



ARKANSAS RAILROADER



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TOP: Inside the River Rail trolley barn in North Little Rock February 14, 2004 showing all 5 Central Arkansas Transit streetcars (Nos. 408-412; No. 411 is outside barely seen left of center). **LEFT-** The first revenue run of a streetcar to run all the way to the Clinton Library/Heifer International in Little Rock, 8:19 a.m. February 14, at the North Little Rock 7th and Main stop. I was the first paying customer to get on at an official stop. The 0.9 mile track extension was completed early in 2007, making the entire line about 2.9 miles long. *(Ken Ziegenbein photo)*



Inside the trolley barn in North Little Rock before the first run of the Clinton Library streetcar is (L-R): Jim Wakefield, streetcar driver Nelson Romero and Leroy Garrison, Jr. Taken February 14, 2007 by Ken Ziegenbein.



Newly painted Ferromex locomotives 4610 and 4502 passes Little Rock's Union Station on Saturday, March 10, 2007, heading southbound. These are bright red and black. (Joe Roddy photo - to see these pictures in color, go to the Railroader online at:

www.trainweather.com/road.html

click on the April 2007 link)

2007 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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BOARD '11 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$22 a year more, bringing the total to \$42 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next **regularly scheduled monthly meeting** of the Arkansas Railroad Club will be **SUNDAY, APRIL 8, 2007**. It will be held at Curtis H. Stout, Inc. off Cantrell in Little Rock, in the same complex that has Cajun's Wharf. Time will be 2 p.m. The program will be given by UP Special Agent **DARIN ARCHER** who will talk on various railroad safety and security issues.

FUTURE PROGRAMS: May's program will be given by Brian Holtz, a former Arkansas Midland employee. His specific program has not been decided.

2007 DUES ARE PAST DUE – Please pay by April 1 or you will not be listed on the membership directory. Send all dues to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Check your address label to see if you paid your 2007 already. The label has Paid-Thru-2007 if you have.

DAVID HOGE SPECIAL RECEPTION showing some of his photos will be held April 21, 2007 at the Red Door Gallery in North Little Rock (3715 JFK Blvd, 501-752-5227). The reception will run from 4 to 6 p.m.

DEADLINE FOR MAY 2007 RAILROADER is April 8, 2007, our next meeting date.

RAILROADERS ONLINE – The monthly *Arkansas Railroaders* are online in Adobe PDF format at: <http://www.trainweather.com/road.html>.

FROM BILL ELDRIDGE - Ken - I enjoyed your article in the March issue of the ARKANSAS RAILROADER about the White and Black River Valley Railway. My Grandfather was a Conductor for the Rock Island and worked this line until it's demise. I vividly remember the spring of 1940 when I was six years old and I made a trip with him. We caught a passenger train from Little Rock to Brinkley. Upon arrival in Brinkley we went immediately to the caboose that became my "home" for the next two days. It took all day to make to run to Newport. I remember stopping to switch a lumber mill somewhere along the way. My Grandfather promised me we would fly a kite from the rear of the caboose, but the train never went fast enough to get the kite in the air!!! Upon arrival in Newport, we spent the night in the caboose before returning to Brinkley the next day. The caboose contained seats and carried passengers to stops along the way. There was also a baggage door to handle local freight. Somewhere along the way a casket containing a Black man was put on the caboose to take to Cotton Plant. There was a lot of commotion and I crawled up in the coupola and stayed there until the local arrived in Cotton Plant. Upon arrived, the whole town must have been there. The casket was placed on a wagon drawn by a pair of mules. There was a lot of singing and shouting as the wagon proceeded down the main street out of sight. I did not come down from the coupola until the train was out of town. My Grandfather died in December of 1941 and this was the only trip I ever made with him, and one I will never forget. *Bill Eldridge*

ADDITIONAL PHONE NUMBER FOR THE FILLERS - 501-658-1459 (Cell) or 501-821-2026.

MINUTES OF THE MARCH 11, 2007 ARC MEETING – Meeting started at 2 p.m. OLD BUSINESS - A reminder for the Arkansas & Missouri trip in June hosted by the Boston Mountains Chapter NRHS. ** Bill Bailey gave a report on the KCS. He was invited to view an experimental 134-car coal train the KCS ran over Rich Mountain. KCS is looking at longer trains and mid-train helpers. ** NEW BUSINESS - Saturday, April 21, 2007, the Ozark Heritage Center in Leslie, Arkansas will have a presentation on the Missouri & North Arkansas at 7 p.m. ** There will be an abandoned railroad trip on Saturday, March 24th

Randy Tardy reported on how nice it was to live where he can see the Little Rock & Western trains running near Roland, Arkansas (west of Little Rock). He said the longest train he's seen on the LRWN is 59 cars, shortest was 8 cars. It run mid-morning into Little Rock, 5:30 to 8:30 p.m. back to Perry. ** Mr. Kates reported that the former Ola Rock Island depot was for sale. He also said the people of Ola show no interest in restoring this little depot. ** David Hoge gave the treasurer's report. ** Tom Shook gave the NRHS report. He discussed the latest, new 8 1/2 x 11 sized NRHS Bulletin and also the new Passenger Train Journal; MoPac Eagle publication had a story on BL-2's was were used in Arkansas. He brought one of his model BL-2' to show; Tom also talked about the publication problems the NRHS is having.

