



ARKANSAS RAILROADER



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The long-abandoned White & Black River Valley Railway depot (later Rock Island) sits forlornly next to Arkansas Highway 17 in Weldon, Arkansas on February 9, 2007. The old railroad right of way is to the right of the depot. The tracks were taken up in 1941. They once ran from Brinkley to Jacksonport, Arkansas.

Gene Hull wrote a history of this railroad inside. (*Ken Ziegenbein photo*)

RAILROADING IN ARKANSAS - YESTERDAY

September 26, 1941

Arkansas Gazette

BLACK & WHITE LINE TO BE JUNKED

(note incorrect name)

“Newport, Sept. 25 - The Black and White Railroad, extending between Newport and Brinkley (Arkansas), will be junked, it was said here yesterday by Thomas S. Buzbee of Little Rock, attorney for the Chicago, Rock Island and Pacific Railroad. Mr. Buzbee was here to represent the railroad at the public auction at which the Black and White properties were sold for \$100,000 to James B. Angell, Chicago attorney, representing the Rock Island, which formerly leased the branch line. Mr. Angell was the only bidder. The sale was ordered to satisfy a mortgage executed to the Farmers Loan and Trust Company of Chicago in 1900.

The Black and White was operated under lease by the Rock Island for many years but operation of trains was discontinued in February. Rock Island officials said that the line had been a losing proposition for a long time.

Newport residents had hoped the Missouri Pacific might buy the Black and White, but Mr. Buzbee said Missouri Pacific officials never showed any interest in the line.”

WHITE & BLACK RIVER VALLEY RAILWAY

Gene Hull

On Dec. 7, 1881, a charter was filed in the Secretary of State's office for a line of railroad between Batesville and Brinkley, it was known as the Batesville & Brinkley Railroad. The company purchased an existing railroad from Cotton Plant to Brinkley. Then the B&B was built northward toward Newport to Jacksonport.

Railroad equipment and supplies were purchased in St. Louis; they were the latest and finest. In 1882, when the rails reached Cotton Plant, daily service began between there and Brinkley. Next year service was extended to Colona, a distance of 22 miles. On July 27, 1883, a huge crowd gathered at Colona to welcome the little train, which had taken over the transportation business of riverboats and stagecoaches. Passengers, baggage and mail were transferred to stages for Augusta and other communities. The ceremony at Colona featured “the greatest barbecue that ever taken place in Arkansas.” (It probably didn't equal the present 'coon cookout' at De Witt (AUTHOR). The excursion train from Brinkley was two coaches and five flatcars with board seats secured.

At Colona a band was accompanied by shrieks of excited children and ladies waving umbrellas and men waving hats. The rolling stock of the railroad consisted of three locomotives, two passenger coaches and 37 box and flat cars, ALL PAID FOR! There was a crowd of about 2,500 who took shelter from the sweltering sun in a shady grove of trees, along with teams, wagons and buggies from the surrounding country. Everybody feasted on barbecue beef, mutton (sheep) and shoat (a young pig of about 100-180 pounds). No liquor was allowed; gambling was forbidden.



Greater 'downtown' Colona, Arkansas as seen February 9, 2007. I'm standing on the roadbed of the long ago taken up (in 1941) Rock Island (White and Black River Valley Railway).

Francis Jones was the last person to live in the house in the center. (*Francis and Bill D. Jones live in this area and helped me identify where structures and depots were located on the line.*)

Colona is no longer on a road map.



A report of the event stated "...Colona is a town so young that many will be wondering where it is located. It is within a half-mile of the center of Woodruff County and is the present terminus of the Batesville & Brinkley Railroad. It has nine houses in all; five business houses, and one hotel of which D. Harkness is proprietor; one depot, and one dwelling. A large building is for storing seed cotton for the Brinkley Oil Mill.

"The largest farm patronizing the business of Colona is that of Dr. James Scales. Thompson & Gregory, dealers in merchandise, have a \$10,000 stock. J. Pix has a photograph tent. The postoffice is in the depot. The young B&B Railroad has done much to open up one of the very best portions of Arkansas." The B&B became the first road to serve Cotton Plant and other towns in that area. Civilization crept across the delta. "Have ye all been ordin' the steam cars yet?"

"Nope. Ain't even seen one yet, but I heard it screech over behind the 'thicket!"

On White River, about six miles from the closest point on the railroad, there was a port called Gregory's Point, on the huge plantation of Nathan Gregory, with many cotton gins and lumber mills. A branch line diverged. At this wye the name of Wiville was applied, and is still there today)

From Colona the rails were laid to Martin's Junction (later called Jelks), then on the Newport, where the first passenger train on the B&B arrived November 11, 1886.

The railroad probably was responsible for Auvergne Academy at Sand Hill, founded by Dr. D. W. Bristol in 1885. The students commuted from their homes at the stations of Litchfield, Shoffner, Weldon and Auvergne.

The Batesville & Brinkley absorbed the nearby Augusta & Southeastern on January 10, 1890, and became known as the White & Black River Valley Railway. This company completed the railroad between Brinkley and Jacksonport and between Wiville and Gregory.

