



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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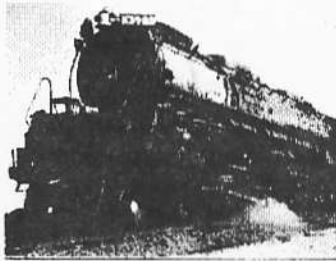


The original Twin Cities to Kansas City *Rocket* of the Rock Island, taken on 29th Avenue South, Minneapolis, in 1939. Train was eastbound on the Chicago, Milwaukee, St Paul & Pacific (C.M.StP & P.) main line. (Eldon A. Behr photo)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY MAY 21 at PINE BLUFF! Please notice it's the third Sunday, not the second because of Mother's Day and that it is not at our regular location. We will meet at the old Union Station, now the Jefferson County Museum, at 2 p.m. ELIZABETH GAINES will present a program on railroad stories around the turn of the century. Also, you can buy tickets for the June 6 steam excursion at this meeting. There will be plenty of food available, too.

Future programs include: June - JONATHAN ROYCE with Greece Railways slides. July - Robin Thomas will have a report on the annual NRHS convention in Lancaster. August - Bill Bailey will have a slide show.



3985 EXCURSION - Our club's steam train excursion using Union Pacific's 4-6-6-4 #3985 on JUNE 6, 1995 from Little Rock to Monroe, Louisiana is selling pretty well outside our club.

However, up to today, April 13, less than 10 members of the Arkansas Railroad Club have actually bought tickets! Does this mean we have no interest in riding behind steam engines anymore? Has the thrill worn off? Our train will have a capacity of 724 seats, so you don't have to worry about not having room. Also, this is the ONLY main-line steam excursion around today, with NS out of the business. It's the only show in town and probably won't return until the turn of the century (with the 3985 undergoing a rebuild).

We know that \$110 is a little steep for some, and we understand. However, we also know that there are those in our club who could afford several tickets if they wanted to, and in the process help the club out and live their hobby. Something to think about anyway.

Cost is \$110 coach and \$140 dome (over 100 dome seats left as of April 13), with a \$20 return bus fee. Lunch will be provided. They'll be more cars on this trip than we had on our 1992 trip (23, counting support cars). 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. Don't wait until the last minute. Again, this will be 3985's last trip in this area until the turn of the century, so don't miss this opportunity. Again, **SUPPORT YOUR HOBBY - BUY SOME TICKETS - HELP THE ARKANSAS RAILROAD CLUB.**

"(The Arkansas Railroad Club) is doing a nice job of remembering the railroads and keeping us informed on current news as well. I am sorry that I won't be available to partake in your steam excursion but the fact that you are able to put it together speaks a lot for the organization." - Harold K. Vollrath, Kansas City.

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.

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.

None received this month. I'll usually run the ads two or three times.

ARKANSAS RAIL NEWS

WHITE RIVER RAILWAY TO BEGIN - (Flippin) - The White River Railway will begin service between Flippin and Calico Rock, Arkansas in April. This train will run over the former Missouri Pacific White River Line through the scenic Ozark Mountains and next to the White River (this line now belongs to the Missouri and Northern Arkansas Rwy). The President of the White River Railway is Robert J. Prendeville, and former Branson Scenic Railway employee Gary Matthews is in charge of business development. He said that the towns along the route were very supportive and thinks tourists will make the venture profitable.

According to Matthews, the railway will offer two trains a day, starting April 21, between Flippin and Calico Rock, with stops at Buffalo City and Norfolk. The 90-mile round trip will take about 3½ hours. Passengers can get off at any stops, and wait for the return train. The train will start out with three coaches, all former Missouri Pacific cars. The Missouri & Northern Arkansas will furnish crews for the trips.

The WRR will run a morning and afternoon train. Round trip costs \$22, children \$14. It will run on various days April through December. (*The Baxter Bulletin, Mountain Home, April 3, 1995 via Don Buswell*)

SAWMILL DEPOT USE - (Hot Springs) - At a recent public meeting held on the future of the old Missouri Pacific Sawmill Depot in Hot Springs, almost all said it should be used for operation of a scenic tourist railroad. The city purchased the depot in January for \$424,000 and planned to use it for a transportation hub of sorts, with buses, trolleys and the famous ducks using it. An Arkansas railroad group is interested in operating a tourist railroad from the site (who's this??).

