



# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

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## SOUTHERN PACIFIC 45 MK-5 CLASS 2-8-2 NO. 745

Restoration of Southern Pacific's steam locomotive No. 745, shown here in the KCS West Yard at New Orleans on December 13, 2004, was completed in early December. The 45 Mk-5 Class 2-8-2, made its public debut just a few days before Christmas. Beginning in 2001, the restoration was carried out by a contractor from North Carolina and local volunteers under the auspices of the Louisiana Steam Train Association ([www.lasta.org](http://www.lasta.org)).

No. 745 was one of 11 locomotives built for Southern Pacific's Texas & New Orleans Lines in its shops at Algiers, La., across the Mississippi River from New Orleans, between 1919 and 1921. Along with locomotives of the same class built earlier by Baldwin Locomotive Works and American Locomotive Company's Brooks Works, No. 745 operated on T&NO mainlines in Texas and Louisiana until steam was phased out in the 1950s. Fortunately, the engine was placed on display at Audubon Park in New Orleans upon its retirement in 1956. Typical of many locomotives displayed in an unprotected environment, No. 745 gradually deteriorated as the years passed.

Plans to improve Audubon Park in the early 1980s in readiness for the 1984 World's Fair in New Orleans placed the future of No. 745 in jeopardy. During this time, a group was formed that later became the Louisiana Heritage Trust whose goal was to acquire, preserve and possibly restore the engine to operating condition. The group moved the old locomotive from Audubon Park to an industrial park at Jefferson, La., west of New Orleans, in 1984. Although restoration efforts were unsuccessful at that time, the engine was saved from scrapping and vandalism in its new home until 1996 when new leadership took on the restoration project.

The Louisiana Steam Train Association was formed in 1997 and leased No. 745 from the Trust for restoration. Federal funding for the project became available after the locomotive was placed on the National Register of Historical Places in 1998. However, it was not until 2001 that restoration work was begun by a contractor from North Carolina and local volunteers under the auspices of the Louisiana Steam Train Association. Finally restored to operation, No. 745 was moved from the Louisiana Steam Train Association Yard and steamed on a 30-mile break-in run on the KCS between its West Yard in New Orleans and Reserve, La., on December 15, 2004.

During 2005, four passenger cars are also being restored by the Louisiana Steam Train Association to complete the train. With the cooperation of the KCS and other railroads, the Association plans operate No. 745 and the cars as the Louisiana Bicentennial Train on a tour of the state later in the year in observance of the anniversary of the purchase and exploration of the Louisiana Territory. *(By Russell Tedder, from information provided by Louis Saillard – photo by Louis R. Saillard used by permission)*

#### 2005 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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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 \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1<sup>st</sup> 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](mailto:trains@trainweather.com) The *Arkansas Railroader* is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next meeting of the Arkansas Railroad Club will be SUNDAY, FEBRUARY 13, 2005 at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be given by Future Program: February's program will be given by Peter Smykla, Jr. who will show us his usual great rail photos. If you'd like to give a program or know somebody who would, contact our VP, Mark Silverberg. Refreshments will be served and the public is invited.

**RAIL SUPPORT MEETING IN FORT WORTH**

Charter member Bill Pollard sent me the following announcement. Several of us from Arkansas attend annually:

The Region 9 (AR-TX-MO-KS-OK) annual meeting of the National Association of Railroad Passengers will be held in the Intermodal Transportation Center (Amtrak-TRE station) in Fort Worth, on Saturday March 12. Advance registration is \$25.00/person which includes lunch. Participants are encouraged to arrive Friday -- there will be a tour of Trinity Railway Express shop facilities Friday afternoon, and all participants are invited to a group dinner on Friday night. For those participating in the shop tour, meeting registration does not include cost of bus shuttle to the shops from nearest TRE station (estimated at \$3 to \$5/person.) Persons arriving in Dallas on #21 and planning to take the shop tour will transfer at Dallas Union Station to a TRE train, rather than taking Amtrak to Ft. Worth.