The route was surveyed toward the Missouri border, but the St. Louis, Iron Mountain & Southern filed suit and prevented the W&BRV from laying rails into Batesville. So, the Batesville & Brinkley never reached the northern terminal.

Even so, the little Arkansas railroad was efficient. An advertisement stated, "Sealed cars can now be sent as far as Mexico and to all points north, east or west by transferring them to the Texas & St. Louis (Cotton Belt) Railway at Brinkley...."

The B&B - W&BRV was built as a narrow gauge 3' - 6" converted to 3' - 0" in 1888.

On July 1, 1900, the road was leased to the Choctaw, Oklahoma & Gulf for 80 years. The CO&G was leased to the Chicago, Rock Island & Pacific on March 24, 1904. Four miles from Jacksonport to Newport was abandoned Spring of 1929, the remainder on March 9, 1941. In 1942, 0.44 miles at Newport was sold to Missouri Pacific as a spur. *(Return to beginning of this story). (More photos next pages)*



Francis and Bill D. Jones and their adopted daughter standing on or near the old railroad right-of-way in the abandoned town of Colona on February 9, 2007. Francis used to live in a house across the highway and was the last person to live in the town of Colona. There once was a grocery store to the right, now a large, empty field soon to be planted with some crop. This is the area where back on July 27, 1883, 2,500 people gathered to celebrate the first passenger train to enter Colona. *(Ken Ziegenbein photos)*



The photo at left shows the abandoned right of way of the wye from the main line at Wiville to Gregory's Point (*now Gregory*). The wye is now a dirt road. I'm standing on the main line, looking north in Wiville. Wiville is still on the road map, but only residential houses and farms remain, no stores. *(Thanks to Francis and Bill Jones for showing me this area)*



Looking south from 'downtown' Wiville, standing on the abandoned wye to Gregory. Mr. Jones said the depot was located past the dirt road in the center of the picture, to the right of the stop sign. You can almost see where the wye merged with the main line, near this stop sign (for Arkansas Highway 17). He also said the nearly dead tree to the right was there when he was a boy and when the railroad was active.



Still at Wiville, looking north. The water tower was located center picture between the fire hydrant and utility poll. You can barely see a little grade to the right of the poll.



Back in Colona, the Jones's pointed out that there once was a large Civil War Hospital right where this tree and barn is. It burned many years ago, but apparently was a significant hospital during the Civil War.



Final photo shows the city limits of Auvergne, Arkansas, also referred to in the story. I'm not sure, but I think the right of way is on the grade to the right. This is as far as I went. For more pictures, I put a webpage online with this story at: <http://www.trainweather.com/whiteblack.html>

Table No. 54—WHITE AND BLACK RIVER BR.

No. 607	Ms.	Dec. 15, 1929.	No. 608
*1045 A M	0	lv. + Brinkley ♂ ar.	4 10 P M
1058 "	6.1	... Saulsburg ...	3 50 "
1107 "	9.0	+ Cottonplant ♂	3 41 "
1118 "	13.2	.... Becton	3 29 "
1127 "	16.6	.... Howell .. ♂	3 20 "
1133 "	18.9	.... Wiville .. ♂	3 14 "
1154 A M	26.6	.... Jelks	2 52 "
1201 P M	29.1	... Riverside ...	2 44 "
1221 "	36.0	.... Tupelo .. ♂	2 25 "
1230 "	39.9	.... Weldon .. ♂	2 17 "
1244 "	44.4	... Auvergne .. ♂	2 05 "
1 05 P M	52.6	+ . Newport . ♂	*1 45 P M

Table No. 55—GREGORY BRANCH.

No. 623	Ms.	Dec. 15, 1929.	No. 624
†1133 A M	0	lv. Wiville ♂ .ar.	12 30 P M
1159 A M	5.9	ar. Gregory ♂ lv.	†12 01 P M

December 15, 1929 timetable of the White and Black River RR (Rock Island). Colona was already taken off the town list (it's between Wiville and Jelks (now Patterson)).



This pass was issued to J. M. Taylor (and family), local attorney for the St. Louis-Southwestern (Cotton Belt) Railway, two years before the White & Black River valley was leased to the Choctaw, Oklahoma & Gulf.

2007 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon North Little Rock AR 72117-4713 (501-945-2128), nlrrailfan@sbcglobal.net
V-PRESIDENT - Mark Silverberg, 10524 Helm Drive, Mabelvale AR 72103-1638 (501-455-5050), onetrackmindtrains@hotmail.com
TREASURER - David Hoge, PO Box 1679, Little Rock AR 72203-1679 (501-397-2552), davidhoge@mac.com
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EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340), ken@trainweather.com
NRHS DIRECTOR - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729), johnphotonut@aristotle.net
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '07 - Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72116 (501-758-1340), ken@trainweather.com
BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), caboose25552@centurytel.net
BOARD '09 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com
BOARD '10 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
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, MARCH 11, 2007**. It will be held at our NEW MEETING PLACE - 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 March 11, 2007 program will be given by **DAVID HOGE** who will have a show of his digital photos.