The Missouri Pacific built this depot in 1917 and it was used as a passenger train station until the last MoP train left in 1964 (you can still see where the old tracks ran to the left of U.S. 70 as you drive toward Hot Springs from I-30). The station was used as a popular restaurant from 1973 until 1994. City Director Pat Patterson said the company that wants to run the excursion would go to Mountain Pine and eventually connect with Amtrak at



Malvern. (*Hot Springs Sentinel-Record, March 10 by John Howard*)

THEFT FROM BOXCAR - (North Little Rock) - Cases of Arm & Hammer detergent, shortening, Idaho potatoes and a bundle of *National Geographics* were stolen from a parked boxcar that was spotted in North Little Rock in the McAlmont area the morning of March 25. (*Arkansas Democrat-Gazette, March 28*)

*Do not despair, that you cannot change
The world in a day or two.
Instead, just give your very best
In the little things you do.
Then you will find in days to come
When taken all together,
These little steps did change and make
The world a little better.*

- Thomas C. Gallagher

LIMIT LIABILITY ON EXCURSIONS - (Pine Bluff) - In late February, state Senator Jay Bradford submitted legislation that would limit liability insurance of a group, such as the Cotton Belt Rail Historical Society, to \$10 million, and making Southern Pacific liable for anything over that. This would allow resumption of the Tyler trips of the 819. (Has anyone heard what happened to this legislation? I understand any excursions using the 819 are doubtful in the near future). (*Pine Bluff Commercial, February 28*)

STEEL TIES - (Blytheville) - Nucor-Yamato Steel of Blytheville and Tie & Tracks Systems of Barrington, Illinois has signed an agreement to produce steel railroad ties. Steel ties are said to help prevent gauge widening when used as a 4th or 5th tie along with wooden ties. (*Courier News, Blytheville, March 6*)

OZARK DEPOT PLANS - (Ozark) - Plans for the old Missouri Pacific depot in Ozark in western Arkansas include a museum on the Arkansas River. The depot resides next to the now-Union Pacific busy line (with many coal trains). (*Arkansas Democrat-Gazette, April 2, via Jonathan Royce*)

EARLE DEPOT RESTORED - (Earle) - The Missouri Pacific depot in Earle has been turned into a first-class county museum. The outside has been painted in its original mustard color. (*Arkansas Democrat-Gazette, via Jonathan Royce*)

WILDCAT STRIKE OR SICK? - (North Little Rock) - On Tuesday, April 2, 87 Union Pacific engineers called in sick at the North Little Rock terminal (about 180 engineers work there). Union Pacific management called this an illegal wildcat strike, while union representatives said no strike was intended. U.P. had to fly in other engineers from around the country to fill in that Tuesday and U.P. filed a lawsuit against the BLE for the illegal strike. The next day, April 5, most engineers returned and U.S. District Judge Bill Wilson refused to issue an injunction against further walkouts. He will rule on whether it was an illegal walkout later. (*Arkansas Democrat-Gazette, via Jonathan Royce*)



UNION PACIFIC GRANTS - Union Pacific began distributing grant checks totaling \$366,500 to 42 non-profit organizations in Arkansas on April 7. Union Pacific Foundation began these grants nationwide in 1959. Among those receiving the grants are many United Way organizations, AETN, Ouachita Baptist University, Boy Scouts of America, Arkansas Arts Center, Arkansas Aviation Historical Society, Nature Conservancy, Youth Home Inc., Greene County Community Fund, among others. (Would the Arkansas Railroad Club, a non-profit organization, be eligible for these grants?)

