

# Arkansas Railroader



## 2007 OFFICERS OF THE ARKANSAS RAILROAD CLUB

**PRESIDENT** - John Hodkin, Jr., 506 Gordon North Little Rock AR 72117-4713 (501-945-2128), nlrailfan@sbcglobal.net  
**Vice-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  
**SECRETARY** - David Hoge, PO Box 1679, Little Rock AR 72203-1679 (501-397-2552), davidhoge@mac.com  
**EDITORS** - Joe Roddy, PO Box 2495, Little Rock AR 72203-2495, (501-221-9104) jroddy@WERarch.com or arceditor@trainweather.com  
David Hoge, PO Box 1679, Little Rock AR 72203-1679 (501-397-2552), davidhoge@mac.com or arceditor@trainweather.com  
**NRHS DIRECTOR** - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)  
**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)

## JOINING THE ARKANSAS RAILROAD CLUB & NRHS

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 Sunday 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 both the Little Rock Chapter NRHS and national NRHS), you must pay \$33 a year more, bringing the total to \$53 a year for both. Dues are always payable on January 1st of each year, but you may join 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.

### NEXT MEETING

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be **SUNDAY, November 11, 2007**. It will be held at Curtis H. Stout, Inc., 2400 Cantrell Rd Suite 100, Little Rock, Ark. in the same complex that has Cajun's Wharf. The program next month will be given by Ron Esserman entitled 473 and 4 or 8. For more info call John Hodkin on his cell phone: 501-993-0616.

### BACK ISSUES ONLINE

Past issues of the *Arkansas Railroader* are online at: <http://www.thundertrain.org/road>. This includes past issues from 1970 to the present which are being scanned as time permits. If you're reading the past issues online, you might want to consider becoming a member. Membership dues help keep the *Arkansas Railroader* going.

### MEETING MINUTES

October 14, 2007 meeting held at Curtis Stout, Little Rock, Arkansas. **Visitor:** Jamaal Montgomery. Reading of past minutes suspended by motion of Peter Smykla. **Treasurer's report:** We're in the black. Member's health: No news. **NRHS:** Convention will be held in Dallas - Fort Worth in 2008. **Board of Directors meeting:** The club is donating a case of Shortline Railroads of Arkansas to the BASE program. **Arkansas Railroad Museum News:** Finished lettering Santa Fe 843. **Union Pacific News** by John Jones: Photos of 1 of 3 aircraft cars that carry Gulfstream plane parts. Sept. 27 derailment in NLR yard, tied up the yard for about a day. Paint shop at Jenks has been temporarily shut down. Little Rock port will add tracks. Demonstrator GE 7605 was seen in NLR. October 24 dispatch center will be switched over to Omaha at 9 pm. First time there will no dispatch center in NLR. **KCS news:** KCS business locomotives will be repainted into a true Southern Belle scheme. Now in Mexico for the work. **General News:** ARC members David Hoge, Fred Fillers, LeRoy Garrison and Jim Wakefield attended the Boone Heritage Museum annual Railroad Days meeting on October 13, 2007 at Harrison. Joint meeting of Wabash and Missouri Pacific Historical Society was held last month in Chestefield, Missouri. **LRWN News:** has a new locomotive number 438 no background information is available. Two switchers have also arrived. **Old Business:** Christmas party is Dec. 8. and will cost \$15 per person. **New Business:** Complaints about newsletter. Election in officers. John Hodkin nominated as president. Fred Fillers nominated to board. Need a vice-president. **Program:** by Bill Bailey on demise of the Rock Island. **Next program** by Ron Esserman entitled 473 and 4 or 8.

### DEADLINE

Deadline for submitting material to the *Arkansas Railroader* is the meeting date of each month. We go to press a day or two after the meeting to ensure that members receive their newsletter before the next monthly meeting. You may submit articles, artwork and photos which will be returned as long as you include your return address. If you have questions about submitting digital images please contact an editor.

### COVER PHOTO

**Arkansas Club members Jim Wakefield, Michael Hoge and Fred Fillers try out a handcart on the Paperton Junction Southern during the club's annual outing to Peter Smykla's railroad in Pine Bluff, Arkansas, on September 15, 2007. David Hoge photo**



### Arkansas Railroad Club Annual Outing to Pine Bluff

Members of the Arkansas Railroad Club made their annual trip to Peter Smykla's Paperton Junction Southern railroad in Pine Bluff on September 15, 2007. After a slide show on Taiwan by Peter and a couple of dozen trips on the handcar, the group went to the Arkansas Railroad Museum in Pine Bluff. The group had lunch and toured the museum.

(Above photo) Jim Wakefield listens to Peter Smykla explain the painting of Union Pacific 2907. The Alco C630, was one of ten in the last group of Alco's that UP owned. The locomotives were purchased in 1966 but retired at an early age in November 1973 and sold to the Duluth, Missabe and Iron Range Railway. Later the locomotives were sold to the Cartier Railway in Canada.

(Right photo) Jim Wakefield tries out a recently restored velocipede at the museum. David Hoge photos



## ARKANSAS RAILROAD CLUB NEWS

**CHRISTMAS PARTY SET** Our 2007 Christmas Party will be held Saturday, December 8, 2007 at our usual meeting place. It will start at 6 p.m. We will have the meal catered but the cost has not been determined. We will NOT have a regular meeting in December. Cost is \$15 per person. Send your money and RSVP to Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

**ELECTIONS FOR THE ARKANSAS RAILROAD CLUB** will be held at the next meeting, November 11, 2007. Nominated for President, John Hodkin, Secretary, David Hoge, Treasurer, David Hoge, Newsletter Joe Roddy and David Hoge. New Board member, Fred Fillers. We still need a nomination for Vice-president.

**UNION PACIFIC CALENDARS FOR SALE** The Arkansas Railroad Club is selling official 2008 Union Pacific calendars as a fund-raiser for the club. The calendar this year features photos of UP's SD70ACe Heritage units, steam locomotives 844 and 3985 plus the 2002 Olympic units and the George Bush unit. Arkansas Railroad Club member Ken Ziegenbein has a photo in the calendar. Cost is \$10

plus \$3 for shipping. Order from the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

**FORMER ARKANSAS RAILROAD CLUB** member GERAL MELTON died July 17, 2007 in Jonesboro. He was a member for 20 years up until the last few years. He was 85 years old. He is survived by his wife Marion and two sons.

