President - John Hodkin, Jr., 506 Gooden North Little Rock, AR 72117-4731 (501-945-2128), nhrlrafin@adelphia.net

Vice-President - Douglas Harley, 840 Horsehead Mountain Pike, Paris, AR 72855-5543 (479)-963-2800, dharley2@cswnet.com

Secretary - David Hoge, PO Box 1679, Little Rock, AR 72203-1679 (501-397-2552), davidhoge@mace.com

Historian - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock, AR 72212-1412 (501-225-1952)

Editors - Joe Roddy, PO Box 2495, Little Rock, AR 72203-2495 (501-221-9104) jroddy@WEarch.com or arceditor@trainweather.com

David Hoge, PO Box 1679, Little Rock, AR 72203-1679 (501-397-2552), davidhoge@mace.com or arceditor@trainweather.com

NRHS Director - John Hodkin, Jr., 10980 Rivercrest Dr #26, Little Rock, AR 72212-1412 (501-225-1952)

PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood, AR 72120-4011 (501-835-3792), johnjones@artsitelite.com

GHOST - Gene Hull, 3507 E Washington Ave #31, N Little Rock, AR 72114 (501-945-7386)

BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover, AR 72375-7774 (479)-313-2093, caobess5525@centurytel.net

BOARD '09 - Ron Esserman, 326 Esserman Ln., Dover, AR 72375-7774 (479)-313-2093, caobess5525@centurytel.net

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)

BOARD '12 - Fred Fellers, 29009 Bandy Road, Ferndale, AR 72770-9270 (501-821-2026) CFFillers@aol.com

The Arkansas Railroader 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! Due to the need for The Arkansas Railroader are currently $20, 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:

ARKANSAS RAILROAD CLUB, PO Box 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information.

The next regularly scheduled meeting of the Arkansas Railroad Club will be on 2 pm, SUNDAY, February 10, 2008. It will be held at Curtis H. Stout, Inc., 2400 Cantrell Rd Suite 100, Little Rock, Ark. in the complex that has Cajun’s Wharf. Peter Smykla will give his yearly slide show.

In 1943, my father was a Fireman on the Missouri Pacific Railroad and we went to Memphis to visit Alfred Ruff, one of his childhood classmates and fellow Lutheran. Evelyn was six months old.

By Gene Hull is SHORTLINE RAILROADS OF ARKANSAS

The board had made a final decision on the Rock Island papers held by the club. The Butler Center will be allowed to pick what its wants. Bill Pollard will review the year in the black. Club members will make the third choice and the remainder will be donated to the bald Knob museum. All of this will be put in motion once the Butler Center receives the material and how much they decide to save. Motion by Jim Wakefield

The board voted to donate the club’s unused 20’ TV to the Arkansan Railroad Museum in Pine Bluff. Motion by Joe Reddy.

The board decided to give the Hille train orders to Bill Pollard, any that he doesn’t want will be donated to historical societies.

A discussion was held about the status of the National Railway Historical Society. We are still available for $20 plus $2 postage per book. Orders may be sent to the Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119.

EVELYN SCHMIDT, WIFE OF LONG-TIME MEMBER George Schmidt died December 14, 2007, at their home in Virginia Beach, Virginia. She passed away on this note on how the couple met.

The Lord called Evelyn to be with Him at 11:07 AM Friday, December 14, 2007. She died peacefully here at home with her family and her Pastor at her bedside ending a long struggle with Pulmonary Fibrosis.

Evelyn Ann Ruff was born in Memphis, Tennessee, August 28, 1942. In 1943, my father was a Fireman on the Missouri Pacific Railroad and we went to Memphis to visit Alfred Ruff, one of his childhood classmates and fellow Lutheran. Evelyn was six months old.

Growing up in her Faith, she was also a Girl Scout and loved to play softball. Her Grandfather had some sheep and she helped him tend them. She also loved training with her fourth orange with the American at the Sea. She was a great teacher with her green hands. We are at peace with her green friends. For His many blessings that we received through her.

She was a loving mother and wife, a Gift from the Lord. She touched many lives through teaching Sunday School, Girl Scouts, PTA, Civic League, driving the School Bus for Special Education children, and the many others she unselfishly cared for.

Six years ago she was diagnosed with Pulmonary Fibrosis. She continued as actively as she could until February 2006 when she had to begin using supplemental oxygen and she had to retire from bus driving.