WOLF HOUSE CABOOSE - (Norfolk) - The old Missouri Pacific caboose at Norfolk will be moved to Eureka Springs and put into operational use on the Eureka Springs and North Arkansas tourist railroad. The caboose was said to not be in harmony with the other structures at the Wolf House site. It was donated to Norfolk by the railroad in 1989. The Wolf House is the most historic building in Baxter County. (*The Baxter Bulletin, April 7, 1995 via Don Buswell*)

GENERAL RAIL NEWS

COMPUTER HALTS TRAINS - (Jacksonville, Florida) - On March 27, trains all along the CSX system were halted for hours due to a computer hang at the central CSX dispatching center in Jacksonville. All signals went dark. (*Arkansas Democrat-Gazette, March 29 via Jonathan Royce*)

BLE UNHAPPINESS - The Brotherhood of Locomotive Engineers union members apparently aren't too happy these days. According to several letters-to-the-editors in the Spring 1995 *Locomotive Engineers Journal*, some engineers on the nation's railroads are unhappy about not getting raises over the past 10 years while railroads show record profits. "Where their record profits came from is off our backs," said a letter writer. National negotiations are upcoming. It could be interesting.

NEW CREW CHANGE POINT - (Del Rio, Texas) - Member James R. Fair of Austin and his wife stayed at a hotel in Alpine, in west Texas recently and said the hotel and restaurant was now open 24 hours because neighboring Del Rio became a crew change point on the Southern Pacific, replacing Sanderson. The SP deal provides for 35 crews per day. Apparently, SP is a very busy railroad west of San Antonio.

RAILLESS CITIES - A new study reports that more than 1,500 cities of over 3,000 population have no rail service. A total of 550 cities lost service since 1916, with more than 75% losing service since 1973. Among the larger cities without rail freight service are Annapolis, Maryland, Carson, Nevada and Santa Monica, California. Twelve percent of Iowa's cities lost service with the demise of the Rock Island in 1980. (*The Dispatcher, April 1995 via The Sunday Oklahoman*)

ENGINEER'S NIGHTMARE - (Castle Rock, Colorado) - A small car full of teenagers was hit by a Burlington Northern freight on April 8 at a rural crossing near Castle Rock, Colorado. All six youths in the car were killed. Apparently, the teenagers were trying to beat



the train to the crossing and had attended a party just before the midnight accident. Alcohol may have played a part. The crossing had flashing signals.

UNION PACIFIC BUYS C&NW - On March 17, UP announced it would buy 100% of the Chicago & Northwestern stock at \$35 a share. C&NW operates 5,600 miles of track, and operates commuter service in Chicago carrying 45,000 passengers a day. (*UP INFO*)



AMTRAK NEWS

AMTRAK CUTS ANOTHER 24% - On April 6, Amtrak announced further cutbacks in its routes. On September 10, the *Texas Eagle* service between Dallas and Houston will be replaced by a bus from Houston to Longview - however, the tri-weekly service will remain as is between Chicago and San Antonio through Arkansas; on June 11, the daily *City of New Orleans* between Chicago and New Orleans through Memphis will be cut to five days a week, not running on Tuesdays and Wednesdays; on June 11, the *California Zephyr* will be cut back to four days a week between Salt Lake City and Oakland; on June 11, the *Broadway Limited* will be cut back to Pittsburgh, with passengers going to Chicago having to change trains there; other cutbacks are also anticipated.

If the savings from these cuts go as planned, Amtrak will have a balanced budget this year and next, according to Amtrak President Thomas Downs. Without the cuts, Amtrak would have been \$240 million in the hole by summer. "This is our last anticipated downsizing," Downs said. "We're down to what we think is a defensible foundation of rail passenger service in America."

Downs blamed Amtrak's money problems on years of reduced capital spending on passenger service while federal subsidies were provided to other types of transportation, along with low-cost airlines. Bill Pollard, of Conway, said that any loss of service is bad, but Downs did what he could to save the system for the time being. Had not these cuts taken effect, there would be no more Amtrak next year. (*Arkansas Democrat-Gazette, April 7 via Jonathan Royce*)

INTERNET COMMENTS about these cuts were on both sides of the issue. Some said Downs was doing a good job in trying to save the system. However, most thought the cutbacks were not good. A typical comment: "Have you ever heard of a supermarket announcing their 'Plan for Success' to be shrinking the store by 40% and cutting their hours from 7 days to 3? Of course, successful grocery stores advertise their business."