FUTURE PROGRAMS: April's program will be given by Union Pacific Special Agent Darin Archer, who will talk on various railroad safety and security issues. May's program will be given by Brian Holtz, a former Arkansas Midland employee. His specific program has not been decided.

Our new meeting place is located off Cantrell Road in Little Rock in the row of buildings that has Cajun's Wharf Restaurant. To get there: 1) Turn right off Cantrell and cross the LRWN tracks. 2) Curve slightly right, then left, and go straight between Buildings 2 and 3 to the Cajun's Wharf parking lot. 3) Go right through the parking lot to the end of the row of buildings. 4) Our meeting place is located in Building 4. Park to the right (east) of this building. You'll see the Arkansas River and you'll be right in front of the entrance.

2007 DUES ARE PAST DUE - January 1 was the due date for your \$20 Arkansas Railroad Club annual dues and your \$22 NRHS dues if you are a member of the National organization. (NRHS Chapter dues are always due January 1 nationwide). I know some of you pay in the middle of the year, so please try to move up your payment to an earlier time so we can finalize our membership list.

So, from now on, if I don't have your 2007 dues by APRIL 1, you will be dropped from the membership list and won't be included in our directory. Thanks for your consideration on this.

Send all dues to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

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 APRIL 2007 RAILROADER is March 11, 2007, our next meeting date.

RAILROADERS ONLINE - The monthly *Arkansas Railroaders* are online in Adobe PDF format at: <http://www.trainweather.com/road.html>. My current and past train pictures are here: <http://www.trainweather.com/sunday.html>

Those of you reading the issues online but are not members are urged to join our club (\$20 a year local, \$22 additional if you want to join the NRHS too). The *Arkansas Railroaders* are expensive to produce since they have photos and 16 to 20 pages. They will be put online only after the mailed copies are distributed.

DONATIONS TO THE ARKANSAS RAILROAD CLUB – The Arkansas Railroad Club’s Board decided on the following action regarding rail-related donation to our organization:

“At a board meeting of the Arkansas Railroad Club the following decisions were made:

1) The board voted and passed to donate the following items that are in the possession of the club to the Central Arkansas Library’s Butler Center in Little Rock, Arkansas. The items are:

Rock Island papers ** Hille train orders ** Gene Hull train orders and slides ** Raymond Mayer movies and slides ** Request that the Earl Saunders negatives be moved from UALR to the Butler Center. David Hoge was appointed to coordinate with the Butler Center on the donation.

2) The board voted and passed to handle future donations to the club in the following manner: Items will be evaluated by the board and then donated to the appropriate museum or organization. Arkansas museums and organizations would have a priority but the board would not be limited to in-state only. Any person or organization donating items to the ARC would be notified of this policy.

No member of the club may sell, barter, trade, lease or by any other means transfer any item in the possession of the club without approval from the board. No member of the club may act as the club’s agent for any such transaction without the approval of the board. No member may distribute copies of any materials without the approval of the board. Also the treasurer reminded the board and officers present that no one in the club may obligate the club for any expenses without the prior approval of the board or club president. Any member making such an obligation will not be reimbursed.”

MINUTES OF THE FEBRUARY 11, 2007 ARC MEETING – Meeting started at 2 p.m. David Hoge gave the treasurer’s report ** William Vogt will receive his 25-year pin for being a member of the NRHS the week of February 11 ** NRHS Representative Tom Shook said the Little Rock Chapter’s NRHS annual report will be sent to the NRHS this month.

John Jones gave his Union Pacific report, including: Everything is fine with UP at this time. He talked about 4 derailments during the past month in various parts of the country. The North Little Rock Hump tower has been reworked and modernized. ** Nine Korean SW 1001 locomotives passed through North Little Rock the week of February 4 on flatcars on their way to Mt. Vernon from the Houston, Texas Port. ** There was a new EMD GS-21B locomotive in the NLR yard, a new fuel-efficient locomotive. It is 74 feet long and holds 1,940 gallons of fuel and is very quiet.

Central Arkansas Transit had an emergency exercise for the River Rail system with fire departments of both NLR and LIT attending. Jones also mentioned that the River Rail Streetcars will officially start running on it’s 0.9 mile track extension to the Heifer Project and Clinton Presidential Center on February 13 with the official dedication of the new line on Friday, February 15.

Peter Smykla, Jr. reported on news at the Arkansas Railroad Museum in Pine Bluff. The museum has finished two tracks across the pit. ** The museum has discussed donating the PNW #23 locomotive.

Ron Esserman gave a report of a February 2 Board of Directors meeting and dinner. (A summary of this report is above). ** Nobody had any changes to member’s health to report ** No Old Business ** New Business: The Boston Mountain Chapter NRHS will have a photo excursion on the Arkansas & Missouri in June (see flyer in this Railroader).