**ARKANSAS RAILROAD CLUB** has donated a case of Shortline Railroads of Arkansas to BASE (Books for Arkansas Students' Education). The program provides free books on Arkansas history and culture to public high schools across the state under a points system that gives special consideration to schools with high percentages of low-income kids. Anyone can donate either books or money. Visit their website at [www.baseducation.org](http://www.baseducation.org) for more information.

**SHORTLINE RAILROADS OF ARKANSAS** by Gene Hull is still available for \$20 plus \$2 postage per book. Orders may be sent to the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

## NRHS NEWS

**NRHS DUES INCREASE** The NRHS voted to increase dues \$11 to \$33 per year at its business meeting at the 2007 convention. Any Arkansas Railroad Club member wishing to maintain his membership in the NRHS will owe \$53 per year for the combined ARC and NRHS dues. Family dues, at-large memberships and student dues have also changed.

Another change to the dues will be that the members will now receive

a bill for their NRHS dues directly from the NRHS. The members will still pay their NRHS and ARC dues to the Arkansas Railroad Club who will then remit the NRHS dues to the national organization.

**NRHS HAS IMPLEMENTED** a new electronic dues system. Members will not be affected directly by this, but there is a learning curve for those of us involved. So be patient, as some information may take a while to update.

## INFORMATION WANTED

### CAN ANYONE EXPLAIN HOW A CAISSON WORKS?

CAISSON - A watertight enclosure inside which men can do construction work under water. These were used to construct the piers for the railroad bridges at Little Rock. Workers did excavation of the riverbed to reach solid rock. How did men enter the caisson once it had been lowered into position on the river bottom? And how was the excavated material disposed of? I need this information for an article

in the *Arkansas Railroader*. Contact Gene Hull, 3507 E Washington Ave. Apt 31, North Little Rock AR 72114, 501-945-7386

**HOW MUCH FOR THAT BLANKET?** If you know how much a Pullman blanket, 9 feet long sells for then contact Don Eubanks at: [don\\_eubanks@yahoo.com](mailto:don_eubanks@yahoo.com) or by phone (479)-841-4641.

## TRAIN SHOWS

**MERIDIAN RAILFEST** will be Saturday November 3, 2007 at the Meridian Railroad Museum complex in Meridian, Miss. Both KCS and NS will have their business trains there to celebrate the joint upgrading of the "Meridian Speedway". For more information go to [www.queenandcrescent.org](http://www.queenandcrescent.org).

**NORTH LOUISIANA TRAIN SHOW** will be held 17-18 November 2007 at the Louisiana National Guard Armory at Stoner and Youree Drive in Shreveport, Louisiana. Cost is \$6 for adults. Children under 12 are free. Special prices for veterans and railroad employees. The show will be open from 9-6 on Saturday and 10-4 on Sunday. Model trains, guest speakers and vendors will be on hand. For more information see <http://www.northlouisianatrainshow.org/>

**ANNUAL RAILRODIANA & MODEL TRAIN** meet will be held Saturday April 5, 2008 at the Arkansas Railroad Museum. Prices are \$5 for adults, \$2 for children 6-12 and children under 6 are free. The Arkansas Railroad Museum is located in Pine Bluff, Arkansas at 1700 Port Road. Model train layouts, door prizes and railroad memorabilia. Call 870-535-8819 for more information.

## ITEMS FOR SALE

**LGB TRAIN COLLECTION FOR SALE** A member has donated a large LGB train collection to the Arkansas-Boston Mountain Chapter. It includes 3 diesel engines, a steam engine, 5 passenger cars, 12 freight cars 3 cabooses, 5 buildings, coaling tower, water tower, switches, turntable and a large supply of track. The collection is available as a single lot only and is in excellent condition.

For information, please send SASE  
Arkansas-Boston Mountains Chapter -NRHS  
P.O. Box 1303  
Springdale, AR 72765-1303

### BOOK FOR SALE FOR SALE

Joseph A. Cammalleir has written a book titled *Guthrie, Oklahoma: Always A Railroad Town*. The cost is \$39.95 plus shipping of \$5. Contact him at 907 Koko Isle Circle, Honolulu, HI 96825. (808) 395-2212, [Jcamma455@aol.com](mailto:Jcamma455@aol.com)



Union Pacific donated an old tank car to the Little Rock Fire Department in August 2007. Here the tank car, which will be used to train firefighters in how to handle tank car incidents, is being set up at the Little Rock Fire Department's training center. John Jones photo



Two cabooses, SP 4696 and MKT 6 were in the Union Pacific yard in North Little Rock in September 2007 on their way to Cherokee Portable Painting in Springdale, Arkansas to be repainted. The cabooses belong to the Gulf Coast Chapter NRHS based in Houston. John Jones photo

## RAILROAD NEWS

**\$6.5 BILLION IN FUEL SURCHARGES DISPUTED** The American Association of Railroads and the American Chemistry Council have been trading press releases in a dispute over the claim that \$6.5 billion in fuel surcharges were overcharged to rail customers. The AAR disputed the methodology used by the American Chemistry Council.

The Surface Transportation Board has only ruled that the railroads can't "double-dip," adding fuel surcharges into price hikes when fuel surcharges have already been calculated. According to the AAR, the STB found that the railroads weren't overcharging. The AAR claims that the railroads' fuel bill has actually been \$12.1 billion in additional cost since 2002. (from the AAR and American Chemical Council press releases)

**THE BLUE STREAK HAS A NEW ROUTE.** Union Pacific and Norfolk Southern have begun routing westbound intermodal trains running between the Southeast and Los Angeles over the Meridian Speedway through Shreveport, La. This gateway shaves a day off the transit time and enables the railroads to offer fourth-morning delivery. Previously the railroads interchanged at Memphis. Eastbound service had begun in May 2007. (via *Progressive Railroading*)

**NEW TUNNEL AT VICKSBURG?** In talks between the City of Vicksburg and Kansas City Southern Railway, the most likely replacement for a 63-year old bridge on Washington Street near Clark Street is a tunnel. (from the *Vicksburg Post*)

**NEW KCS AND KCSM LOCOMOTIVES** will number 120 units by the end of 2007. Kansas City Southern will have received 30 GE ES44AC and 30 EMD SD70ACe. Forty EMD SD70ACe and 20 GE ES44AC's will be purchased by Kansas City Southern de Mexico. In 2008 KCS will take another 30 EMD SD70ACe's and KCSM will receive another 30 GE ES44AC's. (from *Progressive Railroading*)

**RAILROAD INFRASTRUCTURE NEEDS ARE \$148 BILLION.** The AAR released a report stating that the railroads of the United States need \$148 billion over the next 30 years invested to expand the the country's railroad infrastructure and keep pace with future demand. With the investment, the country will be able to ease highway congestion. The railroads should be able to raise \$96 billion in the next 30 years, but the shortfall should be funded by tax incentives, public-private partnerships and other sources according to the AAR.