Speakers at the meeting on Saturday will include Amtrak officials, representatives of the developing corridors, and representatives working to keep the Heartland Flyer (Fort Worth-Oklahoma City) operating past the current funding deadline of September 30, 2005. George Chilson, who was elected NARP President in 2004, will also provide an overview of the current Amtrak funding and political situation.

The meeting will conclude by 3pm Saturday, so that those wishing to return home Saturday on the Texas Eagles or the Heartland Flyer can do so without the expense of a second night's hotel stay. **The meeting is open to anyone interested in seeing more trains and preserving our existing service -- it is NOT necessary to be a member of NARP or TxARP to attend.** Texas has recently created several passenger rail-corridor districts, and there is growing interest in developing passenger service in Texas -- this interest will likely expand to Arkansas in the future as markets in Memphis and St. Louis are identified, so participation from Arkansas in this meeting is encouraged. Participants should mail registration fee to Ray Dunbar, P.O. Box 5165, Longview TX 75608. Indicate whether you wish to participate in the TRE shop tour and/or the pre-meeting dinner on Friday night. Confirmation notices will NOT be mailed out; your cancelled check is your receipt. Include email address if you wish email confirmation of receipt.

**WANTED : FOR SALE OR 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. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads. SEND ME YOUR WANTED OR FOR SALE ADS. We have lots of knowledgeable railroad hobbyists in our group who can answer your rail-related questions and may buy your items, too.

**WANTED** – Information on the June 16, 1942 Missouri Pacific wreck of a troop train and switch engine in Malvern, Arkansas. Call Tom Beam of Hot Springs, 501-760-1116. Mr. Beam will try to attend our February 13 meeting.

**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.

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.

**IDAHO – UNION PACIFIC** - To abandon a 5.25-mile line of railroad known as the Coeur'd Alene Industrial Lead from milepost 2.25 near Feeley Spur to milepost 7.50 near Gibbs, in Kootenai County, ID. Effective on January 15, 2005. (STB Docket No. AB-33 (Sub-No. 218X, decided December 10, served December 16, 2004).

**CALIFORNIA - SAN JOAQUIN VALLEY RAILROAD COMPANY - SUNSET RAILWAY COMPANY** - Sunset Railway Company (SRY) and San Joaquin Valley Railroad Company (SJVR) (collectively, applicants) have filed a notice of exemption under 49 CFR 1152 subpart F--Exempt Abandonments and Discontinuances of Service \\\ for SRY to abandon and for SJVR to discontinue service over a 16.3-mile line of railroad, known as the Sunset Subdivision, extending between west of Levee,

milepost 20.0, and Taft, milepost 36.3, in Kern County, CA. Effective on January 20, 2005. (STB Docket No. AB-398 (Sub-No. 9X, decided December 14, served December 21, 2004).

**CALIFORNIA – SIERRA NORTHERN RAILWAY** - To abandon an approximately 9.27-mile line of railroad extending from milepost 90.5 in the City of West Sacramento to a point south of Pumphouse Road, in Yolo County, CA. effective on January 25, 2005. (STB Docket No. AB-874X, decided December 16, served December 23, 2004)

**IDAHO – UNION PACIFIC** – To abandon and discontinue service over UP's Dry Valley Subdivision from milepost 23.90 to milepost 24.11, a distance of 0.21 miles, in Caribou County, ID. A final decision will be issued by April 5, 2005. (STB Docket No. AB-33 (Sub-No. 227X, decided December 28, served January 5, 2005)

## ARKANSAS RAIL NEWS

### LAKE VILLAGE TO SHELburn, LA LINE NEWS

Lynn and Elizabeth Gaines sent me an article regarding the disposition of the former MoPac line in eastern Arkansas that has been put up for abandonment, the one that once had the famous Delta Eagle. The Southeast Arkansas Economic Development District is getting closer to purchasing the 30-mile segment of this line between Lake Village, Arkansas and Shelburn, Louisiana. The line is now owned by the Delta Southern, who has petitioned the Surface Transportation Board (formerly the ICC) to abandon the line. Other groups are trying to save the other 60 miles of the line, which runs totally between McGehee, AR and Tallulah, LA. SAED is hoping the price will be \$733,000. The line is critical to maintain the connection between Louisiana and Arkansas ports on the rivers.