Randy Tardy reported that Keith Jones, 20 year veteran of Central Arkansas Transit, will move to Fort Worth, Texas in March to work with a transit agency there. ** Ron Esserman reminded us that there will be a railroad Show and Sale in Bentonville February 24, the annual Show and Sale at the Pine Bluff CBRHS museum will be held April 14, and discussed future excursions and expeditions we might partake in this year.

Doug Harley showed a photo of an Arkansas & Midland excursion train near Paris, Arkansas in the early part of the 1900s.

The meeting adjourned at 2:41 p.m. and then Peter Smykla, Jr. gave an excellent slide show (including some slides made from digital photos) of his railroad-related trips in 2006.

(Minutes taken by David Hoge)

WANTED - FOR SALE OR TRADE

FOR SALE – “I have reproduced the M&NA Locomotive Herald. It is cast aluminum with polished reveals and dark inserts. It is 10” tall and 12” wide for \$75. This item is something that I produce only on demand so it takes several months to get some”. Russell Hughes, 12 Willow Lake Ridge, Cabot AR 72023, 501-941-1038. (Mr. Hughes just joined the Arkansas Railroad Club).

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 - A 62-page booklet of many short Cotton Belt stories written by the late P. B. Wooldridge. It is in a spiral binder-type booklet and include a few of his photos from the 1930s through 1970s (Mr. Wooldridge didn’t take that many photos and some are not that good a quality since his print sizes were 2 x 3, but still rare). The booklet will be mostly text and photos will be black and white. Many of his stories are his familiar “Remembering” series that have been published in the *Arkansas Railroader* for years.

The cost is only \$10 per booklet if you pick them up in person. If you want it mailed, add \$3 postage and mailing envelope. I’m paying for it entirely myself so make payment out to Ken Ziegenbein and mail to 1023 Claycut Cir, North Little Rock AR 72116.

WANTED – Pictures of the roundhouse in Jonesboro, Arkansas about 1915. “I was hoping you could help me in locating some turn of the century to about 1915, photographs of the trains or roundhouse in Jonesboro, AR. My Great-great grandfather worked in the roundhouse and all of the family remembers the railroad with such fondness. I was hoping to find some photos for them. She said her great-great-grandfather worked for the Frisco.

Attached is a picture of my great-grand father in the roundhouse for the Frisco Railroad in Jonesboro AR (*below*). He was the foreman for the roundhouse. I am told that there were at least 10 lines going through Jonesboro at that time. It seems like a lot to me but I am a novice when it comes to trains other than model ones. I have been looking for a map of the area around that time to see if I can find out more information about the train lines. I believe the Cotton Belt and the Frisco were lines through there that are not on current maps, unlike the Burlington Northern, Santa Fe and Southern Pacific.

If there is any information you could give me about locating photographs of the trains or the area I would truly appreciate it. Contact: Nancy E. Brady from Coral Gables, Florida via email.”

n.brady@miami.edu



MODEL RAILROADING MONTHLY

By: Joe Musgrove

Welcome to the first of what I hope will become a continuing monthly article on the hobby of model railroading!

We all know that interests and I dare say “love” for railroading is a hobby enjoyed by people all over the world. Railroad history, train photography, and club participation are just some of the areas of this diverse and enjoyable hobby.

One part of this great hobby that gets overlooked is Model Railroading. From a large club layout to a small tabletop, model railroading is enjoyed by many including myself and other members of the Arkansas Railroad Club!

Many of the upcoming articles will cover modeling tips. However, there is a lot more to model railroading! Prototypical operation, history of model railroading, and the modeling industry in general are just some of the subjects you will see discussed in the coming months.

Your participation is very welcome! So, if you have a modeling tip(s) you want to share, questions, or comments about model railroading, email or mail this to me.

Hope you Enjoy!

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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.

ALABAMA - GEORGIA SOUTHWESTERN RAILROAD, INC. – To abandon a 4.54-mile line of railroad extending from milepost H-334.46, at Eufaula, to milepost H-339.00, near Eufaula, in Barbour County, AL. A final decision will be issued by April 25, 2007. (STB Docket No. AB-1000X, decided January 17, served January 25, 2007)

TENNESSEE - NORFOLK SOUTHERN RAILWAY COMPANY AND WESTERN TENNESSEE RAILROAD - For NSR to abandon, and for WTNN to discontinue service and operating rights over a .25-mile line of railroad lying between mileposts (old) C 471.00 and (old) C 471.25 in Jackson, Madison County, TN. The line traverses United States Postal Service Zip Code 38301 and includes the station of Jackson, TN. Effective on February 24, 2007. (STB Docket No. AB-290 (Sub-No. 277X), decided January 17, served January 25, 2007)

NEW YORK - NORFOLK SOUTHERN RAILWAY COMPANY – To abandon a 1.64-mile line of railroad, extending from milepost ZU 45.00 to milepost ZU 46.64 at Harriman, Orange County, NY. The line traverses United States Postal Service Zip Code 10926, and includes the former station at Harriman. A final decision will be issued by May 2, 2007. (STB Docket No. AB-290 (Sub-No. 283X), decided January 24, served February 1, 2007)



ARKANSAS RAIL NEWS



STREETCAR EXTENSION TO OPEN FEB 13

Central Arkansas' River Rail streetcars will begin regular service to the Clinton Presidential Center and Heifer International on Wednesday, February 13, 2007. This 0.9 mile extension will make the entire streetcar line 2.9 miles long.