The AAR states that the railroads have invested over \$400 billion since deregulation in 1980. (from the AAR)

**RAILROADS AND GRAIN** Railroads originated 22,271 carloads of grain during the week of September 8, 2007. That's down 9.1 percent from the previous week but 8.6 higher than the 3-year average according to the USDA. Hurricane Humberto, ship delays and unprecedented wheat exports caused congestion in Texas Gulf ports.

**MUSIC CITY STAR MISSES GOAL.** Nashville's Music City Star commuter rail missed it's first year goal by some 900 riders daily. The agency had set a goal of 1500 per day, but only averaged 640 per day. Getting drivers out of the car has been hard even with increased con-

gestion. Officials realize that development will have to occur near commuter lines to make it easier for people to use the it. (from *The Tennessean*)

**FEWER TRAIN ACCIDENTS** According to the Federal Railroad Administration, 34 states had fewer train accidents in the first half of 2007. Declines in the leading causes of accidents, which are human-error and track issues, helped drive down the number of incidents to 3.07 per million train miles. Trespassing fatalities also fell 5.9 percent. The FRA began an aggressive program in 2005, National Rail Safety Action Plan to target the most frequent, highest-risk causes of train accidents and to focus FRA inspection and enforcement resources on those problem areas. (from the Federal Railroad Administration)

**REDUCING GREENHOUSE GASES** A study released by the American Public Transportation Association claims that public transportation can greatly reduce greenhouse gases and combat global climate change. The report says that switching from a personal car to public transport will reduce a person's carbon footprint by 10 percent or 4,800 pounds of carbon per year. (from the American Public Transportation Association)

**CADDO VALLEY** The 8th U.S. Circuit Court of Appeals will hear the appeal of the Caddo Valley Railroad, over the issue of selling shares of stock in the railroad to short-line operator, Pioneer Railcorp. The former owners, Arkansas Midland contested the sale, saying that they had the right of first refusal and should be able to re-purchase the line for \$961,000, the same price the Caddo Valley paid in 1993. The Surface Transportation Board ruled that the Arkansas Midland could re-purchase the line. The Caddo Valley operates the former Missouri Pacific's 52-mile Norman Branch which it purchased from Arkansas Midland in 1993. (from the *Arkansas Democrat-Gazette*)

**MORE COAL TRAINS** The Union Pacific moved a monthly record of 17.2 million tons of coal or 1,118 trainloads from Wyoming's Southern Powder River Basin in August 2007. The Department of Energy says that coal stockpiles are at their highest level in four years. (from Union Pacific)

**READER 108** which in recent years was being restored for operation on the Blacklands Railroad in Texas, has been sold to Robbins Properties in Alabama. The restoration efforts have stalled in recent years. Plans are for the Robbins group to continue the restoration. After service on the Reader the Baldwin built locomotive went to the Conway Scenic Railway. (from Nathan Bailey)

**CITIZENS FOR RAIL SECURITY**, a program sponsored by BNSF Railway has a new website, [www.citizensforrailsecurity.com](http://www.citizensforrailsecurity.com). The site features two new videos targeted at community groups and law enforcement. To help fight terrorism and vandalism, local citizens are encouraged to report suspicious activity around railroads. (via BNSF)

**RED RIVER & GULF 104** has found a new home at the Southeastern Railway Museum in Duluth, Georgia. The locomotive had previously been at Stone Mountain since 1961 and had played the part of the "General" in the Great Locomotive Chase. It made its last

run in 1986 and was the last steam locomotive operating at Stone Mountain. The 4-4-0 was built in 1919 for the Red River & Gulf Railroad in Louisiana. In 1950 the locomotive moved to Gulf Sand & Gravel Co. to become Comite Southern No. 1. The unit will be restored cosmetically and placed on display.

**TEXAS STATE RAILROAD AUTHORITY IS IN LIMBO.** Funds promised by the state have not been sent to the American Heritage Railways Inc., the private company contracted to operate the railroad. Since the money, which is to help pay for operating cost has not arrived, the state may be in breach of contract which would allow American Heritage Railways to walk away from the contract. The money, part of \$2 million earmarked for the railroad, have been held up by a legislative committee. Flooding in July washed out portions of the track which caused operations to cease even before American Heritage Railways took over operations. American Heritage Railways operates the Durango & Silverton Narrow Gauge Railroad in Colorado and the Great Smoky Mountains Railroad in North Carolina. (via the *Tyler Morning Telegraph*)

**KANSAS CITY SOUTHERN** has been named one of Fortune magazine's 100 fastest growing companies. The company ranked number

20 in a list which was published in the September 24, 2007, issue. The rankings are based on revenue, profit growth, and total return over three years. (from *Fortune*)

**CONGRESS MAY CREATE RAIL GRANTS** Congress is considering a bill that would provide the first federal grants for rail projects. The amount is only \$100 million which is hardly enough to even fund California's \$40 billion bullet train project from Sacramento to San Diego. Rising gas cost has some in Congress re-thinking rail service. Ridership has been up on the Acela and other Amtrak trains operating in the Northeast. (from the *Associated Press*)

**TULE LIFT BRIDGE** has been closed at Corpus Christi, Texas. The bridge was used by Kansas City Southern to reach the inner harbor. The bridge will be decommissioned and removed since structural cracks were found in the past year. An alternative route, the Joe Fulton International Trade Corridor a 12-mile road and rail project will open in October. However, the move may keep Kansas City Southern out of the port, since Union Pacific owns the rail on the new corridor. A preliminary agreement between the two railroads failed, and the KCS may take legal action. The Tule bridge was built in 1959. (from the *Corpus Christi Caller-Times*)



**Down for the last time. The Junction Bridge over the Arkansas River at Little Rock, Arkansas, was lowered one last time on September 6, 2007, before being permanently locked in the up position. The bridge was put in operation in December 1884, and sold by Union Pacific in 2001 and is being converted into a pedestrian and bicycle bridge. John Jones photo**

## AMTRAK NEWS

**TEMPO CELEBRATES 10TH ANNIVERSARY** The Texas Eagle Marketing and Performance Organization (TEMPO) celebrated its 10th Anniversary in Marshall, Texas, on September 15, 2007. The president of Amtrak, Alex Kummant was the guest speaker at the celebration. Kummant said that the Texas Eagle was secure and that he had no plans to abolish the train.