Peter Smykla, Jr. talked about putting in new track and the Arkansas Railroad Museum in Pine Bluff and invited anyone to help. He also said to be sure and come to the April 14 Show and Sale at the museum.

John C. Jones reported on the UP yard work in North Little Rock, the UP derailment near Wynne, Arkansas, a crack-down on crossing violation in North Little Rock. He also reported on River Rail Streetcars having an increase in riders since the Clinton Library extension last month. There were 1,000 riders the first day. He also said he and Ken Ziegenbein got an annual pass to ride the streetcars since they both take so many pictures of them and Ken puts some of the photos online so Central Arkansas Transit can share them with others around the world. Jim Wakefield also said he and Jim Garrison, Jr. got streetcar passes, but for only 30 days.

MEMBER HEALTH - Leonard Thalmueller has had another knee replacement. Gene Hull was in the hospital 3 days due to a virus. (*David Hoge, Secretary-Treasurer*)

WANTED - FOR SALE OR TRADE

WANTED (to purchase or copy): Dispatcher train sheets for Missouri Pacific or Rock Island trackage in Arkansas, pre-1970. Also want to buy or copy pre-1970 conductor timebooks from MP and RI. Bill Pollard, 3005 Baxter Dr, Conway, AR 72034. <arkrail@arkansas.net> or 501-327-7083.

FOR SALE - ARKANSAS RAILROAD CLUB BOOKS STILL AVAILABLE – Our reprint of Gene Hull's book *Shortline Railroads of Arkansas* and *Railroad Stations and Trains through Arkansas and the Southwest*, are still available. They cost \$20 each plus \$2 postage (total \$22). Send orders to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 and say which book you want.

WANTED – "I'm researching for a book. Could you tell me the most logical rails (working or not) that one would take from Devalls Bluff or Georgetown, Arkansas to Yellville, Arkansas. Also is the spur that runs through Yellville still used? Any help is greatly appreciated. - S.D. Gatlin, D2GPB@aol.com (or mail your answer to the Arkansas Railroad Club)

~~FOR SALE - COTTON BELT MEMORIES~~ – SOLD OUT! Thanks to all who bought one. If I get at least 30 more requests for a copy, I'll reprint, but otherwise I have no plans to reprint the publication at this time. They were \$10 each. (*Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72116, ken@trainweather.com*)

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings. Also remember that there are sometimes many follow-ups on these first-time notices so if you want to keep up with any particular abandonment, check the Surface Transportation Board's site and use the Docket Numbers to search.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR

1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

MISSOURI - CHILLICOTHE-BRUNSWICK RAIL MAINTENANCE AUTHORITY – To discontinue service over an approximately 37.44-mile line of railroad between milepost 226.0, in Chillicothe, and milepost 188.56, near Brunswick, in Livingston, Linn, and Chariton Counties, MO. Effective on March 27, 2007. ([STB Docket No. AB-1001X, decided February 16, served February 23, 2007)

MISSOURI - MOTIVE RAIL, INC. D/B/A MISSOURI NORTH CENTRAL RAILROAD - To discontinue service over an approximately 29.55-mile line of railroad between milepost 218.25, near Norville, and milepost 188.7 near Kelly, in Livingston, Linn, and Chariton Counties, MO. Effective on March 27, 2007. (STB Docket No. AB-993X, decided February 16, served February 23, 2007)

MASSACHUSETTS - BOSTON AND MAINE CORPORATION – SPRINGFIELD TERMINAL RAILWAY COMPANY - For B&M to abandon, and for ST to discontinue service over, a 9.69-mile portion of the Wakefield Junction Industrial Track between milepost 9.38, and milepost 19.07 in Essex and Middlesex Counties, MA. Effective on April 6, 2007. (STB Docket No. AB-32 (Sub-No. 95X, decided February 23, served March 7, 2007)



ANTI-TRUST LAWS FOR RAILROADS

A coalition of Arkansas business and civic groups decried rising rail shipping rates and declining rail service Thursday and called on Arkansas' congressional delegation to support anti-trust legislation for railroads. Railroads are currently exempt from anti-trust laws. The electric cooperatives is part of the coalition Arkansas CURE, or Consumers United for Rail Equity, comprised of businesses, utilities, chambers of commerce and municipalities.

A spokesman for Union Pacific, the major railroad operating in Arkansas, said the company wants to make sure it provides good service and is always open to talking about ways to better serve its customers. Major Arkansas employers - paper companies, chemical companies, steel producers, food processing companies and electricity providers - are experiencing steep cost increases and unreliable service, Henry said.