The head of Central Arkansas Transit (which owns the streetcar system), Keith Jones, will be leaving for a new job in Fort Worth, Texas March 1. He will still be here to oversee the new extension, however. (*Via Randy Tardy*)

UP'S DICK DAVIDSON RETIRES

Union Pacific's long-time chairman and 47-year veteran Dick Davidson retiree at midnight, January 31, 2007. President and CEO Young assumes the chairmanship. A 29-year UP veteran, Young has served as president and CEO since January 2006. He previously held various senior management positions, including chief operating officer and chief financial officer.

“After joining Missouri Pacific Railroad — which merged with UP in 1982 — in 1960, Davidson rose from brakeman to chairman in 31 years and played a key role in several mergers that transformed the Class I into the nation's largest railroad. Since 1986, he served stints as vice president of operations, executive vice president, president and CEO.

“Dick's retirement marks the end of a long and successful career,” said Young in a prepared statement. “We all owe Dick a huge debt of gratitude for his leadership and vision in helping create today's Union Pacific.”

DURANGO & SILVERTON REDUCING SMOKE

(January 26, 2007, DURANGO, Colo.) - The owner of the Durango & Silverton Narrow Gauge Railroad has pledged to spend \$1 million over five years to reduce smoke emissions from steam locomotives at the Durango roundhouse, the Durango Herald

reported. The goal is to reduce the smoke emissions by 10 percent per year over the next five years. Residents, especially those living in South Durango, have complained for years that smoke from steam locomotives pollutes the air, leaves a fine layer of soot inside houses, and even turns the white hair on their pets black.

The railroad's owner, Allen Harper, said the \$1 million should produce results and show the community that he and his wife, Carol, are serious about improving air quality in Durango. “We want the community to know that we are good citizens and good

neighbors in this town,” said Harper, who moved to the city with his family in August 2005. “We believe in Durango.” Harper has owned the railroad since 1998. During that time, he has done more than any other owner to reduce smoke emissions, he said. “We're proud of that effort,” he told the Herald.

UP, NS TO OFFER NEW L.A.-TO-ATLANTA INTER-MODAL SERVICE

On Feb. 19, 2007, Union Pacific and Norfolk Southern plan to launch a new expedited intermodal service between Los Angeles and Atlanta. The sixth-morning delivery service will complement the *Blue Streak*, a fifth-morning expedited intermodal service UP and NS launched between L.A. and Atlanta in fall 2001. In addition, the railroads will shift domestic and international traffic to a shorter Meridian Speedway route after NS completes the first phase of infrastructure improvements on the Meridian, Miss.-to-Shreveport, La., line in the third quarter. This corridor is 150 miles shorter than the roads' current intermodal route. (*Via Don Weis*)

TRAIN THROUGH THE YUKON!

On January 22, 2007, the Yukon Territory Premier, Dennis Fentie, said the results of a feasibility study into a proposed railroad through the Yukon, connecting Alaska to southern Canada, will be unveiled soon. The \$6-million Alaska-Canada Rail Link Feasibility Study was commissioned by Fentie and former Alaska governor Frank Murkowski in 2005. The first stage of the feasibility study, which looked at technical, engineering and market analysis of the proposal, was completed in June.

It suggested a route through Carmacks, north of Whitehorse, would be much better than following the Alaska Highway corridor through Whitehorse.

UP DROPS PHOTOGRAPHER SUIT

A West Vancouver, Canada newspaper said on January 19, 2007 that Union Pacific Railroad has dropped the civil suit it filed in 2006 against a West Vancouver man who takes photographs of trains. Apparently, this is the person who used UP trains in a calendar. I couldn't access the remainder of the paper so I couldn't find the name.

FLASHBACK IN MISSISSIPPI

(The following was obtained by the *Star Herald* newspaper of Kosciusko, Mississippi of January 14, 2007. It remembers a time 50 years earlier on the Aberdeen Branch of the Illinois Central Railroad:

“Compiled by Nancy Green - Jan. 24, 1957: An era ended on the Aberdeen Branch of the Illinois Central Railroad Tuesday afternoon when the last run of its long career was made by the old steam locomotive. The old “iron horse” made its final pick-up before being replaced Wednesday morning by its rival, a sleek modern Diesel engine, which has been found by railroad authorities to be more efficient in duty and economical in fuel, cutting the costs of providing power. The steam engines are being replaced on all IC lines, marking a step forward in railroad transportation. Personnel of Kosciusko's IC Depot standing by as the last steam locomotive train passed by were Ernest Foster, clerk; Herman Odom, warehouseman; P.H. Tyler, cashier; N.E. Love Sr, agent.