She and her health declined rapidly in the past month. We went under Hospice on November 27. That was really a blessing to me and the family as she could receive all necessary care at home. On Wednesday the Pastor brought communion for her and the whole family came together at her bedside. That was a beautiful moment and one we will forever treasure. I spent the last night at her bedside trying to make her as comfortable as I could. When the nurse came on Friday morning, she knew the time had come and I summoned the family and our Pastor. We were together in prayer when her earthly life ended.

http://www.thundertrain.org/road. This includes past issues from 1969.

It was 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! Due to the need for the next meeting meeting. You may submit articles, artwork... as long as you include your return address. If you have questions about submitting digital images please contact an editor.

I am in need of photos, area map, or operation details on the Kansas City Southern meeting to ensure that members receive their newsletter before the next monthly meeting. You may submit articles, artwork... as long as you include your return address. If you have questions about submitting digital images please contact an editor.

David Hoge will inquire about visiting the Arkansas Midland at Jones Mill. It was proposed as a club activity to ride Amtrak. The cost would be about $50 for the Amtrak ticket. Meeting adjourned by Peter Smykla. John Hodkin gave a slide presentation.
Thanks to the Arkansas & Missouri railroad and Lewis Greismer of Springfield, Missouri the 1882 date stone from the south end of the Winslow tunnel is once again on display in Winslow, Arkansas. The date stone disappeared during the tunnel enlargement. 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 OFFICE IS NOW MOVING by February 29, 2008. This is earlier than expected and will require the storage of the society’s print library, film library and corporate records until a permanent facility is found.

The NRHS office will remain open for business during this transition. There may, however, be brief interruptions as services are transferred. Records are relocated and other contractors are working in the present offices on moving the library materials. Some office procedures will change, and the specifics of those changes will be announced as they are finalized.

As part of this change, the Society’s official mailing address will move to 100 North 20th Street, 4th Floor, Philadelphia, PA 19103-1443 on February 1. The present NRHS telephone and fax numbers and e-mail addresses will be retained and transferred to the Fernley & Fernley facilities in mid-January. Greg Molloy President, NRHS

NRHS DUES INCREASE The NRHS has contracted with the firm of Fernley & Fernley to provide the services of the NRHS national office. Office functions will be transferred gradually during the month of January, 2008, with Fernley & Fernley to provide all services starting in February. Lynn Burcham, the current NRHS Office Manager, will continue employment with the Society through the end of February. She will assist with the transition of work to Fernley & Fernley and the relocation of the NRHS libraries into temporary storage.

Fernley & Fernley is the nation’s oldest association management company and provides office services for over 20 non-profit organizations. Under separate agreements, the firm already operates the NRHS membership records system and will begin providing many financial services on January 2, 2008. As previously announced, the NRHS must vacate our present headquarters suite no later than February 29, which requires that NRHS change office operations. After reviewing options and weighing many issues, the NRHS officers concluded that transferring this additional work to our existing management services provider was the best option for the Society.

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 CONVENTION IN 2008 will be held June 16-22, 2008 at Fort Worth, Texas. Class 1 and shortline trips are being planned. For cost and more details see http://www.LoneStarRails2008.com

NEW NRHS ADDRESS as of February 1, is 100 North 20th Street, 4th Floor, Philadelphia, PA 19103-1443. Phone numbers and email will remain the same.

Arkansas Railroad Club Phil Moseley dressed as the Depot Agent at Guthrie while welcoming the Centennial Special as it arrived at Guthrie on November 15, 2007. The train carried Governor Brad Henry and members of the Oklahoma State Legislature back to the original capital, Guthrie, Oklahoma. Phil Moseley collection.
Arkansas, Louisiana & Mississippi 1514, a former Santa Fe CF7 and once operated by the Ashley, Drew & Northern, works the Fordyce & Princeton yard at Fordyce, Arkansas on June 23, 2006. David Hoge photo
Little Rock & Hot Springs Western
by Gene Hull

Little Rock was an opportunist from Texas, and the railroad industry at Arkansas gave him a chance to practice his vocation in the early 1890s.

On January 25, 1876, the Hot Springs Railroad, nicknamed the “Diamond Jo Line” was complete. It replaced an expensive, and very uncomfortable, stagecoach line, but the fickle public soon was complaining that the railroad had a monopoly on transportation.