## GENERAL RAIL NEWS

### BNSF/UP COMPETE TO DOUBLE-TRACK

Both the BNSF and UP railroads are in a 'race' to complete double tracking their main transcontinental lines between the Midwest and the west coast. According to John Bromley, Public Relations head at Union Pacific Railroad, UP plans to double track about 50 miles of the Sunset Route line each year.

### GM SELLS EMD

General Motors Corp. said on January 12 it has agreed to sell its money-losing locomotive unit to two U.S. equity groups. Terms of the purchase of GM Electro-Motive by Rye, New York-based Greenbriar Equity Group LLC and Boston-based Berkshire Partners were not released, but published estimates have previously suggested that Electro-Motive would likely fetch something close to \$500 million. Based in La Grange, Illinois, EMD produces locomotives and giant diesel engines at facilities in La Grange and London, Ontario. It has a total of about 2,600 workers. EMD made twice as many locomotives in 2004 than it did in 2003.

### FLOODED TRAIN TRAGEDY

*(Sri Lanka)* – Did you hear about the train that got wiped out by the tsunami in Sri Lanka in December 2004? One of the single deadliest tsunami-related incidents occurred when a passenger train was swept off its tracks on the outskirts of the small town of Hikkaduwa, a resort area popular with surfers and Westerners. An estimated 1,000 to 1,200 people were on board the train and at least 802 were killed. The first wave of water inundated the area, but didn't affect the train. People climbed on top of the eight passenger cars. Then a second more devastating wave came crashing across and scattered the

cars across an adjacent field. The tracks were knocked off their foundation.

### FREIGHT CARS MUST HAVE REFLECTIVE MATERIALS

Effective March 4, according to the Federal Register, reflective materials must be installed on the sides of locomotives and freight cars, as a safety measure to make trains more visible to motorists at grade crossings. The rule, which has an effective date of March 4, requires all railroads to install yellow or white reflective materials on locomotives during the next 5 years and on freight cars during the next 10 years, with the work to be done during periodic maintenance or repair. Meantime, the reflective materials will be installed on all newly constructed locomotives and freight cars.

The FRA said nearly one-quarter of all highway-rail grade-crossing collisions involve motor vehicles running into trains occupying the crossings. The large size and dark colors of trains, combined with poor lighting or limited visibility, may contribute to motorists having difficulty detecting that the train is in their path. The reflective material will help reduce the number and severity of this type of accident by giving motorists an additional visual warning of the presence of a train.

### FREIGHT RAIL'S ROLE IN REDUCING GRIDLOCK

According to a report by 'Tomorrow's Railroads,' the Texas Transportation Institute (TTI) just reported that the amount of time the average commuter spends in traffic congestion has nearly tripled in just 20 years. This converts to more than \$60 billion in congestion costs and more than 5.5 million gallons of wasted fuel due to idling in traffic jams nationwide. Our

nation's freight railroads are critical to easing gridlock. One intermodal container train can carry nearly 300 truck trailers, while a conventional train can carry the volume of 500 truck trailers.

An annual study by transportation expert Wendell Cox shows that by shifting freight from road to rail, we not only can decrease commute time and costs, but also improve our environment by reducing fuel consumption and air pollution. The study shows that, by 2025, a 25 percent shift of freight from road to rail, on average, would: \* Save each commuter 44 hours per year; \* Save each commuter 257 gallons of fuel per year; \* Save the economy \$620 per household in congestion costs each year; \* Reduce air pollution by nearly 900,000 tons each year.

#### **FINAL MAINLINE STEAM TO OPERATE IN 2005**

According to Trainorders.com, the weekend of January 15-16 was when the last main line in the world using steam locomotives ran their last steam train. The powerful steam

locomotives on the 600-mile Ji-Tong line in Inner Mongolia in China was running these last steam engines before they are scrapped and replaced by diesels. Two hundred years after its introduction, 2005 will see the final demise of the steam locomotive on the main line railways of the world, and it is happening in an obscure corner of Inner Mongolia.