Electricity providers receive about 90 percent of the coal electricity companies contract for delivery, "and I think (railroads) think they are doing a pretty good job," he said.

The railroad industry experienced its busiest year in history in 2006, according to Joe Arbona, public affairs director for Union Pacific. "We hadn't seen anything close to it since mobilization in World War II," Arbona said.

Along with other grassroots organizations across the U.S., Arkansas CURE is working with the national CURE organization in pushing legislation affecting railroad competition and aimed at forcing big railroads to offer better service and fair rates. Specifically, CURE is calling for a common rail carrier "obligation to serve" standard when it comes to delivering products, like coal, that are critical to the U.S. economy.

Sen. Herb Kohl, D-Wis., has filed legislation that would strip the rail industry of its anti-trust exemption. "Going back to the dark ages of re-regulation would hurt customers," Arbona of UP said. Since deregulation, railroad productivity, cargo volume and revenue increased, while pricing dropped, he said. Railroads are competitive when compared to trucking, he said.

A second pair of bills was scheduled to be introduced the week of March 11 with the Surface Transportation Board, which was created to ensure that freight rail customers receive reasonable service and pay reasonable rates. "It costs you \$140,600 to file a rate case," and then the customer has to prove that the railroad is charging 180 percent more than their costs before the board will

do anything, Carmie Henry, vice president of governmental affairs for the Electric Cooperatives of Arkansas said. "It's unregulated monopoly, that's what it is," he said.

Arkansas CURE members include the Arkansas Association of Conservation Districts; the Arkansas Forestry Association; the Electric Cooperatives of Arkansas; Entergy Arkansas Inc.; the cities of Jonesboro, Pochontas and West Memphis; Conway Corporation; Cooper Communities Inc.; Green Bay Packaging; Holiday Island Suburban Improvement District; the Randolph County Chamber of Commerce; Stribling Packaging and Display; and Tyson Foods Inc. (From *Arkansas News Bureau*, March 9, 2007)

DELTA HERITAGE TRAIL ADDITION

Randy Tardy gave me an article from the *Helena Daily World* talking about a new section of the Delta Heritage Trail being close to completion. This trail lies on the former roadbed of the Missouri Pacific through eastern Arkansas where the famous *Mopac Delta Eagle* once ran. The trail will extend another 8½ miles, now going all the way to Lake View from just west of Helena, a total distance of 12.4 miles. After Lake View, the trail will eventually go to Elaine, then as far south of Snow Lake.

Ranger Josh Gossage says they are looking for photos and information on Missouri Pacific's railroad operations along that corridor in the 1950s. If you have anything you wish to share with him, call 870-572-2352.

NATIONAL REGISTER NOMINATIONS IN ARKANSAS

In February 2007, the following railroad-related sites were nominated to be placed on the National Register of Historic Places in Arkansas.

* St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #336 at Pine Bluff in Jefferson County, a Class D3 2-6-0 Mogul-type steam locomotive built by the Baldwin Locomotive Works in 1909 *Delta Valley and Southern Railway Locomotive #5 at Delpro in Mississippi County, a diesel-powered General Electric switch engine built in 1954.

For more information on the National Register of Historic Places program, write the AHPP at 1500 Tower Building, 323 Center St., Little Rock, AR 72201, call the agency at (501) 324-9880 [TDD 501-324-9811], send e-mail to info@arkansaspreservation.org or visit the AHPP's Internet web site at www.arkansaspreservation.org.

GENERAL RAIL NEWS

UP STEAM SCHEDULE FOR 2007 – AS CLOSE AS OKLAHOMA

(Cheyenne, Wyo.) - Union Pacific's steam shop has released a schedule for its 2007 operations. Power for the trains will be 4-8-4 Northern No. 844 and 4-6-6-4 Challenger No. 3985, built by American Locomotive Company in 1944 and 1943, respectively. All the trips are tentative and subject to final confirmation.

Between June 21 and July 4, one of the engines will leave the shop at Cheyenne for North Platte and Fremont, Neb., on original UP trackage, then head east on the former Chicago & North Western to Boone, Iowa. From Boone, the steam locomotive will run east to KC Junction near Ames, Iowa, and south on the former Chicago, Rock Island & Pacific "Spine Line" to Trenton and Kansas City, Mo. Trenton will celebrate its 150th Anniversary during this time. From Kansas City, the engine will begin the return to Cheyenne with a stopover at Marysville, Kan., or Fairbury, Neb., then to North Platte and

Cheyenne. During the trip, the steam locomotive will stop for display at population centers and past and present UP/C&NW/Rock Island crew terminals.

Between July 19 and 23, both locomotives will operate between Cheyenne and Denver. On July 21, the railroad is planning a double-header of 844 and 3985 for the 15th annual Denver Post Cheyenne Frontier Days excursion, a Denver-Cheyenne round trip.

Beginning on Aug. 22 and concluding Aug. 27, UP steam will visit the Colorado State Fair operating from Cheyenne to Denver, and then running a Denver-Pueblo passenger trip before returning to Cheyenne.