The only connection between Little Rock and Hot Springs was the St. Louis, Iron Mountain & Southern to Malvern, then the Diamond Jo to Hot Springs. For many travelers this was too roundabout. In 1893 the businessmen at Little Rock found the Board of Trade an intolerable institution, so they formed the Commercial League, which proposed to bring more to Little Rock - more factories, more businesses, more railroad tracks, more people.

Fate struck a fatal blow on September 5, 1913. The depot, roundhouse, shop buildings, two locomotives, a baggage car, and a motor car were burned at Hot Springs.

On January 9, 2007, Ken Ziegenbein drove to Perry, Arkansas to the Little Rock & Western shops and headquarters after hearing that they had three Rail Link locomotives... RLIX Nos. 1204, 1601, and 277. Both the Little Rock & Western and Rail Link are part of the Genesee & Wyoming organization.

On this day about 1941, Third 19 had the following order: “Third 19 eng 807 has right over Third 18 eng 803 Camden to McNeil, and HOLD MAIN TRACK AT McNeil.” This order entitled Third 19 to the main track, to move past the depot, to the south switch of the siding, a half mile south of the depot.

The people of Little Rock and Hot Springs suffered dejection during the next five years. The more railroads a city had, the more prosperity it had - they had lost one.

In the spring of 1899, the railroad ‘corpse’ showed a faint heartbeat - it wasn’t really dead, just dormant. A fellow who had been well known previously was interested in Uriah Lott’s weed-brush-covered embankment near Hot Springs. The fellow was Samuel Fordyce, who had built the Cotton Belt from Texarkana to St. Louis.

On January 25, 1876, the Hot Springs Railroad, nicknamed the “Diamond Jo Line” was complete. It replaced an expensive, and very uncomfortable, stagecoach line, but the fickle public soon was complaining that the railroad had a monopoly on transportation.

The only connection between Little Rock and Hot Springs was the St. Louis, Iron Mountain & Southern to Malvern, then the Diamond Jo to Hot Springs. For many travelers this was too roundabout. In 1893 the businessmen at Little Rock found the Board of Trade an intolerable institution, so they formed the Commercial League, which proposed to bring more to Little Rock - more factories, more businesses, more railroad tracks, more people.

On this day about 1941, Third 19 had the following order: “Third 19 eng 807 has right over Third 18 eng 803 Camden to McNeil, and HOLD MAIN TRACK AT McNeil.” This order entitled Third 19 to the main track, to move past the depot, to the south switch of the siding, a half mile south of the depot.

But Third 19 stopped at the crossover switch and refused to move. I hobbled with him with his train orders in the cane hoop, but he still refused to budge. I ran back into the station and asked Slim if I could give the train a “Call-On” signal, with the train order signal at 45 degrees but the Dispatcher's response was pure railroadese: “Hell NO” he responded, “if the dumbbell can’t read his train orders, he can stay there all day”. I had an order for him to meet Third 18 at the next station, Waldo.

On January 9, 2007, Ken Ziegenbein drove to Perry, Arkansas to the Little Rock & Western shops and head-quarters after hearing that they had three Rail Link locomotives that had just been painted at their facility. They were painted by a company from Galveston, Texas. The locomotives were: RLIX Nos. 1204, 1601, and 277. Both the Little Rock & Western and Rail Link are part of the Genesee & Wyoming organization.

The locomotives were hauled by LRWN to its UP connection in North Little Rock, January 14, for later movement to Laporte, Texas.

The following locomotive histories on two of the units are from Trainorders.com

Ken Ziegenbein photos
A recent email about the closure of the dispatch station in North Little Rock got me to thinking about the changes occurring in railroading in the last sixty years. Disappearance of steam, retirement of the caboose, the rise of intermodal and unit trains, and certainly the disappearance of many railroads is just a small example of what has happened.

Even in my short lifetime growing up in east Little Rock, I can still remember riding my bike down to what is now the present day River Market and watching Missouri Pacific freights come through. I was even lucky enough to see an occasional tired looking Rock Island freight rolling across the bridge just months before Rock Island ceased operations. The disastrous marketing campaign of “baby blue” colors for Rock Island forever burned into my memory!

So what happened? What was the one force that caused all of this change? Many believe technology but personally I believe technology is just a tool that helped railroads make these changes and not the cause itself. To see the root cause I think it’s important to step back and look at the basic function of a railroad. Very simply a railroad is a transportation tool designed to move things from point A to point B. For this article I also include people under the classification of “things”.