group helps set rates on the Texas Eagle and helps promote the train. (from the *Marshall News Messenger* and the *Longview News-Journal* via Daryl Stout)

Marilea Hoffmann was the 500,000th passenger since the inception of Amtrak's Heartland Flyer in 1999. Hoffman has been riding the train between Fort Worth and Oklahoma City about six times a year since its beginning in 1999 and was chosen in September by reservation number as the lucky winner. The Oklahoma City woman won free tickets on Amtrak, an Oklahoma City history book, a travel blanket and other prizes. (via Daryl Stout and Amtrak)

TEMPO is a marketing group formed in 1997 by several people including Arkansas Railroad Club member Dr. Bill Pollard. The

## ARKANSAS MIDLAND CHRISTMAS TRAIN

**ARKANSAS MIDLAND CHRISTMAS TRAINS** The annual Santa Trains will operate from Malvern to Hot Springs on Saturday, December 1, 2007 and will operate over the Warren Branch from Dermott to Warren on Saturday, December 8, 2007. Each train will have several stops along the line.



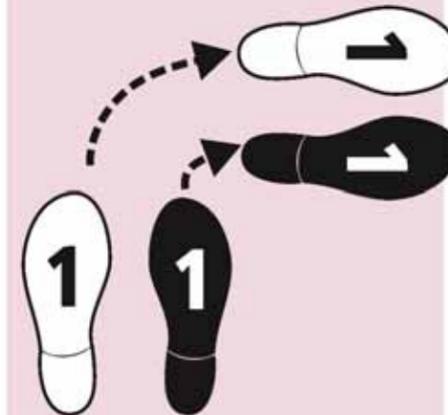
Union Pacific track gang replacing rails on the hump at the yard in North Little Rock, Arkansas on September 26, 2007. John Jones photo

**Now thru February: Savings for you and a friend that'll have you both dancing!**



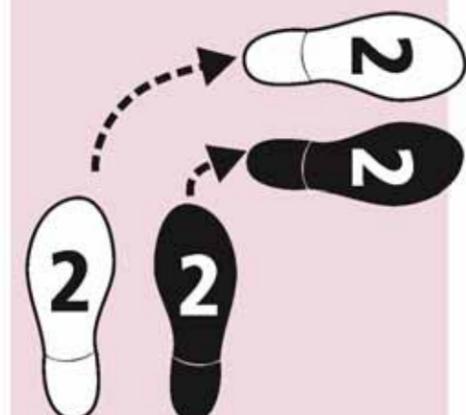
# 2-Step

### STEP 1



Step up to the ticket counter\* and book a Texas Eagle trip. Mention code **V788**.

### STEP 2



Buy a 2nd ticket for the same trip at **1/2 PRICE!**

\* Or use a Quik-Trak<sup>SM</sup> machine, call 1-800-USA-RAIL, or book online at amtrak.com

Offer good Oct 9, 2007–Feb. 29, 2008 except for these blackout dates: Nov. 9-12, Nov. 20-27, Dec. 14–Jan. 2, Feb. 15, and Feb. 18. Seating is limited, space may not be available on all trains at all times. Valid for one 50% discount rail fare with the purchase of a full adult rail fare. Adult and companion must travel together at all times and purchase tickets at the same time. Other restrictions may apply. Ask for details.

Amtrak and Texas Eagle are registered service marks of the National Railroad Passenger Corporation.



Amtrak is celebrating the 10-year anniversary of the Texas Eagle Marketing and Performance Organization (TEMPO) by offering special fares on the Texas Eagle. First adult pays regular fare, and a companion pays only half fare. The offer ends February 29, 2008. To use this special fare, call Amtrak at 1-800-872-7245.



Four Cotton Belt GP60's head off to work on the Arkansas Midland at Malvern, Arkansas. June 25, 2002. The locomotives are headed for the Matin-Marietta quarry near Jones Mill. David Hoge photo

## GAUGE CHANGES ON THE MEMPHIS AND LITTLE ROCK

by James R. Fair, Jr.

(First published in the June 1994 Arkansas Railroader)

There is much in the railroad literature about changing of a track gauge - either up, as in the case of converting narrow to standard gauge, or down, in standardizing broad gauge. In the usual case, a railroad would undertake only one of these conversions. But in Arkansas the Memphis and Little Rock line had to undergo two of them! This railroad had more than its share of hard luck in many other ways - and had to endure this double expense because of unusual circumstances.

A recent article in the poplar press by John Stover has brought to mind the gauge problems of the Memphis and Little Rock (M&LR) as well as of other early railroads of the region. The story begins with the building of the Pacific Railroad of Missouri and the decision of its chief engineer, James Kirkwood, to use the gauge of 5'-6". He made his decision not only because some other railroads west of the Mississippi were using it but also because the wider spacing of the rails would provide easier movement of cars and more spacious interiors of the cars. When the Cairo and Fulton line was chartered, to cut across Arkansas diagonally from the northeast to southwest, its gauge was chosen as 5'-6", in fact, its Missouri portion was required by law to use that gauge. Later, the St. Louis and Iron Mountain, building south from St. Louis, would influence the need for connections with the same gauge.

While this was happening, the already-established railroads of the southeastern United States were almost all using a gauge of 5'-0". When the M&LR was chartered in 1853, it would appear that interchange with the C & F at Huntersville, across the Arkansas River from Little Rock, was considered more important than interchange at Memphis. At the time, however, no direct connection with the Memphis lines was envisioned: the Mississippi River was in the way!

It was not until April 10, 1871, that the M&LR was finally completed between Hopefield, opposite Memphis on the Mississippi River, and Huntersville. By this time, construction of the Cairo and Fulton was underway and for some reason the first rails laid north out of Huntersville were spaced at 4'-8" ", or "standard" gauge. Before the rails had reached the Little Red River, however, the C & F gauge was changed to 5'-0" as a compromise with the line building south from the Cairo vicinity. This was the same gauge as the lines serv-

ing Memphis. The M&LR clearly had to make a gauge change. To support this idea more firmly, the railroad decided to build inclines at Hopefield and Memphis so that freight and passenger trains could be ferried across the Mississippi.

