i>C. Morrell</i>
No. 3 - <i>Roswell Beebe</i>	No. 13 - <i>E. Johnson</i>
No. 4 - <i>Tukerman</i>	No. 14 - <i>Benjamin R. Curtis</i>
No. 5 - <i>Baring</i>	No. 15 - <i>H. K. Corning</i>
No. 6 - <i>Olyphant</i>	No. 16 - <i>Little Rock</i>
No. 7 - <i>Hope</i>	No. 17 - <i>Vincent Collier</i>
No. 8 - <i>R. K. Brown</i>	No. 18 - <i>J. E. Cooley</i>
No. 9 - <i>J. H. Morley</i>	No. 19 - <i>W. Alston</i>
No. 10 - <i>W. Wheelan</i>	No. 20 - <i>Jessie Lines</i>

They all were beautifully decorated, boiler jackets were genuine Russian iron, and all trim was polished brass. Cabs were made of walnut wood. The driving wheels were bright red with gold leaf striping. The track gauge was 5'-0" until 29 June 1879, when it was changed to 4'-8 1/2" in 7 hours and 40 minutes between St. Louis and Texarkana.



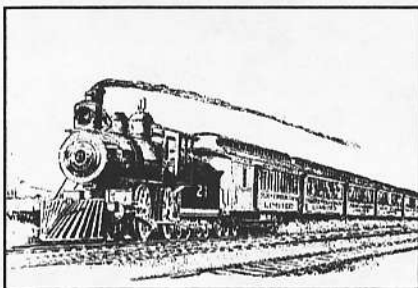
At this time two passenger trains were added, Nos. 3 and 4. No. 3 left St. Louis early in the evening and arrived at Little Rock about 2 o'clock next afternoon. These four trains provided adequate service until 1887. They made all



the local stops, and these were frequent. It seems stops were made at every crossroads store to pass the time of day.

By '87 people were becoming more speed conscious, everybody was in a hurry. The Iron Mountain was ready to accommodate them. Trains Nos. 5 and 6 were added to the schedule. Travel between St. Louis and points in Texas was becoming important. You could go from St. Louis to Little Rock in TWELVE HOURS!

Although the trains were simply Nos. 5 and 6 as far as the railroad was concerned, this was inadequate for the folks who rode them and those who lived along the route. To them the name CANNONBALL was well deserved. It left St. Louis at 8:00 o'clock in the evening and arrived at Little Rock at 8:00 the next morning. The northbound train had a corresponding schedule. In Arkansas the trains stopped at Corning, Walnut Ridge, Newport, Kensett, Beebe, Little Rock, Benton, Malvern, Arkadelphia, Gurdon, Prescott, Hope, and Texarkana.



The CANNONBALL was given the very best equipment, and it had the first coalburning locomotive on the road. Harry M. Williams went to work on the old Cairo & Fulton on 1 August 1875 as a section gang water boy, and later was an engine wiper at Texarkana. In '82 he was promoted to engineer, and after 54 years of service, retired in 1929. He remembered the CANNONBALL very well.

"The train of five cars was so long for that day that heavy freight engines were rebuilt for passenger service and hauled it. The 'giant' locomotives weighed about 30 tons. --- When the snow was deep in the hills north of Poplar Bluff, we would put up two or three or even four engines at the head of the train and push on through.