Not a very romantic description of railroads and the “rail fan” side of me just cringed but whatever your personal feelings is what a railroad does. So has this “new face” a bad thing for rail fans? For many of us it will certainly take getting used to but I don’t think it is a bad thing. However I will admit some sadness seeing locomotives I grew up with such as the SD40-2 disappearing. Guess I am getting a taste of how steam fans felt with the introduction of diesel!

However, the new face of railroading offers many areas I find interesting as a rail fan. Working in the technology industry I personally find some of the technology that has been utilized is very interesting. Automated track side detectors, satellite controlled environmental systems for reefer cars, and remote control locomotives just to name a few.

Technology has also opened other avenues for the rail fan with the Internet allowing more access to images, information, and contacts then ever possible before. In addition technology also means more interest for the young generation insuring a future generation of rail fans.

So is this “new face” a bad thing for rail fans? For many of us it will certainly take getting used to but I don’t think it is a bad thing. However I will admit some sadness seeing locomotives I grew up with such as the SD40-2 disappearing. Guess I am getting a taste of how steam fans felt with the introduction of diesel!

Technology has also opened other avenues for the rail fan with the Internet allowing more access to images, information, and contacts then ever possible before. In addition technology also means more interest for the young generation insuring a future generation of rail fans.

Technology has also opened other avenues for the rail fan with the Internet allowing more access to images, information, and contacts then ever possible before. In addition technology also means more interest for the young generation insuring a future generation of rail fans.

Beyond technology other areas for the rail fan are still very much alive. The increase in rail traffic means more opportunity for picture taking. Even with the increase in unit trains there are still plenty of manifest freights especially on regional and short-lines to make even the diehard fan of boxcars happy!

The study of railroad operations especially modern operations is another great rail fan activity. Although manual tools have given way to technology the “art” and yes it is an art, of juggling the massive amount of trains on the systems today is nothing short of incredible.

So even though steam, the caboose, and manual labor has given way to diesel, end of train devices, and computers the industry still offers rail fans many ways to enjoy railroading for years to come at least for this rail fan.

**IS CHANGE BAD?**

A RAIL FAN’S THOUGHTS ON THE CHANGING FACE OF RAILROADING

By Joe Musgrove

**A Recent Kansas City Southern “Switcher” 1023**

**Class K-1 0-8-0**

By Bill Bailey

The Kansas City Southern Railway steam locomotive 488 was purchased new in July 1906. This 2-8-0 was built by ALCO Locomotive Works in Pittsburgh, Pennsylvania.

In 1925, it underwent major changes in the Pittsburgh, Kansas, railroad shop and was renumbered 1023, 0-8-0 class locomotive. It was donated by the KCS lines and placed in Schlanger Park, Pittsburg, Kansas on September 17, 1955. Records indicated that the city purchased the locomotive for $1.00. Equipment records indicated that the number of in-service steam locomotives on December 31, 1952, was ten locomotives.

This steam locomotive is the only KCS Railway locomotive that the public can view. The balance of all KCS Railway locomotives were dismantled for scrap metal.


**KWUX 12, a 12-axle flatcar was carrying a Siemens Power Generator to Nuclear One near Russellville. It was photographed December 4, 2007, at the Union Pacific yard, North Little Rock, Arkansas.**

**John C. Jones photographed WAMX 705, a GP30 on January 9, 2008 at the Union Pacific yard, North Little Rock, Arkansas. WAMX (Webb Asset Mangement) is part of WATCO. The locomotive was headed to the Eastern Idaho Railroad in Minidoka, Idaho.**

**Seen At the North Little Rock Yard**
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.

Moonrise over the Little Rock port. The moon rises over the Ryan-Walsh GE 35-ton locomotive used to switch cars at the port in east Little Rock, Arkansas, November 22, 2007. Tammy Hodkin photo

A Happy New Year to Club Members! Model Railroading Corner will return in February featuring part III and final segment of track installation and weathering.

If you have modeling ideas you want to share or would like to see an article on a specific model railroad subject please contact me.

Joe Musgrove 501-833-8050 jdmusgrove@ualr.edu

Arkansas Railroader

Dues Reminder

Your Arkansas Railroad Club dues were due by January 1, 2008. Dues are still $20 per year.

If you are renewing for the NRHS you need to pay an additional $33. 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

The Arkansas Railroad Club is selling official 2008 Union Pacific calendars as a fund raiser. Order today! See Page 3