Union Pacific steam will also help celebrate Oklahoma's Centennial during the month of September. Between Sept. 9 and 30, one of the locomotives will leave Cheyenne for North Platte and Marysville, then to Herington and Wichita, Kan. From Wichita the train will head south into Oklahoma visiting Enid, El Reno, Chickasha, and Lone Star. Stopovers are again planned in past and present railroad terminals. The train will return to Cheyenne via the reverse route. The territory south of Herington is new to UP Steam and hasn't seen a steam locomotive in decades.

MAGLEV TRAINS IN TENNESSEE?

(March 2, 2007) - The Chattanooga Enterprise Center recently awarded a contract to consulting and engineering firm ARCADIS to provide project management and engineering services for the Chattanooga-to-Nashville segment of a proposed magnetic levitation

(maglev) project. The firm will conduct feasibility studies for the northern portion of a proposed 140-mile Atlanta-to-Chattanooga-to-Nashville high-speed rail corridor. ARCADIS previously evaluated other forms of high-speed-rail technologies for the corridor that would enable trains to operate at speeds of 90 mph. Maglev uses magnetic forces to lift, propel and guide trains over elevated guideway at speeds up to 300 mph. (Progressive Railroading (via Don Weis))

TEXAS STATE RAILROAD NEWS

In a March 2007 press release, American Heritage Railways, which owns the Durango & Silverton Narrow Gauge Railroad and the Great Smoky Mountains Railroad in Bryson City, North Carolina, will take over the operation and management of a Texas excursion railroad starting in September. The railroad in question is the Texas State Railroad, an excursion line between Palestine and Rusk southeast of Dallas.

"We have an operating/management contract," Paul Schranck, vice president and general manager of the D&SNG, said Wednesday. "There is a hope there could be ownership in the future. But there would be details to work out."

American Heritage Railways also will operate campgrounds in Palestine and Rusk, which are about 30 miles apart. The railroad and campgrounds currently are owned by the state of Texas and operated by the state Department of Parks and Wildlife.

In the 2000 census, Palestine had 20,000 residents, Rusk, 5,000. The Texas State Railroad was established in 1881, the same year as the D&SNG, Schranck said.

In a news release, Al Harper, president of American Heritage Railways, said: "We know the Texas State Railroad is a historic treasure. Through our efforts to run the railroad as a business and invest in its historic preservation, we can protect this treasure for future generations." D&SNG is committed to safe operations, customer service, historic preservation, community partnering and special events, Schranck said.

The Great Smoky Mountains Railroad offers several excursions, departing from Bryson City and Dillsboro, NC. The line has more than 50 miles of track, two tunnels and 25 bridges. - Dale Rodebaugh. (Via Philip Moseley)

Albert Einstein once posited this notion about tidiness: "If a cluttered desk is a sign of a cluttered mind, of what, then, is an empty desk?" And who's going to argue with Einstein? - Eric Abrahamson and David H. Freedman, authors of "A Perfect Mess: The Hidden Benefits of Disorder", say: "that there is no concrete evidence that being neat is more efficient, and that for most people, messiness works better than neatness in terms of productivity, because that's how the human brain operates." (Quoted from the March 12, 2007 edition of the Arkansas Democrat-Gazette) (Editor's note: I agree, and add that if you used all the time you take to clean your desk or office and instead used that time to be more productive and work, everything would turn out more efficient).

AMTRAK NEWS

TRANSIT RIDERSHIP REACHED 10 BILLION IN 2006

U.S. public transportation trips totaled 10.1 billion in 2006 - the first time annual ridership reached the 10 billion mark in almost 50 years, according to the American Public Transportation Association. Ridership increased 2.9 percent compared with 2005.

Light-rail systems, which include streetcars and trolleys, recorded the highest increase among all modes at 5.6 percent. Heavy-rail ridership rose 4.1 percent, and commuter-rail ridership increased 3.2 percent.

EVENTS OF OTHER ORGANIZATIONS

PINE BLUFF – ANNUAL RAILRODIANA SHOW AND SALE APRIL 14, 2007 – It will be held at the Arkansas Railroad Museum in Pine Bluff as usual. It includes railroad memorabilia and model trains of all scales. Admission is \$5, children 6-12 \$2. For information on reserving tables, call the museum at 870-535-8819.

INDIANA – APRIL 14, 15, 2006 - LIMAS, BALDWINS, ALCOS, EMDS and MORE!

THE SOUTHERN APPALACHIA RAILWAY MUSEUM announces our 2007 Photo Freight Weekend, this year on the WHITEWATER VALLEY RAILROAD and INDIANA TRANSPORTATION MUSEUM, both in INDIANA! Saturday, April 14, and Sunday, April 15, 2007. Come ride with us on these two railroads as we operate two days of diesel freight trips, each designed with the railroad photographer in mind.