By late 1871 important developments were taking place with the Memphis and Little Rock. An order for ten 4-4-0 type locomotives had been placed with Baldwin Locomotive works; these locomotives would have a five foot gauge. New rolling stock was also on order: 100 new freight cars and nine new passenger cars. Progress was going forward on the construction of the inclines, and a transfer boat was being sought. A contract was signed with a construction firm to raise the level of the roadbed of the flood-prone eastern end between Hopefield and Madison. And the gauge of the entire line would be changed from 5'-6" to 5'-0" early in 1872.

The gauge was changed on Saturday and Sunday, January 13 and 14, 1872. The first rail was moved at 8:25 am, at Hopefield, just after the westbound passenger train departed on the 13th. The Arkansas Gazette reported, "With great energy the change of gauge on the Memphis railroad was completed yesterday evening. ... The new rolling stock, consisting of new engines and cars of every kind, was put on the road yesterday, but unfortunately the westward-bound train, which left Hopefield yesterday morning, run [sic] off the track twenty-four miles out, and the consequence is that no train was expected last night, and none will leave this morning [the 15th]."

In its annual report, the railroad provided a bit more detail: "On Saturday, January 13th, 1872, the last passenger train on the five and one-half feet [sic] gauge left Hopefield about 8 a.m., followed by a construction train to distribute men and material, and the work of changing was commenced on each section immediately after the passage of the last train.

On Tuesday morning, January 16th, regular trains left Hopefield and went through to Huntersville, the result being the loss of only one regular train from Memphis and three from Little Rock, the latter being so arranged in consequence of position of new and old rolling stock.

We are under obligations to the Memphis and Louisville, Memphis and Charleston, and Mississippi and Tennessee Railroads for men and tools, and to the Little Rock and Fort Smith, and Cairo and Fulton Railroads, for tools to assist us in above work."

The new equipment had arrived at Hopefield, some of it before the first of the year. And so it was that brand new equipment was involved in an accident on its first run!

The M&LR report indicated that some of the older freight and passenger equipment had been given new trucks in advance, and that consideration was being given to rehabilitating one or two of the existing eight locomotives, all said to be completely worn out. Any equipment changed in Little Rock was, of course, stranded there as was the new rolling stock confined to the Hopefield yards. At any rate, operations of the 5'-0" gauge commenced in January 1872.

In October 1872 the inclines for the Mississippi River crossing were complete, and the transfer of trains began. The M&LR made arrangements to use the Memphis and Louisville (Louisville and Nashville, or L&N) passenger depot in Memphis. Arrangements were also made to use the Iron Mountain passenger station in Little Rock when the bridge across the river there was operational.

In another year or so the so-called Baring Cross Bridge was completed and the first train crossed it on December 21, 1873. The Gazette for January 6, 1874, announced that M&LR passenger trains would begin using the Little Rock depot, and that the M&LR was building a freight station to the west of the passenger station, and freight trains of the M&LR would begin crossing the river in about 30 days. In June 1874 the M&LR instituted through sleeping car service between the Little Rock "union depot" and Louisville, Kentucky, with interchange to the L&N in Memphis.

Thus, operations with the new gauge brought opportunities for new business amidst other hardships for the M&LR. The 1870s might have been outstanding economically for the railroad if it were not for the national panic of 1873, 1878 and 1879. There was still another problem at the tail-end of the decade: with the jay Gould group taking over the St. Louis, Iron Mountain and Southern, as the Cairo and Fulton had now become, the group decided to change its gauge from 5'-0" to 4'-8"; the latter was fast becoming a standard for the united States, except in the southeastern part of the country. On June 28, 1879 the Iron Mountain made its gauge change. Over 3,000 men were involved for the 700 miles from St. Louis to Texarkana. Another report gave the head-count at 5,000 including those needed for changing quickly some 300 cars and 50 locomotives. This operation began at 5:00 am and was essentially completed by noontime.

This left the M&LR with a problem at the Little Rock end. A hoist was installed at the junction with the Iron Mountain at Baring Cross, a short distance north of the Arkansas River bridge. Replacement wheels of the proper gauge could be provided for traffic in either direction. This effort was applied primarily to passenger trains and freight cars destined for the M&LR freight house, and probably required

the M&LR to maintain a 4'-8" gauge switch engine on the Little Rock side of the river.

Railroads of the South felt mounting pressure to change their gauge to the standard' (4'-8" or 4'-9"), and on February 2, 1886, representatives of all the broad gauge railroad of the south met in Atlanta to discuss plans for standardization. They settled on the dates of May 31 and June 1, 1886, for a massive changeover. The M&LR was forced to go along with this plan, and on May 30, 1886, a force of 1,100 men moved one of the rails closer to the other by 3". By nightfall, the regular passenger train was able to move over the new alignment. For this gauge change, new rolling stock was not required, but the wheels of many engines and cars had to be shifted on their axles - or to be supported by new wheel sets.

This change permitted retirement of the hoist operation at Baring Cross. The Memphis and Little Rock now had gauge compatibility at both ends. However, all was not promising for the M&LR; the Gould group completed its own line between Little Rock and Memphis with operations beginning in May 1888. In the previous September the M&LR was sold through foreclosure proceedings to the Little Rock and Memphis (LR&M). The new organization, continuing to suffer from the Gould competition, went into receivership in June 1893, and a short time later the LR&M was forced to move out of the union station and terminate its westbound trains at Argenta. Stories go that the connection with the Iron Mountain was removed late one evening, stranding the next arriving train at the Argenta depot. But this time the LR&M was faring so badly that the bridge and station tolls may have been the real culprits. At any rate, this ends the problems with track gauges; everything was now standardized.

### REFERENCES:

- Burton, W. J., History of the Missouri Pacific Railroad. Unpublished manuscript, July 1, 1956.  
In corporate files on the Union Pacific Railroad.  
Memphis and Little Rock Railroad Co., Annual Report to the Stockholders for 1871, dated February 15, 1872.  
Sherwood, Diana, "Right through the center of Argenta", Arkansas Gazette, Nov. 25, 1945.  
Stover, John F., "One gauge - how hundreds of incompatible railroads became a national system," American Heritage Invention and Technology, pp 57-61 (Winter 1993)  
Taylor, G. R. And I. D. Neu, The American Railroad Network, 1861-1890, Cambridge: Harvard Univ. Press, 1956.

## PREMEDIATED MERGER

### Port sparks NAFTA super-railway challenge

#### Another national line plans

#### 'Asian gateway' to North America

By Jerome R. Corsi

© 2007 WorldNetDaily.com

With the focused development of the port in Prince Rupert, British Columbia, as an official "Asian Gateway," Canadian National is positioned to compete with Canadian Pacific as the first truly continental NAFTA super-railroad, reaching from Canada to Mexico through the heart of the U.S.