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

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

SPONSORS OF U.P. 3985 TRIPS: 1) Arkansas Railroad Club, PO Box 9151, North Little



Rock AR 72119, 501-945-2128, June 6, 1995, Little Rock to Monroe, Louisiana. 2) Red River Valley Railroad Historical Society, 509 Marshall St, Suite 1019, Shreveport, LA 71101, June 8, 1995, Shreveport to Palestine, Texas. 3) Gulf Coast Chapter NRHS, PO Box 457, Houston, TX 77001-0457, June 10, Houston to College Station, Texas and return; June 11, Houston to Bay City and return. The train runs empty Houston to Omaha - could not find a single sponsor on that segment. 4) Pacific Limited Group, PO Box 27081, Salt Lake City UT 84127-0082, 801-355-5871, various trips in the Pacific Northwest, Fall 1995.

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.

WARREN, ARKANSAS - May 17, 1995 - Spring meeting of the Arkansas Rail Carrier/Shipper Educational Committee. Golf will be played. Contact Thomas York, PO Box 390, Warren AR 71671 or call 501-226-6717.

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.

ROCK ISLAND GROUP meets about twice a year. They met February 18 in North Little Rock (sorry I missed getting this in the newsletter). Contact David Crofts, 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. ~~AR~~


 A decorative graphic for Mother's Day. The word "HAPPY" is written in a large, stylized, outlined font. Above the "H" and "Y" are roses. To the right of "HAPPY" is a tulip. Below "HAPPY" is the word "MOTHERS" in a similar outlined font, with a tulip above the "M". To the right of "MOTHERS" is the word "DAY" in the same font, with a tulip above the "D". The entire graphic is rendered in black and white.