Saturday, April 14, 2007 - We will be operating on the 20-mile long Whitewater Valley Railroad. We plan on having a Lima diesel and a NYC Alco, each pulling vintage freight and passenger cars over the line. The route was once the Whitewater Canal, built along the Whitewater River around 1840. By 1865, the canal was dead and the railroad took over. Once operated by NYC's "Big Four" - Cleveland, Cincinnati, Chicago & St. Louis Railway - today the line between Connersville and Metamora is operated by the Whitewater Valley Railroad. An added feature this year is the ability to operate to the end of track south of Metamora with runbys planned for the restored canal lock at this location.

Saturday night we will hold a night photo session at the Indiana Transportation Museum using NKP 426, a GP7 built in 1953. Steve Barry of Railfan & Railroad Magazine will be there to provide the lighting.

Sunday, April 15, 2007 - Riders will see NP 426 pulling a photo freight southward over the entire ITM property, covering the line from Tipton to near the fairgrounds in Indianapolis. These 38 miles of track were once known as the Indianapolis & Peru, and more recently, as the Nickel Plate Road.

The Southern Appalachia Railway Museum is based in the Knoxville-Oak Ridge, Tennessee, area and operates the Secret City Scenic Excursion Train through the former K-25 Manhattan Project facility. Check out our website at "<http://www.southernappalachia.railway.museum>" for information on our organization and on our many other events that we operate nationwide.

SCHEDULE OF EVENTS:

SATURDAY, APRIL 14, 2007 - The trains depart Connersville, Indiana, at 8:00 am (all times Eastern Daylight Time) and will make a number of stops on the way to the canal town of Metamora. At Metamora, a number of photo opportunities exist with the grist mill, operating canal, covered bridge, and historic buildings. Lunch on your own at one of several restaurants in town. Return to Connersville is about 4:00pm.

SATURDAY NIGHT, APRIL 14, 2007 - Night photos at the ITM museum site in Noblesville begin after dark around 8:30pm. As usual, they end when the batteries and the photographers go dead.

SUNDAY, APRIL 15, 2006 - The train departs Noblesville at 8:00am. We will first run southward to Indianapolis, then northward to Tipton and then work our way back south to Noblesville, making stops for photos along the line. Return to Noblesville is about 3:00pm.

PRICES:

Tickets are \$125 for the entire weekend. Single day tickets are \$65 each and include the Saturday night photo session. The night photo session alone is \$20. Sales are limited so make your reservations early.

TICKET ORDER FORM:

Please print the following information and include with a stamped self addressed envelope. Mail along with a check or money order made out to SARM Photo Freight 2007, to SARM Photo Freight 2007, c/o Barton Jennings, P.O. Box 620, Avon, IL 61415.

Name: _____

Phone: _____

Address: _____

E-mail address: _____

TICKETS NEEDED:

PHOTO FREIGHT 2007 Ticket: All weekend events on WWV and ITM

_____ @ \$125 = _____

PHOTO FREIGHT 2007 Ticket: Saturday, April 14 on the Whitewater Valley Railroad

_____ @ \$65 = _____

NIGHT PHOTO 2007 Ticket: Saturday, April 14 at ITM (free with any freight ticket)

_____ @ \$20 = _____

PHOTO FREIGHT 2007 Ticket: Sunday, April 15 on the Indiana Transportation Museum

_____ @ \$65 = _____

Total: _____

HOBBY SHOPS IN ARKANSAS - Here are a few Arkansas hobby shops that you might use when ordering any commercial books or commercial railroad stuff that you see listed in these Want Ads. Here, in plain text form, are those hobby shops: **ONE TRACK MIND**, 10524 Helm Dr, Mabelvale, AR 72103, 501-455-5050, onetrackmindtrains@hotmail.com, <http://www.arkansasweb.com/onetrackmind/> ** **ARKANSAS TRAVELER HOBBIES**, 400 East Market Street, Bald Knob, AR 72010, 501-Railfan (724-5326) ** **MICKEY'S MODEL WORKS**, Village Mall, 759 Hwy 62 E Ste 77, Mountain Home, AR 72653, 870-424-5765 ** **HOBBY SHOP DELUXE**, 119 North Front St, Dardanelle AR 72834, 479-229-5126, hsd@cox.net ** **HOBBY SHACK**, 1200 John Harden Dr, Jacksonville, AR 72076, 501-982-6836 ** **TRACTIVE EFFORT HOBBIES**, 3061 N. Market Ave. #7, Fayetteville, AR 72703, (479) 571-8722 ** **EUREKA SPRINGS MODEL RAILROAD COMPANY**, 127 Spring St., Eureka Springs, AR 72632 479-253-2525, <http://www.railroadtrain.com/>

REMEMBERING 14

P.B. Wooldridge

Prior to the 1950s Cotton Belt stations and trains were not radio equipped. But with the use of radio communication the situation vastly improved. Before then when trains were delayed between stations, as an Operator, you'd look down the track and wonder what might have happened. But with radio communication you could contact the Engineer and pinpoint his location.