#### **GEORGETOWN LOOP REPORT**

Railstar Corporation of Cape Vincent, N.Y., assumed operations of the Colorado Historical Society's Georgetown Loop Historic Mining and Railroad Park in January 2004 and will continue offering the popular Georgetown Loop Railroad train ride. The 2005 season will begin Memorial Day Weekend. Reservations for Georgetown Loop train rides and tours of the Lebanon Silver Mine for the 2005 season can be made by calling 888-456-6777 or by visiting [www.georgetownlooprr.com](http://www.georgetownlooprr.com). The price for the train ride and mine tour will remain the same as the 2004 season.

## **AMTRAK NEWS**

#### **AMTRAK A BARGAIN?**

I read a couple of editorials online (one by Henry Wulff and one by James Coston) comparing Amtrak funding with that of other transportation modes. Here's some high points: Amtrak will get \$1.2 billion this year, airlines about \$13 billion and highways about \$33 billion. The United States needs an integrated multi-modal transportation system. Such a system would combine airlines, trains, and buses to provide public transportation, using the efficiencies of each mode to provide the most efficient system. Buses are most efficient and cost effective when they have trips up to 125 miles long. Trains are most effective from 125 miles to about 350 or 400 miles. Planes are most efficient when they travel over 400 miles.

While each mode should concentrate on its most effective distances, redundancies are needed to insure national security and provide options when one mode or another experiences shutdowns. For example, when airlines were shut down following 9/11, Amtrak tried to pick up the extra passengers and return people to their homes along the coast and around the country. But Amtrak had such limited equipment that it could only begin to assist citizens stranded in Washington, D.C., and New York. People resorted to renting and even buying cars to make their return trips home.

Amtrak President Gunn wanted \$1.8 billion for Amtrak rather than \$1.2 billion. Compared to the \$13 billion for airlines and \$33 billion for highways, \$1.8 billion is still a bargain. For that America gets the third leg on the stool of public transportation: an effective Amtrak.

Passenger trains used to be a profitable business in this country -- many, many years ago, when railroads enjoyed a monopoly over mechanized overland transportation and the federal government was not yet building and subsidizing two competing travel systems. But those days are gone. To expect a passenger train company to earn a profit on today's underfunded, obsolete and downsized track network is an exercise in nostalgia.

But to expect fast, frequent, efficient trains to carry masses of travelers who now fly, drive or stay home is the height of reality -- provided the funding is there for a railroad infrastructure as modern as the ones government provides for cars and airplanes. The key is our proven federal system of matching grants. It's amazing how much money a state legislature will appropriate for a project when it knows there's money waiting in Washington to match it. And it's amazing how eager entrepreneurs are to provide quality transportation once they're sure government will keep funding the infrastructure.

Look at the airlines. They're broker than Amtrak, but they keep trying, because win or lose, they know government will keep paying for the airports. Infrastructure assistance, not operations, is the federal government's proper role in a better train system.

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus **\$20** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues). Send to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

NAME \_\_\_\_\_  
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A few years ago, I began running a series of 17 installments written by Gene Hull called "Who Built The Engines?" Parts 1, 2 and 3 were already run (I don't know the builder in Part 1, but Part 2 was the Rogers Locomotive & Machine Works and Part 3 was the Hinkley Locomotive Works.

Following are Parts 4, 5 and 6. With the news that General Motors (GM) is selling its' EMD locomotive division in 2005, I thought it would be nice to delve into the history of locomotive building. Times are changing for sure.

## WHO BUILT THE ENGINES?

### Part 4 - Tauton Locomotive Manufacturing Co.

*by: Gene Hull*



In the infancy of America there was the realization that the geographical nature of the nation would demand the establishment of railroads to satisfy the transportation needs for the developing commerce.

