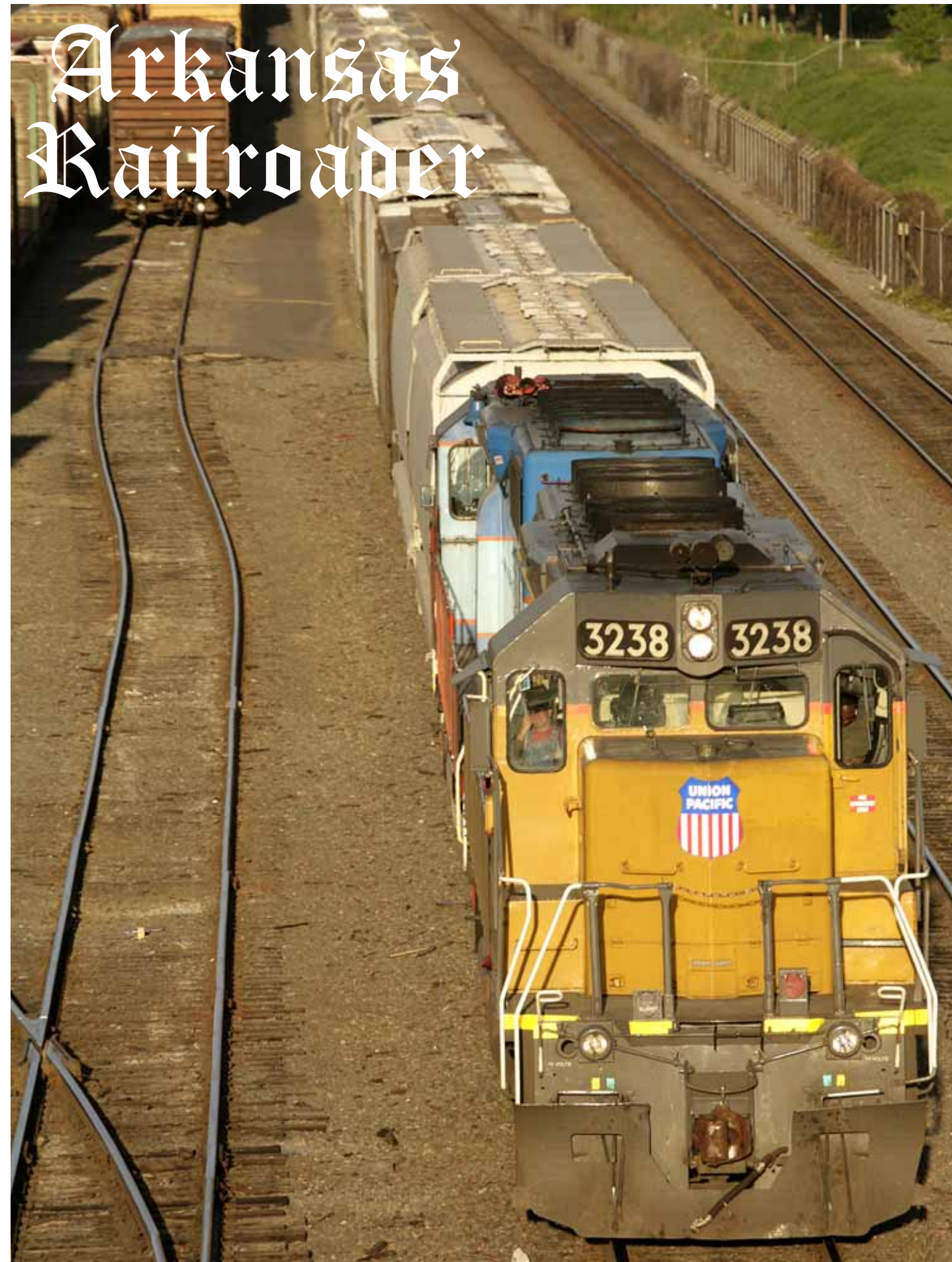


Arkansas Railroader



2008 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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BOARD '12 - Fred Fillers, 29009 Bandy Road, Ferndale, AR 72223-9720 (501-821-2026) CFFillers@aol.com

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 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 same complex that has Cajun's Wharf. Peter Smykla will give his yearly slide show.

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

Visitors were Ed Painter and Justin Story. Treasurer report, the club ended the year in the black. NRHS will hold an emergency board meeting coming up in Dallas at the end of January. Question about whether the Club should maintain its affiliation with the NRHS. The board tabled the question until further information. Cotton Belt Historical Society and the Arkansas Railroad Museum Board meeting, raised life membership to \$500. Finished the year in the black. The Arkansas Railroad club will donate its unused 20" TV to the Arkansas Railroad Museum. John Jones and UP - John had CAT calendars to give away. John will have surgery at St. Vincent's January 16 to have kidney removed. Amtrak was late twice this week according to Michael Hoge. Randy Tardy - wife recovering from surgery. Arkansas Midland locomotive in consist on Little Rock & Western. Dick Byrd passed away before Christmas. Tom Stuart requested that

the newsletter remind everyone that it's Christmas and New Year. David Hoge will inquire about visiting the Arkansas Midland at Jones Mill. It was proposed as a club activity to ride Amtrak to Marshall, Texas and back in one day to railfan the depot at Marshall. Cost would be about \$50 for the Amtrak ticket. Meeting adjourned by Peter Smykla. John Hodkin gave a slide presentation.

