



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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COVER PHOTO - KATY engine #55-C in Muskogee, Oklahoma, about 1950. (*Gene Hull collection*)

PROGRAM

The June meeting of the Arkansas Railroad Club will be held on SUNDAY, JUNE 13, at 2 pm. Location will be in the Twin City Bank in North Little Rock on Main Street. This month's program will be given by R.G. EDMONSON of Dallas, the one-time editor of the now-defunct *Rails* newsletter for short-line railroad news. He has some out-of-the-ordinary rail photos, like "Little Joes" on the South Shore, Great Lakes car ferries, steam in Europe, among other things, from the late 1970s and early 1980s. He was a professional photographer. The public is invited. Refreshments will be served. (I'm sorry that I won't be at the June 13 meeting, but my father is having his 75th birthday and we have big plans in Texas that weekend).

The July program will be given by David M. Johnston of Member. He will have a show on steam.

CLUB NEWS/EVENTS

NEW FORMAT - This month begins a new, handier format for the *Arkansas Railroader*. Costs of producing it will be less than the old format, both in printing costs and in time. The front page will still have a full-sized photo each month, the only change being the caption will always be on the first line of the next page, like above. The typeface of the news and events sections will be identical to what I've been using, i.e. 12-pt Tiempo (this is to make it easier to read for those who need bigger type). I will also begin a new section called *Excursions/Shows/Events of Other Clubs* that you might find helpful. Some of these events will also be listed in the table on the second to last page of the newsletter.

My word processor is WordPerfect for Windows Version 5.2, which does most things you see, including the mailing labels. Occasionally I'll use *By Design* (run from within WordPerfect) for borders and effects.

CALENDAR PHOTOS WANTED - The Arkansas Railroad Club will have a 1994 club calendar for sale and we want YOUR photos in it! This will be a 12-photo (black & white) calendar, one for each month. We will pick the best 12 photos



received to be included. Deadline for entry is August 15. Here are the rules:

- 1) Photos must be 3½" x 5" or 4" x 6" or 5" x 7" or 8" x 10", color or black & white (calendar will be printed in black & white, however)
- 2) Slides O.K., but we will have to have a print made of the slide before the half-tone can be made and would prefer that you have the print made from the slide yourself.
- 3) Photos/slides must be taken by yourself or a relative and we must have your permission to use the photo in the calendar. Photos must be taken in Arkansas.
- 4) Photos can be from any time, current or 50 years ago. Just be sure they're your photos or one taken by a relative (grandfather, etc.). Any railroad subject O.K., diesel or steam, depots, track, etc. Photos must have been taken in Arkansas.
- 5) **BE SURE TO INCLUDE A CAPTION ON EACH PHOTO**, including the date it was taken and location and subject. We will not use a photo that has no information on it.
- 6) Send all photos/slides to the **ARKANSAS RAILROAD CLUB - PHOTOS**, PO BOX 9151, NORTH LITTLE ROCK AR 72119-9151. Deadline will be August 15th. Material received will not be returned unless you request it. If you want it returned, remember that it will be September or October before you get it back.

ALCO DATABASE - Member BARTON JENNINGS of Knoxville, Tennessee is putting together a full database of every Alco diesel built. Any rosters which people have would be appreciated. He needs ownership changes, rebuild dates, scrap dates, etc. Bart hopes to have a first printing draft this fall. If you can help, contact him at: 1600 Capitol Lane, Knoxville TN 37931-4505; 615-531-8040. (Bart also noticed that our club has members in 24 states).

BRIEF SUMMARY OF NRHS LITTLE ROCK MEETING - Chapters are urged to become more involved in Operation Lifesaver programs; the 1993 historic plaque award will be given to Chicago's Union Station at the summer convention; two new chapters were chartered - the Grand Canyon Chapter in Williams AZ and the Yaquina Pacific Chapter in Toledo, Oregon - the Cotton Belt Rail Historical Society applied; the fall Board of Directors meeting will be in Wilmington DE.