At Lewisville, Ark the Engineer on trains approaching on the Shreveport Sub-Division would call when several miles out and, in fact, request permission to enter the Pine Bluff Sub-Division. If unable to move, they'd stop outside town in order not to block crossings.

I recall one Christmas Day when Engineer W. F. Stone called on his radio: "Third 130 is rolling thru Canfield". After conferring with the Dispatcher in Pine Bluff, I responded: "CB Lewisville to Third 130, highball Lewisville, highball."

When Stone came thru Lewisville I handed him a Christmas card with his train orders. A few minutes later he called on the radio: "Thanks, you've made my day". When I OS'ed the train by, I said to the Dispatcher: "Frank's favorite color is GREEN. He'd appreciate your giving him a HIGH GREEN all the way to Pine Bluff".

When we got computers in the 1970s whenever a train departed a Terminal, we'd get a computer print-out of his consist. Attached is such a print-out of a freight out of Shreveport, LA on Jan 16, 1981 with Conductor C.A. Broome and Engineer W.F. Stone with 49 loads and 78 empties 7,772 tons, total train length 7,650 ft.

Change is always the order of the day, and improvements have been amazing, but unfortunately millions of rail workers have lost their jobs. With every advantage there is a disadvantage. Nothing is perfect.



CAMP PIKE AND THE MILITARY INFLUENCE Gene Hull

As the year 1917 arrived, the United States got involved in the war in Europe and we made it official on 6 April 1917. The U.S. was divided into divisional areas and departments. Arkansas was in the Twelfth Divisional Area in the Southern Department commanded by General John J. Pershing. Each department was to receive an officer's training camp.

Argenta (North Little Rock) was in competition with Ft. Logan H. Roots. Argenta proposed a camp on the rolling hill area a couple miles north of town and several hundred feet higher than the town. The War Department hesitated to establish a cantonment at the Little Rock-Argenta area because of the presence of malaria-bearing mosquitoes. They also were concerned about transportation and a water supply. The presence of the Rock Island and the Missouri Pacific was reassuring.

The Mo. Pac. agreed to build a railroad to the proposed hilly area. And, a mosquito control program was to be initiated. On 12 June 1917 the hilly area of Argenta was officially designated. The Mo. Pac. was ready - a survey crew began work the same time and track work started two days later.

The cantonment was to contain 2,000 buildings, 30 miles of paved streets and 25 miles of water lines. It would house a maximum of 65,000 troops. About 40,000,000 board feet of lumber was used, costing more than \$7,000,000.

The Little Rock Board of Commerce wanted to name the place "Camp Little Rock", but the War Department policy was to name new camps for notable military men. On 16 July 1917 it was named CAMP PIKE for Brig. Gen. Zebulon M. Pike, who explored the length of the Arkansas River almost to Leadville, Colorado and for whom the famous Pikes Peak was named.

The camp became active in August 1917, when 40,3000 troops arrived. It was a town of its own with a post office, fire department and hospital. Bringing the men in, the Missouri Pacific ran a train from Little Rock every hour.

On 9 October 1917 the name of the town of Argenta was changed to North Little Rock.

Most people today don't know that a new town was established just outside the gates of Camp Pike. It was called BELMONT and furnished entertainment for the troops - a theater, skating rink, baseball park, restaurants and a pair of billiard parlors. The large department store at Little Rock - Pfeifer's - opened a branch there.

After World War I, Camp Pike was to be closed, but on 26 January 1922 it was donated to the state and became headquarters for the National Guard Units. In 1937, Arkansas U.S. Senator, Joseph T. Robinson died. in his honor Camp Pike was renamed Camp Robinson.

The photo above shows a troop train at Camp Pike in 1917.

NOTE:

Information on Camp Pike was taken from the book
A HISTORY OF NORTH LITTLE ROCK - THE UNIQUE CITY
WALTER M. ADAMS -AUTHOR
NORTH LITTLE ROCK HISTORY COMMISSION,
OF WHICH GENE HULL WAS A MEMBER - 1986



MJRX 1606 slug in North Little Rock on it's way to Leeds, Missouri from Tyler, Texas, March 6, 2007. It's crying for a paint job.
(John C. Jones photo)

"OBITUARY OF THE 905"

April 1, 1937

August 12, 1953

She was born April 1, 1937, Lima Locomotive Works, Lima, Ohio—weight is at 259,000 pounds, and classified "Heavy-Highspeed—2-10-4 Type Freight Locomotive"—length 112 feet 5 1/2 inches, receive after 95,000 pounds. She was given by the Lima plant until July 1, 1937 and sold to The Kansas City Southern Railway Company.

After performing super service unharmed, Kansas City to DeCatur, Arkansas until early in World War II, one day she returned from the Phillips, Kansas shops displaying the first War Bond slogan which made headlines from Coast to Coast. She proudly displayed this 40 foot sign for 200,000 miles of road service. At the close of World War II, she gradually went into retirement.