GROUP PRESENTS OPTION TO KEEP TEXAS STATE RAILROAD RUNNING

On January 25, 2007, an East Texas group working to save the financially strained Texas State Railroad told Texas Parks and Wildlife commissioners Wednesday that a potential private operator could be selected by late February. “We feel the best option for the railroad for long-term funding ... appears to be one where we would find a credible private entity that would come in and operate the railroad but under the guidance and control of a local, public agency - a local, public authority in this case,” said Steve Presley, a Palestine city councilman and the operating agency's president.

A Texas State Railroad Operating Authority, which would be made up of representatives appointed by the cities of Rusk and Palestine, would be the public entity overseeing the private entity's operation of the train. There are plans to file legislation to create such an authority in this Texas legislative session.

A study showed that the economic impact of the railroad on Anderson and Cherokee counties was \$5.9 million in direct expenditures, \$8.1 million in sales, \$5.4 million in income to local residents and 157 jobs. The economic impact of the railroad on the state was

estimated to be \$892,000 in direct expenditures, \$1.2 million in sales, \$778,000 in income to Texas residents and 24 jobs, according to the report. The numbers are based on total 2006 visitation of more than 54,600 guests.

HOMELAND SECURITY'S POTENTIAL NEW RULES FOR TANK CARS

Federal officials say they want to know what people think of the proposed railroad rules by Feb. 20. Homeland Security proposals essentially limit the time tankers loaded with hazardous materials can sit in rail yards, require rail companies to agree to federal inspections, keep track of where tankers carry hazardous materials and hire workers to oversee the transfer of the cargo when it reaches its destination. Transportation Department proposals require railroads to analyze safety and security risks for moving hazardous materials and then choose the safest routes.

Comments on this proposal can be submitted at dms.dot.gov or www.regulations.gov or sent to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street S.W., Washington, D.C., 20590-0001. The Homeland Security proposal is under docket No. TSA-2006-26514; the Transportation Department's is RSPA-04-18730 (HM-232E). *(They wanted the comments before February 20, but I thought readers of the Railroader would like to know the address -SOURCE: Federal Register and U.S. Department of Transportation)*

AMTRAK NEWS

PUBLIC TRANSPORTATION SAVES ENERGY

The American Public Transportation Association said in a January 24, 2007 report: "Current public transportation usage reduces U.S. gasoline consumption by 1.4 billion gallons each year. That is the equivalent of 108 million fewer cars filling up every year—almost 300,000 every day, 34 fewer supertankers leaving the Middle East, or ninety percent of oil imported from Kuwait. - The federal government must significantly increase investment in public transportation. This investment is essential to provide greater freedom, access, opportunity and choice for Americans from all walks of life and from all across the country and that can help make us energy independent."

EVENTS OF OTHER ORGANIZATIONS

PINE BLUFF – ANNUAL RAILROADIANA 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.

THE WORLD'S GREATEST HOBBY ON TOUR is a new kind of event that showcases the hobby of model railroading. Sponsored by the Model Railroad Industry Association and by the World's Greatest Hobby Program, the show is intended to introduce the general public to model railroading in an entertaining, lively and family-friendly atmosphere. The show hopes to create new train enthusiasts by exposing the public to the very best model railroading has to offer. The hobby of model railroading has a unique ability to bring the family together in activities that teach many skills. Model Railroad skills span from carpentry to artistry, from electrical engineering to historical research. Model Railroading is the World's Greatest Hobby.

2007 World's Greatest Hobby on Tour Dates in this area:

Fort Worth, Texas • March 17 & 18, 2007

Fort Worth Convention Center (show details)

Directions to the Fort Worth Convention Center

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 Connorsville 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.

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/>

MEMORIES OF GUTHRIE, OKLAHOMA

This was put on a railroad mailing list called Railspot and is reproduced with the permission of the author, Jack Pfisterer of Wilmington, North Carolina (an479@lafn.org). Interesting reading of life in the Guthrie, OK – Arkansas City, KS area in 1949:

“Always enjoyed visiting Guthrie and its fine eateries for the 89er day celebrations as a member of the Arkansas City Senior High School band in 1949. Of course, that was a few years ago, and I haven't made it back to Oklahoma for a while now. While I was in Ark City, the high school band and the local riding club regularly participated in Guthrie's 89er celebration each April and the riding club and high school band from Guthrie reciprocated for Ark City's "Arkalalah" celebration each October.

The Ark City delegation traveled by means of two coaches and two "horse express" cars attached to ATSF trains 27 and 28. The cars usually were attached to the end of the trains, because they passed through Guthrie outside of the hours of the Guthrie switch crew. That minimized switching moves for the road crew.

During the trip to Guthrie, many of the band and riding-club members would go forward, through the Pullman cars to the combination diner-club car for breakfast. (That car also was switched into the train in Ark City after laying over from number 28 some six hours earlier.)