As the early railroads were constructed it was necessary to import motive power. There were proposals that horses be utilized, making the railroads merely a continuation of the stagecoach system for passenger transportation. There were plans for expansion of rails and movement of bulk freight which was beyond the capability of animal power. The railway expertise and manufacturing facilities made it mandatory that mechanical motive power be imported. The only source was the Mother Country - Great Britain.

These foreign imports were not really satisfactory. In Britain, the country built the railroads. The nation was comparatively well developed and railroads were constructed with a minimum of grade and curvature. Excavations, embankments and bridges were used excessively.

In America railroads had to build the country. They were constructed expediently through a mostly unoccupied, or lightly populated, country. Rails were laid upon the land following the natural contour, cuts and fills were held to a minimum. In America locomotives were required to work under conditions unknown in Britain. American railroads required American built locomotives.

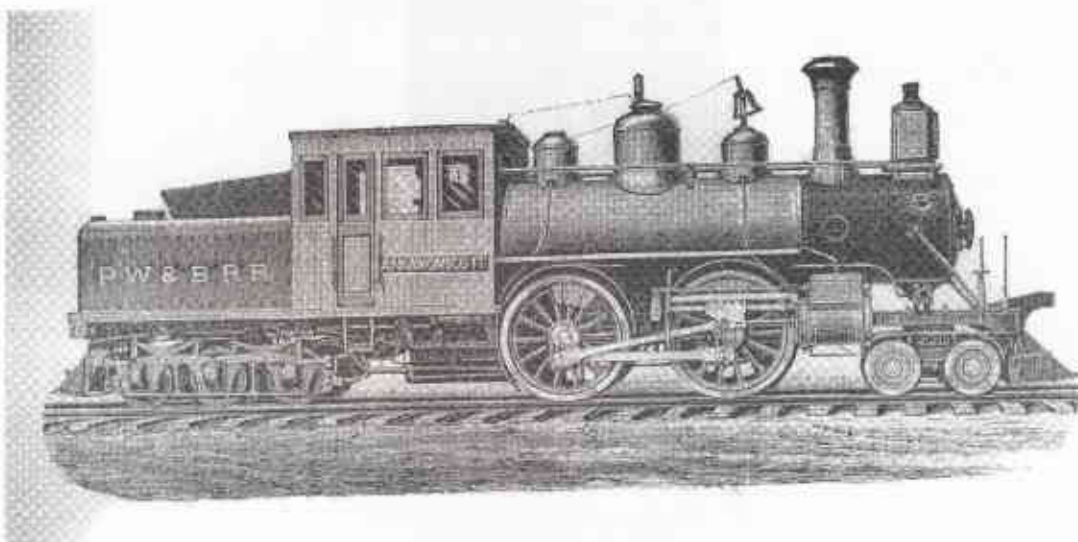
When American manufacturers attempted to build engines, as was to be expected, they were handicapped by lack of experience. Many of the early companies failed. It was in 1831 that the first successful steam locomotive was built by Baldwin. The history of locomotive development has been widely recorded, as has a few of the more well known manufacturers. Comparatively few people are familiar with the relatively obscure builders. Some of the engine builders (there are 17 installments) are noted in the following articles, which will be run over the next few months.

Now, the fourth installment: Tauton Locomotive Manufacturing Co.

Actually, very little is known about the Tauton Locomotive Manufacturing Company. It was founded in 1847 and was named for the city in which it was located - Tauton, Mass. It remained active until 1889 constructing the various types of locomotives currently in use during that time.