On Sept. 12, Canadian National used the opening of its new container terminal at Prince Rupert to declare the railroad the "Midwest Express," a reference to its ambition to move containers of good manufactured in China into the heartland of North America through distribution hubs in Chicago and Memphis.

James Foote, Canadian National's vice president of sales and marketing, boasted Canadian National could move containers from China into the U.S. Midwest more quickly through Prince Rupert than through any other West Coast port, including Los Angeles and Long Beach.

According to the Canadian National website, the now-completed Phase I development of the Canadian National Prince Rupert container terminal has a capacity to handle 500,000 20-foot containers per year, growing to a 2 million container capacity in 2010, when Phase II development of the 150-acre facility is completed.

"It's all in the numbers," Canadian National boasts, pointing out Prince Rupert is 5,286 miles from Hong Kong, while Los Angeles is 6,380 miles away. Also, Shanghai is 4,642 miles from Port Rupert but 5,810 miles from Los Angeles."

Protected by the Queen Charlotte Islands, Prince Rupert is a natural deep-water tidal harbor easily capable of handling the new class of 12,500 container-capacity post-Panamax ships now being built for China.

The Canadian National route map can be conceptualized as a giant "T" that stretches across Canada from Prince Rupert and Vancouver in British Columbia to Halifax in Nova Scotia.

The Canadian National then crosses into the U.S. at Winnipeg and at Windsor, to complete the "T" through Detroit, Chicago and Memphis, ending up in the Louisiana Gulf Coast.

As WND reported, the route map of rival Canadian Pacific in the U.S. roughly parallels Interstate 35, while the Canadian National route map follows more the Mississippi River and roughly the proposed NAFTA superhighway route planned for Interstate 69.

A map on the Canadian National website shows containers from China will enter North America at Prince Rupert.

A secondary, southern route is shown on the Canadian National map, with Chinese containers traveling through the Panama Canal and linking up with Canadian National routes in Louisiana, or heading north into the Atlantic to connect with Canadian National in Halifax. WND reported plans to build a deeper and wider Panama Canal are aimed at opening a route for Chinese post-Panamax container mega-



ship from the Pacific to U.S. ports in the Gulf of Mexico and the Atlantic Ocean.

To complete its route map into Mexico, Canadian National has marketing agreements in place with Kansas City Southern, or KCS.

KCS's reach into Mexico qualifies it as a NAFTA railroad, but a combination between KCS and either Canadian National or Canadian Pacific is required before the configuration of a continental NAFTA super-railroad becomes apparent.

WND reported the Canadian Pacific acquisition of DM&E gives Canadian Pacific a connection with KCS at the Knoche Yard in Kansas City.

Thus, both Canadian National and rival Canadian Pacific rely on KCS to compete for the claim to be the first North American continental NAFTA railroad.

A route map on the Canadian National website shows the railroad connecting through KCS Mexican railroads down to the Mexican port Lázaro Cardenas, a port WND frequently has identified as another alternative to Los Angeles and Long Beach for containers from China to enter North America.

While the KCS marketing agreements give Canadian National the reach into Mexico, the Canadian National website emphasizes Prince Rupert as the railroad's primary gateway for containers from China to enter North America.

Through Prince Rupert, Canadian National can transport containers from China along 100 percent Canadian National lines, down into the heartland of the U.S., from Detroit and Chicago south to the Louisiana coast.

Yet, Canadian National would have to partner with KCS to reach into Mexico to transport containers from China north from Lázaro Cárdenas.

continued bottom of next page



## "CANADIANS IN THE COAL FIELDS"?

by Joe Musgrove

I have been reading about the Dakota Minnesota & Eastern for some time now. An aggressive railroad that grew into one of the biggest regional railroads in the United States and was taking steps to become a new class-I railroad.

However failure to secure needed funds for a major expansion into Wyoming's Powder River Basin coal fields and infrastructure improvements, at a hefty estimation of \$ 6 billion, obviously had the railroad thinking of other options. However I was surprised to hear of Canadian Pacific's bid of \$1.48 billion dollars. So much for the new class-I railroad.

So what does this mean for Canadian Pacific? Obviously the business lure of the Powder River Basin was a big part of the buying decision but the DM&E offered other opportunities as well. This all sounds good but at what cost to Canadian Pacific and its shareholders?

Beyond the possible expansion into the Powder River Basin which will still require a large capital outlay, DM&E's grain business would be a good fit to CP's \$1 billion dollar grain empire. In addition DM&E's growing ethanol business creates a possible new source of revenue for CP. Shorter routes into the mid-west including customers who use coal is another big plus.

Details of the deal show Canadian Pacific will assume \$240 million in debt owed by DM&E with contingent payments up to \$1 billion

dollars based on progress of expansion into the Powder River Basin.

While there is good opportunity many business critics aren't overly optimistic and many communities don't want to see coal trains moving through their area. The Mayo Clinic in Rochester, Minnesota, has even filed a series of law suits against DM&E to stop the expansion sighting many concerns including the increase of rail-traffic near the clinic.

Major players in the Powder River Basin, BNSF & UP, will certainly fight to protect a major source of revenue. However the expansion will take an estimated three years after plans are finalized and it would be some time before CP would see a profit after starting service so no immediate threat exists. Experts believe CP would have to obtain over 10% of the market share before seeing any kind of benefit from the Powder River Basin.

In addition, both BNSF and UP could make attempts to acquire CP to protect their interests, something to keep an eye on over the coming years.

Given all of this Canadian Pacific is not a novice player in the business of railroading and while taking a big chance, the pay-offs could be sweet indeed. In addition, having a third player in the coal hauling business could be good for suppliers and customers.

So, if the Surface & Transportation Board gives its blessing and the deal is approved, we might see some interesting happenings in the world of railroading in the near future!

As WND previously reported, KCS operating alone can already bring Chinese containers from the Mexican ports of Manzanillo and Lázaro Cardenas to Kansas City where Kansas City SmartPort is planning to be an "inland port" for switching Chinese containers to destinations east and west on U.S. rail lines.

For a brief period, 1993-1995, Canadian National operated under a CN North America logo, even entering into negotiations to acquire the rival Canadian Pacific. (Reprinted with permission from World Daily Net.com)





**YARD DETAIL AND STRUCTURES**  
by Joe Musgrove

In last month's article I discussed basic train yard operation and layout design. This month I am going to talk about ways you can make your yard track look realistic and common structures found in yards. After all without structures all you have is a group of tracks not a yard!