Until near the end of steam operations, Guthrie had a little 0-6-0 switcher with a slope-back tender and a big number. (It originally was numbered in the 2000 class; but the Santa Fe wanted to use that series of numbers for diesel switchers and renumbered the six-wheel switchers to the 9000s by adding 7,000 to their original numbers.) A single switching crew manned it during daylight hours.

On 89er days, the switch crew's first chore was to pick up the Ark City coaches where they had been dropped by number 27 and move them to a team track south of the station.

During the day, the band and the riding club operated out of the cars, using the horse express cars as stables and the coaches as headquarters, day-rooms and dressing rooms. The coaches we used were divided into two or three compartments, which facilitated the dressing-room use. Apparently they were set up in that manner for "Jim Crow" needs, as one compartment contained a sign that could be flipped to read either "White" or "Colored".

At the end of the day, the switch crew's final chore was to move the Ark City cars back to a siding where number 28 could couple onto them conveniently for the return to Ark City.

I was already a railfan and model railroader at that time, so took special pleasure in the railroad aspects of the visits. In my last year, the Santa Fe's huge 3460-class Hudsons (4-6-4) had been relegated to handling trains 27 and 28, so I had the pleasure of riding to (and probably from) Guthrie behind number 3463.

The schedule of Trains 11 and 12 (The Kansas Citian and The Chicagoan "streamliners") would have worked for the good citizens of Guthrie attending "Arkalalah" in October; but the Santa Fe apparently was not taken with the idea of having heavy-weight coaches and horse express cars added to them; so Guthrie got its own special trains traveling a little behind 11 and 12.

I usually went down to the station to see the Guthrie special arrive in the morning and (as I recall) it was always handled by one of the lanky Atlantic types (4-4-2) that the Santa Fe then had stationed about the system as "protection" (emergency replacements for disabled locomotives) for passenger trains. Those Atlantics were rather strange, in that their main rods were connected to the front drivers, making them appreciably longer than most Atlantic types--in effect an American Standard (4-4-0) with a trailing truck added.

The preceding reminds me: The only time I saw number 3460 (the only streamlined member of the class), it was in the roundhouse in Ark City. Its electric generator had failed as it was starting to leave Ark City with train 28 the night before. Train 28 went on its way to Kansas City behind Ark City's "protection" locomotive, Pacific 3403, and the local shop replaced the generator in time for train 27 that night.

My former Junior High School principal, Harold Loucks, a long-time railfan, learned of 3460's unplanned visit, called me and we went down to the roundhouse together. 3460 was too long for the turntable, so had been run into one of the stalls that aligned with a lead track. While I was looking at the monster, Mr. Loucks went over and talked with one of the shop employees.

Shortly, to my surprise I heard the turntable start up and then align with 3460's stall. Then one of the men backed 3460 out onto the turntable so that we could take pictures! Those were the days!

For some reason, Loucks was enamored by the Santa Fe's 3500 class Pacifics that were rarely (if ever) seen in Ark City. Perhaps to compensate for their local absence, his automobile licenses always featured the number 3500, and most of the teachers in the school had plates with numbers in the 3500s."

A few added details about Guthrie:

"I recall now that the Ark City riding club was called "The Roundup Club"

Locomotives of one class of Santa Fe Mikado (2-8-2) types (either the 3100 or the 3129 class) had a tendency to whistle as they worked. No, not the steam whistle, the exhaust--and just a few of them. I remember one of the whistlers showing up in Guthrie on the "Guthrie Turn" one 89er day. The "Guthrie Turn" was a local freight that operated from Ark City to Guthrie and then back to Ark City each day.

The 89er days featured a long morning parade, with the rest of the day and evening devoted to a street carnival and various entertainments. To help while away the time awaiting train 28, the Ark City band made it a practice to suit up and parade about the carnival area briefly in the early evening.

One year some rowdies began following and heckling the band during its march. That ended very quickly when members of the Roundup Club saw what was happening and formed a couple of extra ranks on the rear of the band.

The last time I made the trip, train 28 added the Ark City cars to the end of its consist, as usual, then the crew produced an extra pair of marker lamps that they installed and plugged in on the rear--leaving the original markers in place and plugged in on the last Pullman car. We made the run to Ark City with two sets of markers illuminated! Never saw anything like that before or since." (Mr. Pfisterer's address is: J. N. Pfisterer, 8303 Vintage Club Circle, Wilmington, NC 28411-7690. 910-681-3871)



UPY 2709 in North Little Rock in February 2007. This is a new 2100 hp energy-efficient locomotive and they say it's very quiet. It is 74 feet long and holds 1,940 gallons of fuel. It was built by EMD and is classified as a GS-21B. (John C. Jones photo)

Ozarks Mixed Train Trip

Fort Smith to Winslow Photo and Mixed Train Weekend June 23-24, 2007



Life—The passenger equipment on the last Arkansas & Missouri mixed train consisted of an Alco T-6 locomotive, a private coach, an 1800 wooden combination passenger-baggage car and an ex-B&O RR caboose. Our train will consist of air-conditioned passenger equipment operating on 1800 rail.
(From the ARHS Diary at Springdale, AR.)