Early in 1953, President Truman looking for her at the yardhouse one day said—"GID GIRL, YOU HAVE DONE A

GREAT JOB AND PROBABLY HAVE 10 OR 15 MORE YEARS OF GOOD SERVICE LEFT IN YOU, BUT YOU ARE THROUGH. THE BIG DIESEL LOCOMOTIVES HAVE CAUGHT UP WITH YOU AND ARE DOING A BETTER AND GREATER JOB" to which the "905" replied—"Bets Duranck—I have one personal request—I want to be promoted in one of America's largest steel mills and my part used to glow signs and modern and better farm machinery so that our young agriculturists may help to better feed the starving peoples of the World—no more war materials for me—I have pulled many thousands of carloads of that stuff, so let's hold for World Peace." "Request granted." "Thank, Boss."

To you young World War II Veterans and you sisters of World War I, and to those loyal engineers, trainmen and conductors who tended me, and to the author of our War Bond Sign, I say—"So long, Inwood—but let's not stop progress."



THE SENTIMENTAL INTEREST in the Hoosier locomotive train to be increasing in direct ratio with its replacement by diesel. Railfans, finding it more and more difficult to locate reliable subjects for their very particular cameras, are scouring steamed roundhouses and mechanical handlots all over the country, hoping to run across one of these precious pieces of machinery, carrying its own history, or with enough mileage left in its tank to do a stint of service.

Few railroads are undisturbed by "locomotives" but usually look upon the chugger as an obsolete relic, just as it is inevitable to hope to see her one random refrigerator replaced by a big glassware model equipped with the

latest gadgets. But that practical railroad attitude, in some cases, is well-balanced with a bit of sentiment! And I. A. Selzer, RRS engineer, is one of their proponents. So it can be seen on the railroad's war bonding history, the "905" and was listed in a similar a similar library, using the 905 as his subject name. It was one of several of our locomotives which helped to sell U. S. savings bonds during World War II.

The obituary speaks for itself. Millions to say, several thousand copies of this railroad comic have been distributed throughout the country, and I'm Selzer has collected 1902 his steady service's accomplishment!

Via Philip Moseley.



A BRIDGE - A MEMORIAL

Gene Hull

In the history of railroading in America there are numerous accounts of heroes and their thrilling fetes of bravery and derring-do-John Henry, a spike-driving black man and the speed-demon Casey Jones are two of the most famous. But, there are few heroines in the same category.

There was one such young woman playing a part in the history of the Chicago & North Western. Her day in history came in July 1881 on the main line between Chicago and Omaha. More precisely between Boone, Iowa (340 miles west of Chicago) and Ogden, Iowa (eight miles west of Boone).

On 25 September 1865, Kate Shelley was born on a farm near Moingona, Iowa. Her father was a section foreman on the Chicago & North Western, which ran adjacent to his farm. Kate's father died and she lived on the farm with her mother, two sisters and a brother.

On 6 July 1881 a heavy storm swept down the Des Moines River valley. Honey Creek overflowed its banks and water soon reached the stable on the Shelley farm. It was up to 15-year-old Kate to get the livestock to higher ground. There was no sleep at the Shelley farm that night.

Near midnight there came the sound of a locomotive eastbound and moving slowly. The women realized this was a "pusher" engine headed for Ames to assist some westbound train over the steeper grades of the rolling hills on both sides of the Des Moines River. There came a crashing sound - then silence. Honey Creek bridge must have collapsed.

During her earlier years, Kate had learned quite a bit from her father about railroad and was fascinated by it. She felt a wave of fear and foreboding because of the silence.

Kate quickly don a coat and hat as protection from the rain and lit one of her father's big oil lanterns. Its fitful glow was absorbed by the darkness as Kate made her way to the railroad embankment. It was only a short way to the Honey Creek bridge. The west end of it had collapsed and an engine was partly submerged in the rushing creek.

The glow from her lantern brought a hollered response. Engineer Ed Wood and brakeman Adam Egar were clinging to some driftwood. The rest of the crew were missing. Kate would go for help. A small station was open all night just a short way west of the Des Moines River. The awful fear still was with her. Eastbound train No. 4, the Atlantic Express was due soon. She had to stop that train!

She stumbled along the roadbed westward a short distance to the end of the Des Moines River bridge. A sudden gust of wind extinguished her lantern. Kate dropped the useless lantern, dropped to her hands and knees to keep from being blown off the bridge and began to crawl.

It seemed an interminable time before she reached the west end of the bridge and through the blowing rain she could see the faint flow of a light at the little Moingona depot. The startled telegraph operator finally got Kate calmed down and messages sent to stop the express and to send a rescue crew.

After her ordeal, Kate became sick and was three months recuperating. By then the whole country had heard of her heroic deed. Legend, of course, soon had either Kate or the operator flagging the express. This was refuted when Edward H. Meyers researched C & NW records for an account of the incident in TRAINS magazine in October 1957. Actually, a "hold order" was issued to stop all eastbound trains at Scranton, about 40 miles west of Moingona. It was discovered that a bridge a short way west of Moingona was also washed out.