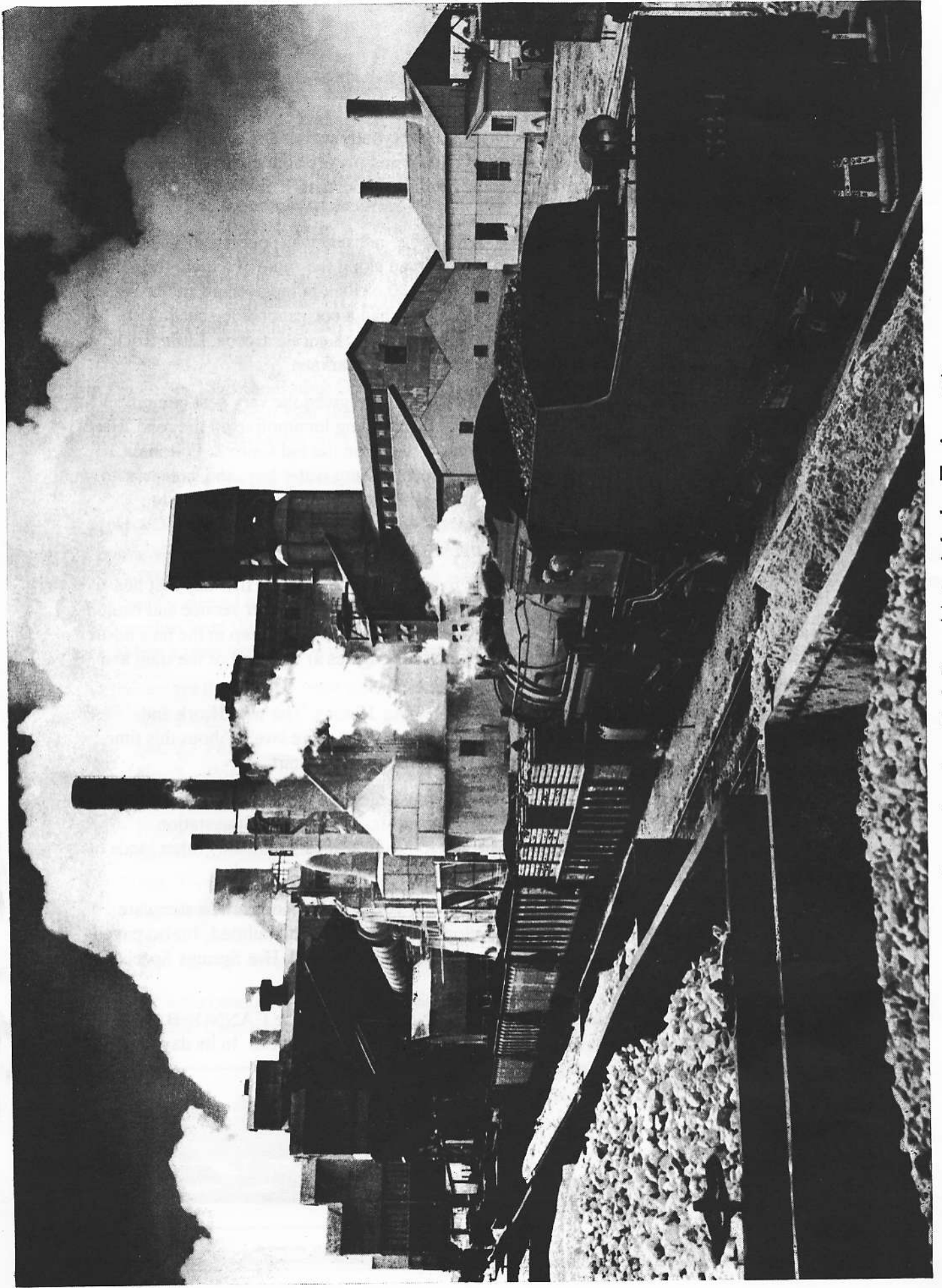
"The little wooden sleeping cars then in use weighed about 17 tons. The woodwork and upholstery was very fancy, though, and everyone considered them quite swell. About this time, the first chair cars were introduced and they proved popular from the start.

"Dining cars hadn't come into service on the Iron Mountain. Stops were made at Arcadia, Missouri, Walnut Ridge, Little Rock and Texarkana for meals. The menus of the station restaurants offered squirrel, wild turkey, venison, sometimes bear meat, and many other kinds of game."

The CANNONBALL was in a class by itself for several years, and it did much to stimulate travel between Little Rock and St. Louis and developing towns along the railroad. It also paved the way for faster and finer trains - The Texas Special, Sunshine Special, Hot Springs Special, Southerner, Rainbow Special, Texas Eagle.

Trains being consolidated between Little Rock and St. Louis caused the CANNONBALL to lose its identity. It was merged with Nos. 17 and 18, the Hot Springs Special. In its day the CANNONBALL served Arkansas and the Iron Mountain very well. ~~1987~~





Factories Are Fed Raw Materials by Trains

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

APRIL 30 - Our club's annual Show & Sale at the Fairgrounds, Little Rock.	MAY 15 - Club meets in PINE BLUFF , Union Station, 2 pm.
JUNE 12 - Regular club meeting, Twin City Bank.	JUNE 19 - Possible bus to see/ride behind 1522 West Plains, MO to Jonesboro, AR.
JULY 10 - Regular club meeting, Twin City Bank.	AUGUST 14 - Regular club meeting, Twin City Bank.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



Old Santa Fe depot in Longview, Texas in August 1993 looking east. The current Amtrak station on the Union Pacific is one block to the left of photo. (Ken Ziegenbein photo)

The Arkansas Railroad Club is a non-profit organization that NORMALLY meets on the second Sunday of the month. However, this month we will meet on Sunday, MAY 15 at PINE BLUFF at Union Station. 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 \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

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.

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..

Happy
Mother's Day

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

Newsletter phone: (501)-758-1340

(Leave message on recorder if I'm not there)

24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). 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 \$29 per year).

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 checks out to the "Arkansas Railroad Club" and mail to:

ARKANSAS RAILROAD CLUB - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!