It seems the Tauton locomotives were a light-weight conventional design, with nothing unusual about them. The following engines were built by this company for the Little Rock & Ft. Smith Railroad in Arkansas:

NO. & NAME	DATE	NO. & NAME	DATE
3 - Pope	8-1-1870	10 - E. Atkins	9-12-1876
4 - Johnson	9-22-1870	11 - F. M. Weld	9-24-1880
7 - Milo	8-5-1874	12 - J. H. Converse	9-24-1880
8 - Judge Bland	8-2-1875	13 - Judge Turner	9-20-1883
2nd 9 (from 1st 14)	7-23-1883	1st 14 - F. G. Dexter	7-23-1883



*Taunton Locomotive Manufacturing Company built this engine named the Annawomscutt for the P.W. & B. Railroad in 1887. ("Early American Locomotives" by John H. White, Jr.)*

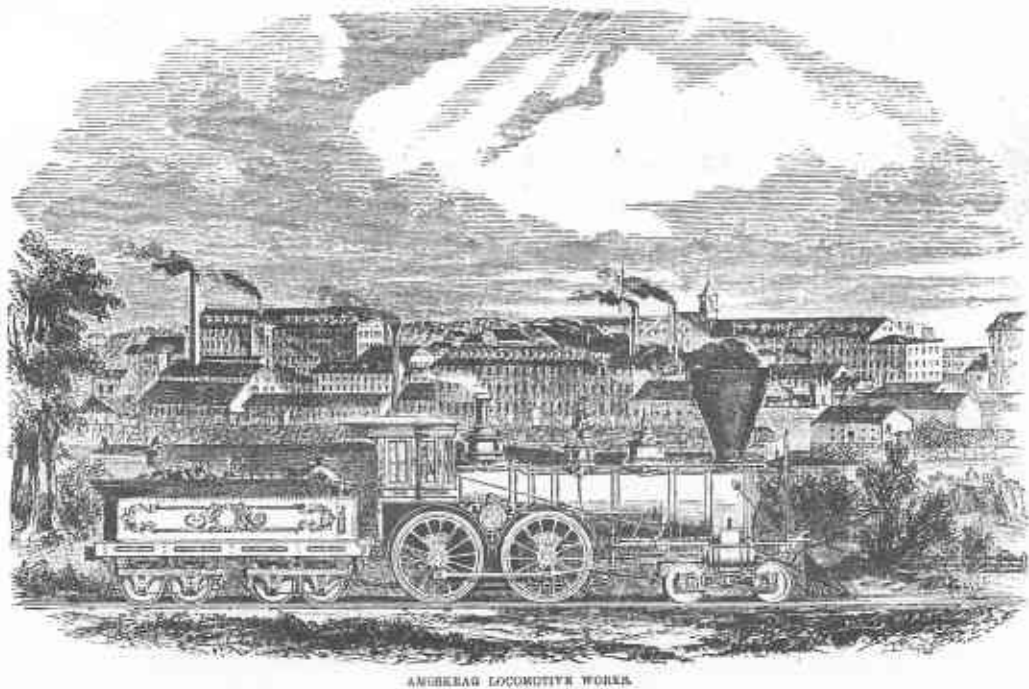
### **Part 5 - Amoskeag Locomotive Works**

*by: Gene Hull*

Another lesser known engine builder was the Amoskeag Manufacturing Company at Manchester, New Hampshire. It was founded in 1849 to build general machinery and fire engines. Possibly because of the growing railroad business, the company began building steam locomotives.

The engines were of similar size and type to the ones on the market at that time. They were acknowledged to be of high quality, as were the other products. The engines had a quite ornate and colorful appearance. A bright combination of paint colors and plenty of fancy-trim was considered as essential and the Amoskeag engines met this requirement.

This company was taken over in 1856 by the Manchester Locomotive Works. There was nothing really outstanding about the Amoskeag Company.