ARKANSAS RAIL NEWS

ES&NA RADIO SHACK ADS? - Former Club president BARTON JENNINGS of Knoxville, Tennessee says that Radio Shack's ads, at least in his neck of the woods, has pictures of Eureka Springs & North Arkansas engine 201 at the depot in Eureka Springs on every TV screen in their mailings. He wants to know if these ads are seen in Arkansas in Radio Shack's printed ads. He also wants to know if the ES&NA gets paid for this.

CAMDEN DEPOT RESTORATION - Main Street Camden is planning to restore the old Missouri Pacific depot in Camden, which Union Pacific leased to this group in July of 1992. Built in 1913 at a cost of \$7,560, the MoP depot was once the center of activity in Camden (your editor will have a photo of it currently in an upcoming newsletter). They

plan to re-do everything using a copy of the original drawings for this historic structure (it has been placed on the National Register of Historic Places). They need funds to help do this. Send your tax-deductible gift to Depot Restoration Project, Main Street Camden, PO Box 734, Camden AR 71701, 501-836-6105. They also are selling engraved bricks for the lot surrounding the depot for \$30 each, should you want your name or any other message in stone on two 13-character lines.

OZARK MOUNTAIN RAILROAD (Again!!) -

Apparently the proposed Ozark Mountain Railroad is still making news. This map shows to proposed route, and is from the Memphis *Commercial Appeal*.



GENERAL RAIL NEWS

NEBRASKA BRANCH LINES LEASED -

Union Pacific on March 23 said it was leasing five Nebraska branch lines to Nebraska Central, owned by Rio Grande Pacific Corp of Ft Worth, Texas, the only short line to bid on the lines. The lines are: Central City-Brainard (62 miles, built in 1877-79), Columbus-Norfolk (48 miles, built 1879), Oeonee-Albion (33.69 miles, built 1879), Genoa-Cedar Rapids-Spaulding (45 miles, built 1883), Ord Branch (61.02 miles north of Grand Island, built 1880-1886). UP says the lines are making money, but UP wants to concentrate on its main lines. (*The Mixed Train, Vol XXI, No. 3*)

COFFEYVILLE TRAFFIC CHANGED - (Coffeyville, Kansas) - Beginning March 17, the Kansas City-North Little Rock and Oologah, Oklahoma coal trains are the only UP trains to run on the ex-Missouri Pacific Coffeyville Subs, other traffic being moved to the ex-MKT Cherokee Sub. - Union Pacific was removing 12 of its 20 tracks at Ivory Yard, milepost 7 on the DeSoto Sub. in early March - UP said it had 45 loaded grain trains enroute to various ports on March 27, a high, with 35 or so normal.. (*The Mixed Train, Joel S. Boucher, 3031 Fourth Ave, Council Bluffs IA 51501-3320*)

LIFE'S JOURNEY (author unknown)

*Life is like a journey on a train,
With two fellow travelers at each window pane.
I may sit beside you all the journey through,
Or I may sit elsewhere, never knowing you.
But should fate mark me to sit by your side,
Let's be pleasant travelers - 'tis so short a ride!*

- April 1993 NRHS News

BN CENTRALIZING - Burlington Northern is in the process of making Ft. Worth its centralized train dispatching center. Work should be complete in 1994, when Springfield, Missouri and Minneapolis, Minnesota's centers would be relocated to Ft. Worth. In 1995 the centers at Seattle and Alliance would also be relocated. (*The Mixed Train*)