Kate was rewarded for her deed. The state of Iowa awarded her a gold medal and \$200. The Order of Railway Conductors gave her a gold watch. The Chicago Tribune newspaper raised a fund of cash to help the Shelley family. The grateful railroad gave Kate a job as agent at Moingona in 1903 and she worked there until she died 21 January 1912.

The bridge across the Des Moines River was replaced in 1901 by "the longest highest double track railroad bridge in the world" near Boone. It was 2,685 feet long and 184 high. It was named the KATE SHELLEY VIADUCT. This was a

part of a 7.25-mile relocation of the main line to eliminate the line through Moingona with its steep grades and sharp curves. There is no record to show if Kate was given a job somewhere else when the Moingona station was closed.

In 1926 the great steel bridge shown above was built to replace the old 1901 wooden structure. It was named the KATE SHELLEY BRIDGE.

When Kate died in 1912, a special C & NW train carried mourners to the service.



The Chicago & North Western bridge, completed in 1926, across the Des Moines River in Iowa between Boone and Ogden. It was named “Kate Shelley” in honor of the 15-year-old girl, who in 1881, risked her life by crossing the old wood bridge at night during a flood, to warn the crew of an approaching passenger train that the old bridge was about to go down. She lived on a farm nearby.

She won national fame, a rich reward, a college education, and a lifetime job as agent of the station near her home. She died in 1912, and a special C&NW train carried mourners to the grave. *(Gene Hull collection)*



MODEL RAILROAD CORNER

By: Joe Musgrove

“Don’t lay that track yet”!

Good planning is key to many things we do and this can also be applied to model railroading. So, before “laying that first piece of track” there are four simple steps you can take to insure your final layout will be a good one!

1. The first step, and one that gets overlooked many times, is deciding what you want from your model railroad layout. What scale should you go with? Are you looking for something simple just to watch the trains run? Certain time period, railroad, or location you want to model? Like yard operation and switching industries? Going for prototypical operation? Deciding the purpose or goal of your layout will lay the foundation on how to proceed.
2. After you have an idea of what type of layout you want the next step is deciding where to place the layout and if any modifications need to be made to the space. You want a space that is environmentally controlled, well lighted, free of clutter, and generally a comfortable area for you and your visitors.

Also remember bigger is not always better even if you have the room. Keep in mind large layouts take time to build, maintain, and operate especially for one person.

3. Once you have found your layout space and made necessary modifications, it’s time for the tape measure and planning tools! Take specific measurements of the room dimensions. Note size and location of doors, windows, ceiling fans, and other “obstructions” including furniture.

Don’t forget when measuring doors, also measure the amount of room and location the door takes-up when opened and closed!

4. Finally once you have your measurements the next step is to physically plan your layout. I would recommend using track planning software or manual template tools to actually draw the proposed layout. Even if you are building a small tabletop layout it’s well worth the investment in time.

I stress this point simply because you can’t always trust your eyes. An accurate physical representation of your proposed layout will show you if what you have planned will actually fit in the available space. You might be surprised on how much clearance an open door needs or how much space that “broad sweeping track curve” will take!

Most importantly you will also have a physical representation of your proposed layout and can make changes and additions as desired. Much easier than having to take apart and resize bench work!

Just remember though, don’t sacrifice a comfortable layout environment to make things fit. Squeezing through a one foot space can get old for you and your visitors after awhile!

With a little bit of planning you can avoid mistakes and be on your way to building an enjoyable model railroad layout!

Have Fun!

Questions or Tips you would like to share about model railroading? Contact me at the following email or mail address:

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OLD TEXAS ZEPHYR COACHES IN SOUTH DAKOTA. The above pictures were taken by Jerry Palmer of Mount Ida, Arkansas in 2004 of several of the *Texas Zephyr's* streamlined cars that have survived & are now land-locked at Hill City, South Dakota. They're sitting on a siding at the "1880 Train" tourist RR. Sadly, BN pulled the tracks from Southern South Dakota to Hill City out years ago leaving Black Hills Central "1880 Train" landlocked, running only to Keystone, SD. from Hill City. Mr. Palmer didn't know how these cars ended up there. (Anyone know?)



NEXT MEETING APRIL 8

The next **regularly scheduled monthly meeting** of the Arkansas Railroad Club will be **SUNDAY, APRIL 8, 2007**. It will be held at Curtis H. Stout, Inc. off Cantrell in Little Rock, in the same complex that has Cajun's Wharf. Time will be 2 p.m. The program will be given by UP Special Agent **DARIN ARCHER** who will talk on various railroad safety and security issues.

FUTURE PROGRAMS: May's program will be given by Brian Holtz, a former Arkansas Midland employee. His specific program has not been decided.

The **ARKANSAS RAILROAD CLUB** is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the **ARKANSAS RAILROAD CLUB** are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$22 a year more, bringing the total to \$42 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the **ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119**. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com/road.html>

**Arkansas Railroad Club
Little Rock Chapter NRHS
PO Box 9151
North Little Rock AR 72119**

**Non-Profit Organization
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