**YARD TRACK**

In most cases yard track is not as well maintained and groomed compared to mainline track. So yard track will have a different appearance altogether. The first difference is roadbed height; yard track will sit lower compared to mainline track. For model railroads you can get this affect by excluding roadbed or going with a thinner roadbed material then used under your mainline track. To avoid derailments and uncoupling you want to make sure the height transition between your mainline and yard track is at a smooth gradual incline.

Tie spacing is usually increased on yard track and rails tend to have more wear. You can get this affect by removing every other tie and weathering the sides of your rails using a brown rust/brown wash to simulate oxidation. Remember the shade you use will be different then your mainline track. Ties are also less maintained and you can simulate this by using a mixture of brown, black, and lite gray. To avoid a uniform look use a different mixture as you paint your ties. Finally as an added affect using paint and hobby material you can add

simulated oil stains, sand, weeds, spilled product like grain and potash, to your track and surrounding area.

**YARD STRUCTURES**

Yard structures make your yard come alive and can make it one of the main focal points for your layout. The type and size of your yard will help guide you on types of structures to include. You will find a little research is a great way to get ideas on structures to model. This is especially true when modeling regional or short-line yards that have to "improvise" in many cases.

**YARD OFFICE**

No matter what size the yard, there is usually a structure that servers to take care of the day-to-day administrative tasks. There is no set design or size for a yard office; a yard office can be anything from a one room shack to a major building complex which gives you a lot of modeling choices.

**LOCOMOTIVE SERVICE**

While most of us don't have the layout space to model a multi-building locomotive rebuild complex you still have a lot of options even when modeling a small yard. Many yards contain small structures with bays to perform basic service and maintenance such as brake-shoe and hose replacement.

Sanding/Fueling towers are another common structure found in all sized yards. It's not uncommon for railroads to use retired tank car and hopper bodies to store fuel and sand. In most cases these storage structures are located near the sanding/fueling structure. Sanding and

fueling towers can also be found along run through tracks in larger yards. This allows express and unit trains such grain, intermodal, and coal to replenish fuel and sand and depart in a short amount of time. If modeling a steam or transition era, coal bins, fuel-oil tanks, and water towers would be a normal site in all sized yards. Roundhouses, coaling towers, and ash-pits could be found in larger yards. Regional and short-line railroads don't always have the budget for an actual locomotive service building so it's not unusual for service work to be done outside or under a makeshift shelter with the assistance of mobile cranes and other heavy equipment. Such a scene would be interesting to model on a layout.

**RAILCAR SERVICE**

Like locomotive complexes a major car shop facility would take up a large amount of layout space but you still have many options to model smaller structures. Car shops usually handle major maintenance and repairs like body damage and coupler replacement.

Basic repair and maintenance is usually performed on a RIP, (Repair in Place), track sometimes involving heavy equipment which also gives you the opportunity to model an impressive scene. Additional structures such as wheel racks, parts storage, and tool storage is also needed near RIP track and car shops.

**INFRASTRUCTURE MAINTENANCE**

From signal maintenance to rail replacement railroad infrastructure requires constant service. Structures are needed to house repair shops, store parts and equipment, and house administrative staff. Vehicles assigned to maintenance are usually stored near maintenance structures. Like other structures there are no rules for design. It would not be unusual to see retired caboose bodies or boxcar bodies used for maintenance structures.

MOW, (Maintenance of Way), railcars are sometimes used for track work and in most cases are retired railcars "retooled" for this purpose. While it would be tough to call MOW railcars pretty, they can be unique and draw interest for layout visitors.

**CABOOSE SERVICE**

If you are modeling an era where the caboose was used a track for caboose storage was common even in small yards. In most cases

structures that stored spare parts for minor repairs and general caboose supplies were located nearby.

**FREIGHT TRANSFER**

If modeling the transition or earlier era freight transfer buildings could be found in yards of all sizes. These structures were used to transfer cargo between trucks and railroads for local distribution or pick-up.

**INTERMODAL CONTAINERS & TOFC**

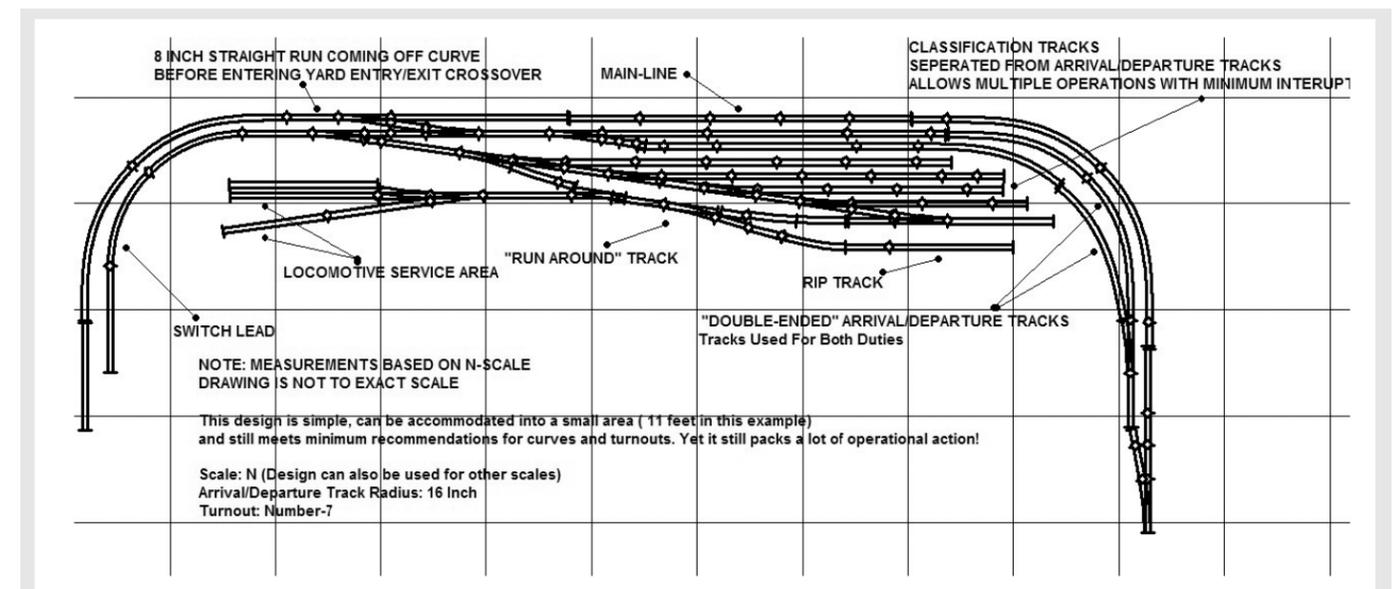
In most cases modern intermodal transfer is handled in yards dedicated to this duty or an area of a large yard has been dedicated. However even if modeling a medium sized yard an area for intermodal transfer would not look totally out of place.