ROBERT CLAYTOR DIES - Robert B. Claytor, 71, the former CEO of Norfolk Southern Corporation, died April 9. Among his survivors is brother W. Graham Claytor, Jr, President of Amtrak. He retired in 1987. His hobbies included opera, building stereos and singing tenor in his church choir. His first choice of jobs was with AT&T in 1948, but joined the Norfolk & Western Railway in 1950, and the rest is history. His most dismal day? May 18, 1986, 2:09 pm, when he was engineer of an excursion train when it derailed in Chesapeake, 14 cars left the tracks and 200 passengers injured. He jumped out of the engine, ran back to help, staying until the last of the injured had been evacuated. The next day he visited every patient hospitalized. Even though he was never charged with anything, friends say he anguished over his role in the accident. "You never put that day behind you," he said in late 1986. "Oh, no, you have some days in your life when you shouldn't have gotten up in the morning." (*The Virginian-Pilot and Star Ledger-Star, April 10, 1993 sent in by member George Schmidt of Virginia Beach, who hopes to attend our October meeting*)

CLASS I TOP TEN - In 1992, the top ten Class I railroads by operating miles were: 1) BN (23,088), 2) UP (20,261), 3) CSX (18,854), 4) NS (14,721), 5) CR (12,454), 6) SP (12,143), 7) ATSF (9,639), 8) CNW (5,573), 9) SOO (5,045), 10) IC (2,766). Coming in 12th was KCS with 1,682 miles. (*AAR via the Kiamichi Korner*)

SP SELLING TEXAS TRACKAGE - *Flimsies* says that Southern Pacific is offering 322 miles of tracks in Texas for sale. Segments include former Cotton Belt main from Mount Pleasant to Wylie; Elmendorf-Sinton; Wharton Jet-New Gulf; Rosenberg-Victoria; and Placedo-Port Lavaca. (*via The Clearance Card*)

E AND F UNITS - Vic Stone, 441B Mary Donion Hall, Cornell University, Ithaca NY 14853-4501 put together an extensive list of all the E and F units still in this country, both in service, stored or on display. Total number - 340. He's asking where all the KCS F3's and F7's went? Write to your editor if you'd like a list of these units. (*The Bull Sheet, May 1, 1993*)

UP ORDERS 50 LOCOMOTIVES - Union Pacific ordered 50 new engines from General Electric at a cost of \$70 million. These will be delivered beginning in August. The 4,000 horsepower models are more than 70 feet long, weigh about 400,000 pounds and feature "comfort cabs." (*U.P. Info, April 1993*)

MEMPHIS TROLLEY BEGINS - The long-awaited Memphis Trolley began operations April 29, running from Main & Mill Streets to Calhoun Street at Central Station. Rolling stock consists of three 1927-1940 Portugal-built cars. Costs per ticket are only 50¢. The project, begun several years ago, cost \$33 million, but hopes are that the trolley will revitalize the downtown area. (*Memphis Buff, May-June 1993*)

AMTRAK NEWS



AMTRAK EXPANSION - A group called the People's Transit Organization, PO Box 175, Monticello FL 32344 is asking help from rail enthusiasts to help publicize the need for more Amtrak service, specifically startup of two routes through this area: Florida-Seattle through Arkansas via Pine Bluff, Little Rock, Fort Smith, Tulsa, Oklahoma City, Amarillo and New Orleans-Kansas City via Texarkana, Sallisaw, Oklahoma, and Gravette, Arkansas. John Hedrick, president of this group, says we should also contact our congressmen and President Clinton to urge more evenly distributed transportation moneys (currently highways get almost 5 times more increases than does rail). If interested, contact them at above address. (letter relayed to me by Peter Smykla)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

COUNCIL BLUFFS-KANSAS CITY-ST. LOUIS-CHICAGO - July 17, 1993 - UP 3985 trip to NRHS Chicago Convention. Segment Council Bluffs-Kansas City sponsored by the Camerail Club (\$120, David Seidel, 402-563-1624 evenings); - July 18, Kansas City-St. Louis sponsored by St. Louis Chapter (\$125-\$159, St. Louis Chapter, 1135 Colonnade Center Suite 321, St. Louis MO 63131, 314-428-0215); - July 19, St. Louis-Chicago sponsored by St. Louis Chapter as above (\$134-\$174); - July 25, Chicago-St. Louis, sponsored by St. Louis Chapter as above (\$134-\$174); - July 26, St. Louis-Kansas City sponsored by St. Louis Chapter as above (\$99-\$129).