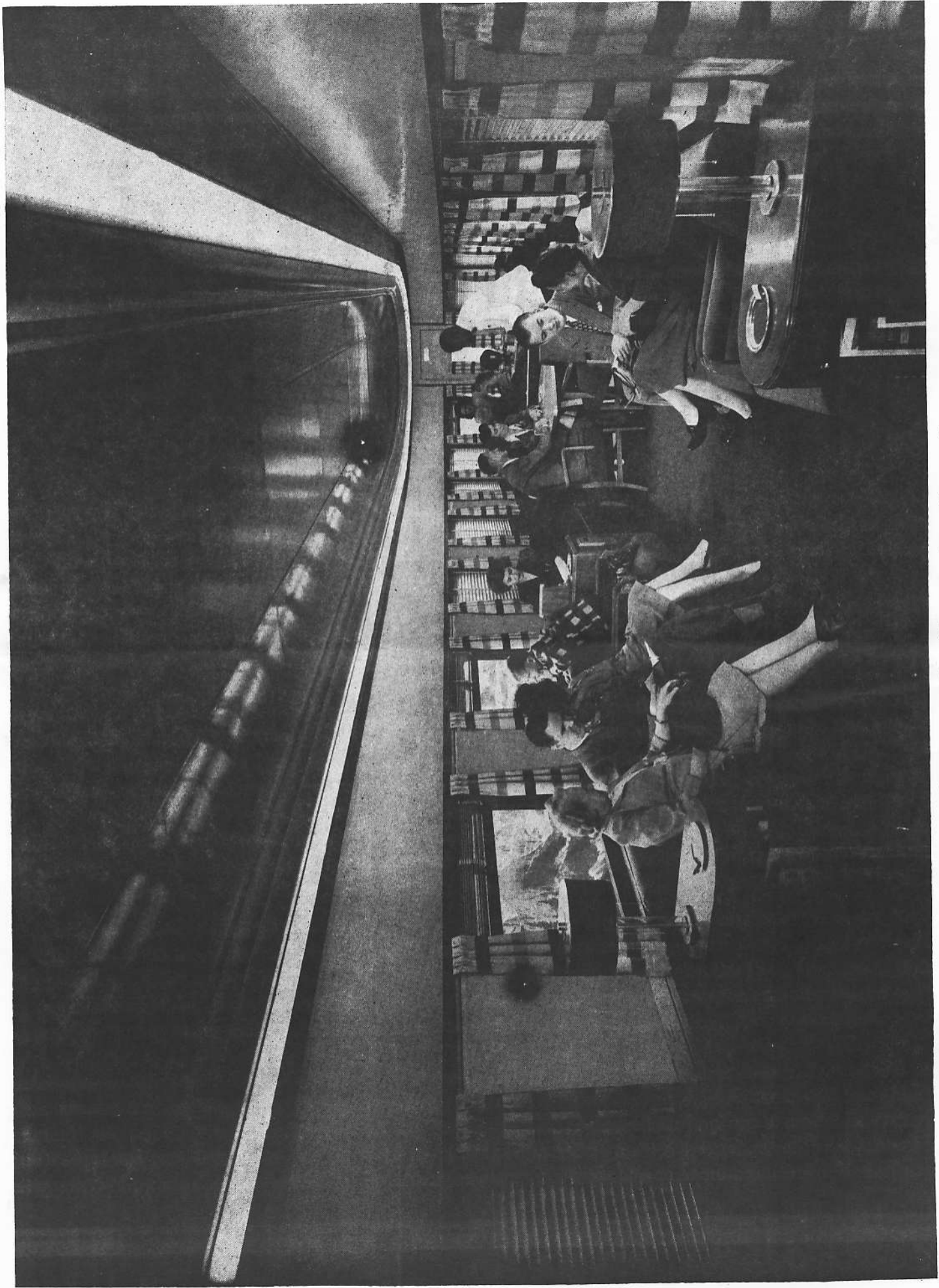


Chronology - Little Rock Street Railways

James R. Fair

1870	June 17	Little Rock Street Railway Co. incorporated and received franchise. (failed to build required track)	1895	April 18	Property of City Electric Railway Co. sold under foreclosure
1873	June 13	Citizens Street Railway Company incorporated	1895	June 1	Capital City Railway Co. goes into receivership
1877	Feb. 1	Franchise issued to Citizens Street Railway Co.	1895	June 8	Little Rock Traction & Electric Co. chartered
1880	May 30	Initial operations of CSRCo.	1899	June 27	Little Rock Edison absorbs Consumers L & P Co.
1881	Jan. 8	Little Rock Electric Light Co. chartered	1901	April 9	Plans announced for Little Rock Street Rwy.
1881	Mar. 10	Capital City Street Rwy. Co. incorporated and franchise granted	1901	Sept. 27	Pulaski Heights owners grant franchise to Little Rock Traction & Electric Co. (two-year limit)
1883	Mar. 6	Citizens Electric Light Co. incorporated	1903	Mar. 17	Little Rock Traction & Electric purchased by I. Newman and Sons
1884	Oct. 18	First electric lights in city	1903	Mar. 17	Little Rock Rwy & Electric Co. absorbs Little Rock Electric Light & Power Co.
1887	Dec. 6	Electric Street Rwy. Co. formed	1904	July	First Third Street viaduct completed (wooden structure)
1888	July 3	First run of ESRwyCo (Dummy line), steam power	1904	Nov. 26	Service to Pulaski Heights begins over 3rd St. viaduct (to Oak Street)
1889	Dec. 31	Little Rock Edison Light and Power Co. absorbs Little Rock Electric Light Co.	1904	April 2	Issue of StRwyJournal describing new 28 ft. cars
1890	April 1	Capital Street Railway Company formed; purchases Little Rock Street Railway Co. and Citizens Street Railway Co.	1905	June 7	Forest Park opens
1891	July 22	Capital St. Rwy. Co. receives authority to electrify	1905	Aug. 1	First easter egg hunt at Forest Park
1891	Feb. 16	City grants Capital St. Rwy. Co. additional rights	1906	August	Town of Pulaski Heights formed
1893	October	CStRwyCo contracts with Thomson-Houston Electric Co. to equip system for electric operation	1908	August	Argenta Railway Company formed
1892	Nov. 22	Operation of electrified cars begins	1909	Mar. 6	Argenta Railway placed in operation
1892	Jan. 12	First electric car operates on dummy line	1910	Mar. 6	Article on car scheduling published
1892	Oct. 17	Consumers' Light and Power Co. incorporated	1912	Feb. 19	Pay-as-you-enter, rear entrance plan begins
1892	Nov. 9	Consumers L & P Co. receives permit	1912	Mar. 23	Democrat article describing conversion of 30 summer cars to P-A-Y-E plan
			1912	Aug. 28	Date of ERJ announcement that C. J. Griffith becomes general manager
					Merchants Lighting Co. formed by Arkansas Cold Storage Co. (franchised to sell electricity on June 2, 1912)