The Arkansas-Boston Mountains Chapter, National Railway Historical Society, Inc. cordially invites rail fans, photographers and the public to Fort Smith, Arkansas for the 2007 Quad Chapter Convention. This is a special event on the last Arkansas & Missouri Railroad mixed (freight and passenger) train operated in the early 1980s.

Saturday events include buffet supper followed by programs on the Railroad History of Fort Smith, the Fort Smith-Van Buren Railroad Bridge, Steam Railroading in Arkansas and Movie Making on the Arkansas & Missouri RR. The nearby Fort Smith Trolley Museum will be the site of a special night photo shoot of Birney Car 224.

Sunday includes an 80-mile roundtrip excursion on the Alco C428 powered Arkansas & Missouri

RR from Fort Smith, AR to Winslow, AR. The trip includes a photo stop at the normally off limits former Frisco yard in Fort Smith, and photo rambles at the Winslow Tannal (elevation 1723 feet), Trestle No. 1 (175-foot high) and the scenic Lancaster trestle. The 1900 Frisco depot at Fort Smith will be open prior to the Sunday trip.

Attendees may select from three levels of service: Coach, Parlor Car and Caboose. The price includes the Saturday buffet and events, the Sunday air-conditioned train trip, box lunch on the train and a detailed trip guide. Special hotel rates have been negotiated.

Please make your reservations today for this event. See the rest of this flyer for prices and detailed schedule of events.

Schedule of Events

Saturday, June 23

8:00 am—8:00 pm—Registration at Howard Johnson Inn, 101 North 11th Street, Fort Smith, AR. (479-484-7700)
8:00 pm—Buffet supper at Howard Johnson (enjoying river); Presentations on Fort Smith Railroad History, Fort Smith-Van Buren Railroad Bridge, Steam Railroading in Arkansas and Movie Making on the Arkansas & Missouri Railroad.
9:30 pm—Night Photo Shoot of Fort Smith Trolley Museum No. 224, an operating 1956 Birney single-track trolley on AP Rail, a nationally recognized sight for photographers. Will provide special lighting and shooting tips.

Sunday, June 24

8:00 am—9:30 am—Registration at Frisco Depot, Garrison Avenue, pickup comprehensive trip guide.
9:30 am—Photo stop at Frisco Depot.
11:30 am—Arrive in Winslow, AR (30 minutes Photo Party).
12:15 pm—Arrive at South End of Trestle No. 1 (175-foot long, 125-foot high) (30 minute Photo Party).
1:20 pm—Arrive at Lancaster Trestle over Frog Bayou (30 Photo Party).
3:00 pm—Arrive at Frisco Depot, Fort Smith. Remains of day free to visit Fort Smith Trolley Museum or Fort Smith National Historic Site.

Reservation Form

Event Prices, per person (same price per child), are as follows:
Coach restored 1920s vintage cars with operable windows—\$90.00
Parlor—1955 ex-Long Island RR Parlor Car—\$90.00 (Capacity—55)
Caboose—Ex-Rail Crane America Caboose of unknown vintage—\$110.00 (Capacity—30)
Please complete this form and return with check, payable to "ARHMT", to:

Quad Chapter Event
PO Box 1303
Springdale, AR 72765-1303

Name _____
Address _____
City/State/ZIP _____
Telephone No. _____
E-mail Address _____

Number of Passengers	Coach	Parlor	Caboose	Sub Total
Coach _____	x \$90.00	\$ _____		
Parlor _____	x \$90.00	\$ _____		
Caboose _____	x \$110.00	\$ _____		
			Grand Total \$ _____	Payable to "ARHMT"

Will you accept Parlor if Caboose is sold out? Yes No
Will you accept Coach if Parlor Car is sold out? Yes No
Reservations received after June 1, 2007 will be subject to a \$20.00 surcharge per order. No refunds given after June 15. Questions? — Call 479-438-0239 or 479-927-3163

Hotel Accommodations We have arranged discounted rates for attendees at the recently renovated Howard Johnson Inn, 101 No. 11th Street, Fort Smith, AR 72701. The rates are Queen—\$55.00 and \$65.00 double room (double beds) plus the 14.25% Fort Smith room tax. Please call the hotel at 479-484-7700 to make reservations. Be sure to mention Arkansas-Boston Mountains Chapter, National Railway Historical Society to obtain the discount. We suggest early booking as there is a major event in Fort Smith this weekend.

Legal Disclaimer—The Arkansas-Boston Mountains Chapter ("Chapter"), National Railway Historical Society is solely responsible for any damages or injury resulting from this event you agree to hold the Chapter, its officers and members harmless from any claims for damage or injury relating to this event. Please note that the Arkansas & Missouri Railroad Company reserves the right to substitute equipment, change the schedule or make other changes as warranted by circumstances.



Korean Railway SW 1001 No. 2114 was part of 9 being hauled through the North Little Rock UP yards in February, 2007 on their way to Mount Vernon from the Port of Houston. (John C. Jones photo)