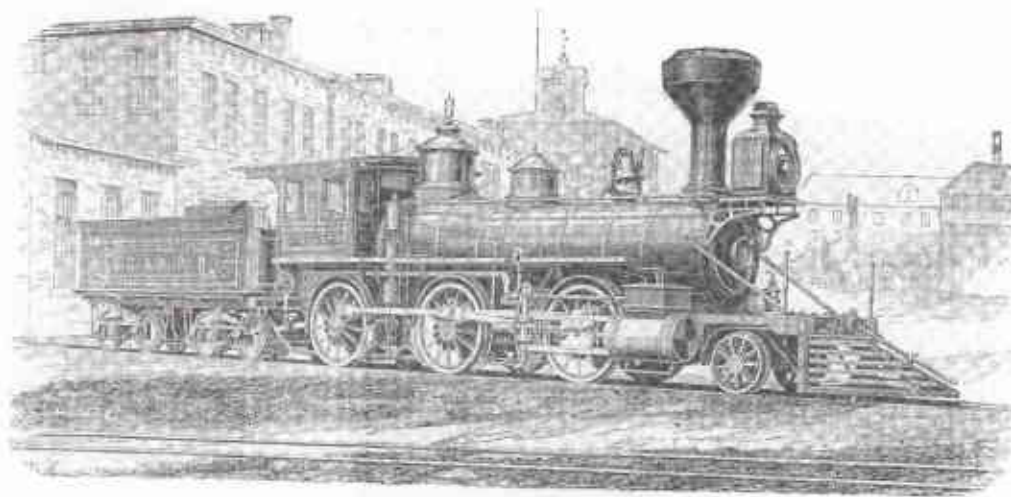
### Part 6 - Manchester Locomotive Works

*by: Gene Hull*

The Manchester Locomotive Works was formed to take over the operation of the Amoskeag Manufacturing Company in 1856, possibly because some reorganization was required. The work was identical, as shown in the illustration. The products included the "Amoskeag Steam Fire Engines," iron and brass casting, boilers, tanks and parts for the locomotives.

The company left no great impressions upon general locomotive development. The engines built here were of fine quality and soon were known on quite a few railroads as "Blood" engines, due to the fact that Aretas Blood was superintendent.

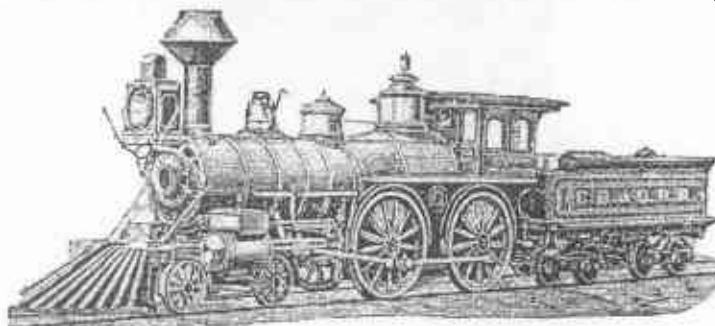
In 1913 the company merged with the American Locomotive Company and the name Manchester disappeared.



*The Manchester Locomotive Works built this 2-6-0 for the Boston, Concord & Montreal RR in 1879. It was named "Mt. Washington." Manchester's workshops are in the background. ("Early American Locomotives" by John H. White, Jr.)*

1870

## Manchester Locomotive Works.



Manufacturers of all descriptions of **LOCOMOTIVES** and the "**AMOSKEAG STEAM FIRE ENGINES**." They also furnish **BOILERS, TANKS, IRON** and **BRASS CASTINGS**, and any and all parts of their **LOCOMOTIVES** and **STEAM FIRE ENGINES** in duplicate, upon receipt of order.

All orders for work should be addressed to

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40 Water St., Boston, Mass.

**A. BLOOD, Sup't,**

Manchester, N. H.



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opportunity to ride the  
silver rails aboard our  
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## 2005 SCHEDULE

**Feb-** Lone Star LTD , St. Louis to San Antonio & return

**March-** Windy City Weekend , St. Louis to Chicago & return

**May-** Sooner State Express, St. Louis to Oklahoma City & return

**June -** Cardinal Ltd, St. Louis to Ft. Worth for away game of Springfield Cardinals

**July -** NRHS Convention (see below)

**Oct-** AAPRCO convention in Halifax, Nova Scotia Canada

### NRHS CONVENTION IN PORTLAND

**July 1-12 2005** St. Louis-Chicago- Portland & return for the 2005 convention of the National Railroad Historical Society. Travel in Pullman Safety & Comfort, stay on the car at Portland and save hotel cost. Ride the Empire Builder in a original Great Northern Pullman. Meals onboard included.