1913	-	South Highland line built			
1914	February	Contract awarded for construction of Biddle line			
	April 7	New Third Street viaduct opens			
1914	May 30	Argenta Railway taken over by C. C. Kavanaugh and associates			
	July 25	Plans announced for Little Rock & Hot Springs Rwy.			
	Oct. 23	Merchants-Lighting Co. absorbed by Little Rock Railway & Electric Co.			
1915	May 12	Publicity on jitney competition			
	November	Report by President Cantrell on progress made by system, and on problems of jitney competition			
1916	Jan. 4	Pulaski Heights annexed by Little Rock			
	Aug. 7	Ordinance 2338 regulating jitneys			
	Sept. 25	Speed-up of service (announcement)			
	November	Report by Mayor Taylor on progress			
1917	December	Date of anecdote on coal supply (C. E. Hull)			
1918	Jan. 11-26	Severe ice and snow storm, with service interruption for two weeks.			
	Feb. 1	New cars being added (six so far since first of yr.)			
	-	Double tracking to Ash St. (Hillcrest)			
	-	Construction of East Ninth extension begins			
1920	May	Fare increased from 5 to 6 cents			
	Sept. 15	Start of rebuilding of six 14-bench open cars			
1922	Dec. 25	First traffic over Broadway Street bridge			
1923	April 10	Arkansas Central Power Co. formed, to absorb Little Rock Railway & Electric Co. (controlled by National Power & Light Co.)			
1923	Aug. 14	Start of rebuilding of Markhan St. line (compl. 9-22)			
1924	May 22	Service begins over new Main Street bridge			
	Oct. 3	New car line to Fair Park dedicated			
	Dec. 25	New 400 series cars begin operations on P. Hts. line			
1926	Jan 23		1926	Jan 23	ERJ article on construction of Birney loops
1926	-		1926	-	Birney cars delivered
1926	-		1926	-	Conversion to one-man operation
1926	-		1926	-	Twenty existing double truck cars rebuilt, with change from two to four motors
1927	Oct. 2		1927	Oct. 2	Arkansas Power & Light Co. incorporated
1927	-		1927	-	Automatic rear treadle doors added to 12 cars to better fit them for one man operation
1928	-		1928	-	One bus line started in west end
1929	-		1928	-	Purchase during year of 4 White buses, 17 cap. each. At end of year, 9 buses on hand. (Intercity: seven)
1931	? /		1929	-	At end of year, 11 buses on hand
1932	April 2		1931	? /	Fire at White City car barn (?)
1934	-		1932	April 2	First ganwe at new Travelers Field
1936	June 14		1934	-	New Roosevelt Road cuts off Birney loop at Summit St.
	Nov. 29		1936	June 14	Capital City Transportation Co. formed (subsidiary of AP&L Co.)
	?			Nov. 29	First buses on 15th St. line
	-			?	First buses on 4th St. line, NoLR
	-			-	Eight new buses purchased, 23 cap. each
	-			-	Nine new buses purchased, 5 23 cap., 4 21 cap.
	Sept.			-	Sixteen new buses, 10 @ 27 cap., 6 @ 31 cap.
	Sept. 1			Sept.	Auction to dispose of old trolley cars
	Dec. 25			Sept. 1	Fare increased to 7 cents
	Dec. 26			Dec. 25	Last streetcar runs
				Dec. 26	Trolley buses start operation
1951					Little Rock transit system sold by A P & L Co to Citizens Transit Company.