CHICAGO - July 21-25 - 53rd Annual NRHS national convention - various activities, excursions - 1993 NRHS Convention, PO Box 53, Oak Park IL 60303, 312-342-4244, 3:00-8:00 pm.

STOCKTON, CALIFORNIA - July 22-25, 1993 - Union Pacific Historical Society 9th Annual Convention.

TULSA, OKLAHOMA - July 24-25 - Oklahoma Land Run's 100th anniversary passenger excursion from Tulsa to Pawnee, Perry and Enid, back to Tulsa - using 18 restored cars - SOLD OUT last April (700 seats), but thought you'd like chance to photograph - from article in *TULSA WORLD* via *Arkansas Boston Mountains Chapter*

TOPEKA, KANSAS - July 31 - A 200-mile roundtrip steam excursion using UP's 3985 between Topeka and Abilene, Kansas with profits going to help preserve the Union Pacific Station in North Topeka - tickets \$125 each, \$150 dome, lunch \$7.50 - contact Topeka Railroad Days, Inc., 605 South Kansas Ave, Topeka KS 66603, 913-232-5533.

MEMPHIS - August 28, 1993 - 14th Annual Illinois Central Historical Society's Railroadiana Show, 9 am-4 pm - Armada Convention Center Hotel, 160 Union Avenue - tables \$20 each - contact, with SASE, Dave Fraser, 205 Sundown Trail, Jackson MS 39212 for table contract or call 601-371-0638 - show is free to the public, but donations are welcome

LEE' SUMMIT, MISSOURI - September 25, 1993 - 3rd Annual Heart of America Kansas City Railroadiana Show, 10 am-4 pm - John Knox Pavilion, 520 Murray Road,

Lee's Summit, Missouri - tables \$20 (\$15 for historical organizations like ours) before September 12 - General Admission \$2.00 - information, send LSASE to Al Parks, 3629 Basswood Dr, Lee's Summit MO 64064, 816-373-9364.

HUGO, OKLAHOMA - Saturday only through Summer - Hugo Heritage Railroad Saturday-only passenger service over the Kiamichi Railroad either Hugo-Valiant; Hugo-Boswell; Hugo-Antlers or Hugo-Paris (potluck affair) - Kiamichi diesel pulls two 1947 vintage Norfolk & Western coaches - departs Hugo 2:00 pm for 2½ hour trip - eat at Hugo station's famous Harvey House complete with Harvey Girls (operated by the Choctaw County Historical Society) - \$15 adults, \$10 children - call 405-326-6630. (via *The Clearance Card*)

HOUSTON - Donations wanted by the Gulf Coast Chapter to help buy/preserve former GM&O car *ALTON* - car was built in 1947 by American Car Foundry for the GM&O for Chicago-St. Louis *Abraham Lincoln* and *Ann Rutledge* - Send tax-deductible donation to ALTON Acquisition, Gulf Coast Chapter NRHS, Inc., PO Box 457, Houston TX 77001.

ATLANTA - Donations wanted by the Atlanta Chapter NRHS to help build a depot to house their many railroad-related items, in time for their hosting the 1994 national NRHS convention. If interested, write to Atlanta Chapter NRHS Depot Builders Club, PO Box 95677, Duluth GA 30136-9513.

NEWS THIS ISSUE updated through May 15. Deadline for the July *Railroader* will be June 15. Approximate mailing date this issue May 26 or before. ☞☜



THE REAR END COLLISION THAT WAS NEVER REPORTED

By: L. T. Walker, retired Rock Island Conductor

In 1946, after World War II, the Rock Island was using steam engines except on the *Rocket* trains and a few switch engines. On the Hot Springs branch out of Biddle Yard there were four passenger trains: #31 and #32, which ran from Little Rock to Windfield, Louisiana; #45 and #50, the *Hot Springs Limited*, also #93 and #94 between Biddle and Alexander, Louisiana, which had other sections many times; and #79 and #80 between Biddle and El Dorado. Other trains were #697 and #698 between Biddle and Camden, #87 and #88 to Hot Springs, then the Haskell turn, working between Biddle and Haskell.