If modeling a transition or post transition era trailers were loaded onto flat cars using a ramp and in some cases these ramps were nothing more than wood frames with fill-dirt especially in the early days of trailer transportation in smaller yards.

**FINAL NOTE, BEING CREATIVE**

Above are just some of the more common structures found in yards but every yard is different even those belonging to the same railroad. One of the fun parts of modeling yards is for the most part there is not a specific standard for yard structures and many have at least one "odd-ball" structure unique to that location so you can be somewhat creative. (It's amazing how many uses you can get out of a retired boxcar body) Another great thing about railroad yards is the history many contain with old structures no longer being used but still standing like retired coaling towers and water towers. Many still bearing the faded name of the original railroad who owned the structure! So even if modeling a modern era you have an excuse to add a little "history" to your yard! Next article we will leave the yard behind and look at different methods for realistic looking track.

Questions, ideas, or stories you would like to see in a future article? You can contact me by phone or email: [jdmusgrove@ualr.edu](mailto:jdmusgrove@ualr.edu) 501-833-8050



**A BIG OOPS!** Your editor left this drawing out of last month's newsletter. It accompanies Joe's October article. This will give our readers an excuse to go back and re-read his October article.

## KCS SOUTHERN BELLES



**SOUTHERN BELLE RETRO** Several Kansas City Southern units sporting the new Southern Belle retro paint scheme have been seen in Little Rock and North Little Rock, Arkansas recently. (Above) Joe Roddy photographed KCS 4052 a SD70ACe, at Union Station on October 2, 2007 (Below) Ken Ziegenbein photographed KCS 4045 at the Van Buren wye in North Little Rock on September 25, 2007.



Union Pacific 844 made a trip through Oklahoma in September along former Rock Island trackage. Arkansas Railroad Club member Phillip Moseley photographed the train at El Reno, Oklahoma. In the background you can see the old Rock Island Southern Division General Office Building which is now a seniors apartment complex. Philip Moseley photo

### KANSAS CITY SOUTHERN 2007 HOLIDAY EXPRESS SCHEDULE

| Date  | Time          | City                                 | Address                                |
|-------|---------------|--------------------------------------|--|
| 11/23 | 4PM           | Shreveport, LA (KCS Family Only)     | KCS Yard, Tower                        |
| 11/24 | 4PM           | Shreveport, LA, Rockets Over the Red | Festival Plaza                         |
| 11/25 | 4PM           | Leesville, LA                        | KCS Yard, 901 S. Third St.             |
| 11/26 | 4PM           | Port Arthur, TX                      | KCS Yard, 548 West Fifth St.           |
| 11/27 | 4PM           | Beaumont, TX                         | KCS Yard, 4095 S. MLK Pkwy.            |
| 11/28 | 4PM           | DeQuincy, LA                         | Railroad Museum, 400 Lake Charles Ave. |
| 11/29 | 4PM           | DeRidder, LA                         | 111 N. Washington Ave.                 |
| 11/30 | 4PM           | Ruston, LA                           | KCS Yard, 206 W. Railroad Ave.         |
| 12/01 | 4PM           | Meridian, MS                         | KCS Yard, 2206 A St.                   |
| 12/02 | 4PM           | Tupelo, MS                           | KCS Yard, 101 Wallace St.              |
| 12/03 | 4PM           | Jackson, MS                          | KCS Yard, 650 Childre Rd.              |
| 12/04 | 4PM           | Vicksburg, MS                        | 3900 Block of S. Washington St.        |
| 12/05 | 4PM           | Monroe, LA                           | KCS Yard, 600 Desiard St.              |
| 12/07 | 4PM           | Ashdown, AR                          | Highway 71 & Commerce St.              |
| 12/08 | 4PM           | DeQueen, AR                          | 124 N. Port Arthur                     |
| 12/09 | 4PM           | Heavener, OK                         | KCS Yard, 403 W. First St.             |
| 12/10 | 4PM           | Stilwell, OK                         | Old KCS Depot                          |
| 12/11 | 4PM           | Lanagan, MO                          | N. County Rd. EE, So. of Pebble St.    |
| 12/12 | 4PM           | Pittsburg, KS                        | 1600 N. Taylor Ave.                    |
| 12/13 | 4PM           | Drexel, MO                           | W. Main St.                            |
| 12/15 | 9:30AM-5:30PM | Kansas City, MO                      | Union Station                          |
| 12/16 | Noon-5:30PM   | Kansas City, MO                      | Union Station                          |
| 12/17 | 4PM           | Mexico, MO                           | 326 S. Jefferson St.                   |
| 12/18 | 4PM           | Godfrey, IL                          | Pearl St.                              |
| 12/19 | 4PM           | Roodhouse, IL                        | Old Depot                              |
| 12/20 | 4PM           | Slater, MO                           | Depot                                  |
| 12/21 | 4PM           | Grain Valley, MO                     | East of Main St.                       |
| 12/22 | 4PM           | Blue Springs, MO                     | Main St.                               |

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

Return Service Requested

NON-PROFIT ORGANIZATION  
US POSTAGE PAID  
NORTH LITTLE ROCK  
ARKANSAS  
PERMIT NO. 821



# Arkansas Railroader



## Dues Reminder

**Your Arkansas Railroad Club dues should be sent in by January 1, 2008. Dues are still \$20 per year.**

**If you are renewing for the NRHS you need to pay an additional \$33 by January 1, 2008. All NRHS members should receive a bill from the NRHS which they should then remit along with their payment to the Arkansas Railroad Club.**

**Also include any address changes**

**Send your payment to the:  
Arkansas Railroad Club  
PO Box 9151  
North Little Rock, AR 72119**



Arkansas Railroad Club member Ken Ziegenbein's photo (above) is featured in the official 2008 Union Pacific calendar. Union Pacific's 844 is greeted by school children at the old Texas & Pacific depot in Marshall, Texas in May 2006.

**The Arkansas Railroad Club is selling official 2008 Union Pacific calendars as a fund raiser. Order today! See Page 4**