Relaxing in the Observation Car

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 normally meets on the second Sunday of the month. However, this month we will meet on Sunday, MAY 21 at PINE BLUFF at Union Station, downtown (the Jefferson County Museum) 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
InterNet Address: 72050.1700@compuserve.com

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.

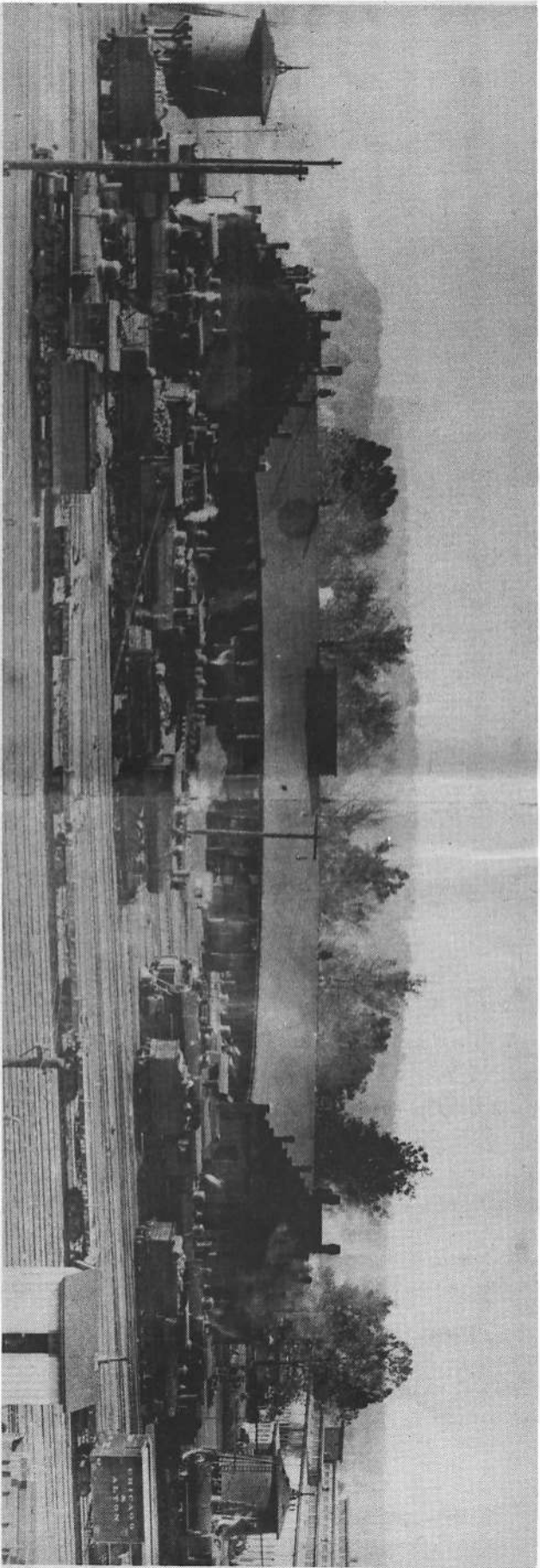
RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____



This is a view of the Baring Cross shops of the Iron Mountain and is a portion of a panoramic shot of the shops plus the yards. The photo was bought years ago in Little Rock by James R. Fair, and for all he knows, it may be a fairly common picture in the various archives around town. (Jim would be surprised if Earl Saunders didn't make a copy of it at one time). Mr. Fair wants to know if anyone can tell him the approximate date of the picture. Please note the wood used for the locomotives; the next view to the right shows a large pile of wood. The engines appear to be mostly ten-wheelers and consolidations, but there may be an Atlantic type in there. You can contact James Fair, at 2804 Northwood Rd, Austin TX 78703.