This writer was called for the Hot Springs Local #87 and #88 for 4 a.m. This train went to Hot Springs and back to Biddle in a one-day turn. We would pick up aluminum ore at Bauxite for the Jones Mill aluminum plant, and pick up at Haskell anything that was there for Jones Mill or Hot Springs that had been set out by the Louisiana crews out of El Dorado. Then on the Butterfield and make a pick-up of anything that was for Hot Springs. Then on to Jones Mill and Hot Springs. Then we would eat and start back.

On this date we would move empty beer cars and pulp wood, cement and gravel cars, then go around the wye on to Jones Mill, pick up loads and empties, which would

consist of ten to fifteen loads of alumina pig. Then on to Butterfield.

On this day, we picked up train orders to wait at Haskell until a certain time; Benton until a certain time for the Haskell turn, which was always run as an extra. They did all the work between Biddle and Haskell and would return to Biddle.

We went on to Haskell, made a setout and left on our wait order time; on to Benton, left there on the wait. I was riding in the Dog House on back of tank when all of a sudden the train went into emergency. I thought the Missouri Pacific was on the crossing and the gate was against us. The M.P. branch line runs from Benton to Pine Bluff and crossed the Rock Island at this point and there was a manually operated gate that would place against the Rock Island when crossing. Also there was a transfer track where M.P. and R.I. exchanged cars.

I got out of the Dog House to see what was going on. I saw a caboose just over the M.P. crossing and the fireman and engineer going down the gangway, so I made it for the ladder on back of the water tank. Down I went.

The conductor on the Haskell turn had told the flagman to go help the other brakeman switch the transfer track and he would take care of the flagging, but he was not doing much of a job. Just as I was ready to make my jump, he run out of the caboose, giving us a stop sign with his hat. We were almost on him then he run away from the caboose. I saw the fireman hit the ground and roll just over the M.P. crossing. I hit the ground pretty hard but was able to stay on my feet. For some reason, the engine made the coupling on the caboose that saved the day and probably kept us from derailling the caboose.

The kerosene markers flew up in the air off the brackets. As it did, on the other side




the screen door was knocked off and was up against our headlights. Every window was broken out. The pot belly stove was knocked over on the floor. The conductor's desk was torn from the wall. The ice box had come loose from the floor. Bunks were hanging down. I never saw such a mess in a caboose for the caboose to still be sitting on the rails.

No one was hurt, just a few skinned places. So the conductor got us all together (his crew and our crew except our flagman) and told us if we could not say anything about it we could save his job. He had us all to put our hands together and say for him we would keep it to ourself, so we did. The caboose was still where they could get it to Biddle Yard. As we finally got by, our flagman Ray Reagon, handed the Haskell turn conductor a roll of toilet paper - thought he might need it.



The Haskell turn made it to Biddle with the caboose, and that night the caboose burned before it was put in the caboose track. As long as that conductor lived, he denied he had anything to do with the caboose burning that night. It was a steel frame, but was a wooden caboose. All that was left was the upper steel framework.

Had we not got stopped, we only lacked about one car length hitting the side of their train that was switching the transfer track. The conductor told us that we seldom was ever late on our waits, but the train you don't expect is the one that will hit you.

This is just one of my close calls. Sometime I just wonder how we made it, not only myself but other train and engine men. There are two of us still around - one the engineer on the Haskell turn who is 91 now and still going and myself, 76 and still going. 

Take a Winter Vacation

in **ARIZONA** or
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P.O.T.U.S.