**Fare:** Double Bedroom \$1,560.00 per person based on double occupancy

**Roomette:** \$1,585.00 (limited number of rooms available) **Reservation Deadline 6/20/05**

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RAILRODIANA SHOW AND SALE  
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9 a.m. - 4 p.m.

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Located off of Port Road in the old Cotton Belt Shop.

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THE COTTON BELT RAIL HISTORICAL SOCIETY  
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Proceeds go for operation expense's of the Arkansas Railroad Museum.

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- \* Door prizes awarded hourly \* All scales-N, HO, O, and G.\*
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ADMISSION; Adults, \$4.00 Donation  
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Come and see Steam Locomotives 819 and 336, Steam Wrecker, Snow plow, CB Wooden Caboose, SP Bay Window Caboose, CB Bay Window Caboose # 83, CB GP 30 Diesel Locomotive, Many other Vintage Cars, Books, Pictures Etc., Model railroad displays.

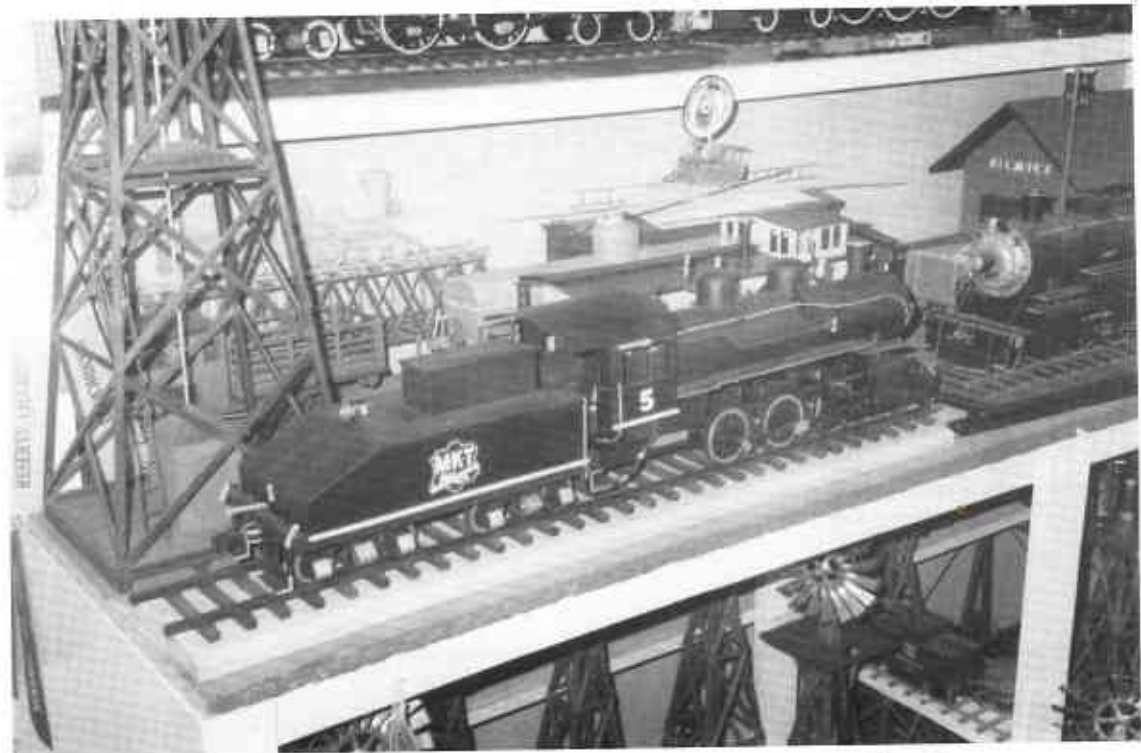
Museum hours are 9 a.m. until 3 p.m. Monday through Saturday, Depending on the weather. The Public is always welcome.



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A 4-unit KCS train moves through Shreveport, Louisiana in December 2004. (*Brain Smith photo*)



A wooden model of a KATY steam locomotive in New Ulm, Texas was carved by Theo Schultz of New Ulm.