CAMPAIGN SPECIAL



TRAINS
&
EQUIPMENT



SEPT./OCT. 1992

COMPILED BY:

Jim Bennett
1000 South Lake Street
Budgart, Arkansas 72160

CONSIST OF DEADHEAD MOVEMENT INTO HUNTINGTON, W.VA. — 9-23-92

CSX	5917	Diesel
CSX	6011	Diesel
CSX	362	Tool/Equipment Car
UP	207	Power Car
UP	OSAMA	Staff Car
UP	CITY OF LOS ANGELES	Diner
UP	CHALLENGER	Dome-Coach
UP	TEXAS EAGLE	Coach
UP	CITY OF SALINA	Coach
UP	SUNSHINE SPECIAL	Coach
UP	PORTLAND ROSE	Coach
UP	WALTER DEAN	Dome-Lounge
UP	OVERLAND	Diner
UP	SEMA	Business Car
CSX	WASHINGTON	Business Car
CSX	GREENSBORO	Diner
CSX	INDIANA	Conference Car
CSX	315	Track Inspection Car

CONSIST OF POTUS FERRY MOVEMENT FROM HUNTINGTON TO COLUMBUS, OHIO — 9-25-92
CONSIST OF POTUS SPECIAL FROM COLUMBUS TO GRAND BLAND, MICHIGAN — 9-26/27-92

CSX	*1992* (7812)	Diesel
CSX	7810	Diesel
CSX	362	Tool/Equipment Car
CSX	WASHINGTON	Business Car
CSX	KENTUCKY	Power/Bedroom Car
UP	OSAMA	Staff Car
UP	CITY OF LOS ANGELES	Diner
UP	TEXAS EAGLE	Coach
UP	CITY OF SALINA	Coach
CSX	TENNESSEE	Lounge
UP	SUNSHINE SPECIAL	Coach
UP	PORTLAND ROSE	Coach
UP	CHALLENGER	Dome-Coach
UP	207	Power Car
UP	WALTER DEAN	Dome-Lounge
UP	OVERLAND	Diner
CSX	INDIANA	Conference Car
CSX	GREENSBORO	Diner
ARE	ZURICH	Diner
UP	SEMA	Business Car
CSX	BALTIMORE	Business Car (President Bush)

CONSIST OF SECOND (FERRY) TRAIN, HUNTINGTON TO COLUMBUS — 9-25-92

CSX	7811	Diesel
RFP	26	Baggage Car
CSX	WEST VIRGINIA	Conference Car
ARE	BAY POINT	Lounge Car
CSX	315	Track Inspection Car

Train Accidents 1981-1991

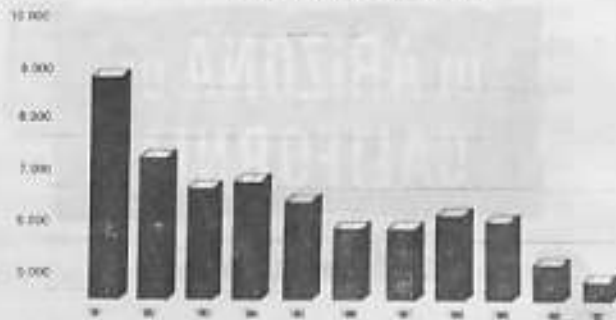


Year	Train Accidents*	Accidents Per Million Train-Miles	Fatalities	Injuries
1981	5,781	8.55	63	562
1982	4,589	8.00	49	472
1983	3,906	7.00	56	502
1984	3,900	6.58	63	593
1985	3,430	6.01	52	647
1986	2,761	4.87	51	1,117
1987	2,647	4.55	66	609
1988	3,051	5.01	72	622
1989	3,060	4.96	67	571
1990	3,045	5.00	62	611
1991	2,814	4.68	49	460

* A train accident is a collision, derailment or other event involving the operation of railroad or track equipment resulting in damages that exceed \$5,000.

(Source: U.S. Department of Transportation, Federal Railroad Administration, Accident/Incident System No. 180 Calendar Year 1991, Tables 93, 91a, 91b)

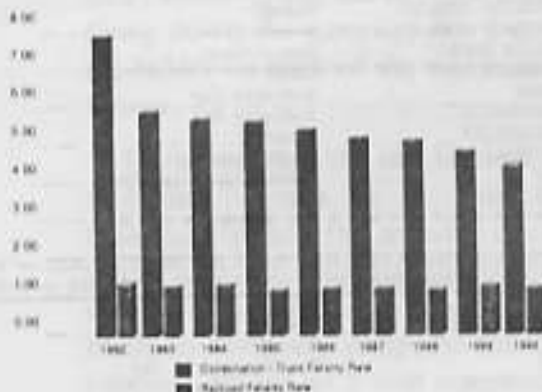
Highway-Rail Grade Crossing Accidents (Private and Public, 1981-1991)



Year	Number of Accidents	Fatalities	Injuries
1981	9,295	728	3,283
1982	7,748	607	2,637
1983	7,161	575	2,623
1984	7,281	648	3,010
1985	6,319	562	2,667
1986	6,396	616	2,458
1987	6,390	624	2,429
1988	6,615	689	2,549
1989	6,525	601	2,068
1990	5,710	690	2,407
1991	5,388	608	2,094

(Source: U.S. Department of Transportation, Federal Railroad Administration, Highway Crossing Accident/Incident System No. 14, Calendar Year 1991, Table 3)

Truck vs. Rail Fatalities Per Billion Ton-Miles



Year	Combination-Truck Fatality Rate	Railroad Fatality Rate
1982	7.96	1.36
1983	5.87	1.26
1984	5.68	1.33
1985	5.83	1.16
1986	5.36	1.23
1987	5.16	1.20
1988	5.12	1.17
1989	4.81	1.26
1990	4.47	1.20

(Source: Truck ton miles were computed from the U.S. Census Bureau's Truck Inventory and Use Survey. Rail ton-miles are estimated by the Eric Fosselman of his annual publication, Transportation in America.)

Derailments 1981-1991



Year	Derailments*	Derailments Per Million Train-Miles	Total Damage	Average Damage
1981	4,366	6.46	\$184,290,946	\$42,213
1982	3,383	5.90	174,930,472	51,709
1983	3,004	5.38	164,659,964	54,614
1984	2,915	4.92	190,265,177	65,271
1985	2,495	4.37	145,634,901	58,371
1986	2,006	3.54	135,903,081	67,748
1987	1,959	3.20	125,663,151	67,606
1988	2,054	3.37	139,410,287	67,873
1989	2,129	3.43	152,735,826	71,741
1990	2,146	3.52	158,314,565	74,238
1991	1,938	3.38	153,089,957	78,078

* A derailment occurs when one or more units of rolling stock equipment leaves the rails during train operations.

(Source: U.S. Department of Transportation, Federal Railroad Administration, Accident/Incident System No. 180 Calendar Year 1991, Table 43b)

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

JUNE 13 - Regular club meeting, Twin City Bank, North Little Rock, 2 PM.	JULY 11 - Regular Club Meeting, 2 pm, Twin City Bank
JULY 21-22 - 53rd Annual NRHS Convention, Chicago	JULY 31 - 3985 excursion Topeka-Abilene, KS by Topeka RR Days, Inc.
AUGUST 8 - Regular club meeting, Twin City Bank, North Little Rock.	AUGUST 28 - Illinois Central Historical Society's RR Show, Memphis, 9am-4pm.

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.



OFFICIAL RAILROAD EMBLEMS

One emblem packed free in every special package of Post's SUGAR CRISP

Kids - you'll want all of these big, solid metal emblems. Put them on your bike, wagon, or electric train! Hang them in your room! Complete set of 14 gives you the trademarks of America's leading railroad. Start your collection now! Get Sugar Crisp at your grocer's tomorrow!

For Golden Honey Flower it's Post's SUGAR CRISP

This is a copy of the back of a Dell Comic book in August of 1954. Did anybody collect these "Official" railroad emblems and does anyone have them yet? (The reproduction has been shrunk about 50%)

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, JUNE 13 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 \$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..



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!!!