TRAIN SHOWS

ANNUAL RAILROADIANA & 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.

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

Union Pacific 3238 and Transportaci3n Ferroviaria Mexicana (TFM) 1439 sit at the yard in North Little Rock, Arkansas waiting for a clear signal before proceeding on April 10, 2006. David Hoge photo

ARKANSAS RAILROAD CLUB NEWS

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.

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.

EVELYN SCHMIDT, WIFE OF LONG-TIME MEMBER George Schmidt died December 14, 2007, at their home in Virginia Beach, Virginia. George sent 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. In 1958 I was a young sailor with orders to the naval training center at Millington, Tennessee. My father told me he had an old

ARKANSAS RAILROAD CLUB BOARD MEETING

THE ARKANSAS RAILROAD CLUB HELD its January Board of Directors meeting at Curtis H. Stout in Little Rock, Arkansas on January 13, 2008 at 1 pm. The board elected Robin Thomas as president of the board. Members present were Jim Wakefield, Joe Roddy, Robin Thomas, Fred Fillers and Doug Harley. Ron Esserman was absent. President John Hodkin and Treasurer, David Hoge also attended.

The board has made a final decision on the Rock Island papers held by the club. The Butler Center will be allowed to pick what it wants. Bill Pollard will be allowed second choice. Club members will have 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 estimates on preserving the material and how much they decide to save. Motion by Jim Wakefield

ITEMS FOR SALE

1960'S ARTICLE ON LITTLE ROCK HOUSE WANTED. I'm looking for information on an old house on Battery Street (410 South Battery) in Little Rock. I just learned that an article in a Trains magazine from the 1960s featured Julian Bunn Davidson, an architect and train enthusiast, about the house he built for his family overlooking the Missouri Pacific train tracks. Anyone have information on this house or which Trains Magazine it was in? Thanks. Ken Z. at trains@trainweather.com

KCS OPERATIONS AT EAGLETON, ARKANSAS. I am in need of photos, area map, or operation details on the Kansas City Southern Railway's "Y" wye at MP 369.5, fourth district, southbound at Eagleton, Arkansas. Send email to billnancykim@sbcglobal.net or 501-224-6228. Bill Bailey, Little Rock, Arkansas.

friend in Memphis that had some daughters about my age. I said "Yeah?" I arrived and introduced myself to the family.

I took Evelyn and her sister to the Walther League meeting at their church that night. We then dated for the next six months until I got orders to San Diego, California and sea duty. We kept in touch for the next 2 1/2 years until I eventually reenlisted and received orders back to Memphis. She was then 19 and I was 21. One month later I proposed to her and we were married on Thanksgiving Day, November 23, 1961. My "Memphis Belle."

The good Lord has blessed our marriage throughout 46 years. We raised four children and now have 5 grandchildren. 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. As 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 communed together at her bedside. That was a beautiful moment and one we will treasure forever. 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 and her Eternal Life began. We are at peace with the Lord's Will. We are thankful for His many blessings that we received through her.

The board voted to donate the club's unused 20" TV to the Arkansas Railroad Museum in Pine Bluff. Motion by Joe Roddy.

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 and the club's future with the national organization. No decision was made on whether the club should sever its ties with the NRHS. It was decided to wait until after the January meeting of the NRHS directors in Dallas.

The club's year-end financial report was given by David Hoge. The club finished some \$1600 in the black. Reduced printing and mailing cost helped a great deal.

NRHS NEWS

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 Burshtin, 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.

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 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.

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.



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 1967-1969 enlargement of the tunnel. A Frisco employee took the stone home and kept it for 28 years. He donated it to the Frisco Museum in 1997. In 2002 Lewis Greismer of Springfield, Missouri acquired the non-rolling stock assets of the defunct Frisco Museum.. Brenda Brown, Passenger Train Manager, contacted Greismer and asked if he could donate the 1,500 pound stone. He agreed and the A & M sent a truck to Springfield for delivery to Winslow on November 13, 2007.

The date stone is now displayed in the replica Winslow depot pavilion erected to mark the 2005 centennial of the highest incorporated town in Arkansas. The date stone from the north end of the tunnel was destroyed during the tunnel enlargement. Photo and story by Tom Duggan.



BNSF snowplow in August 2007 at Thayer, Missouri John Gill photo



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

Uriah Lott was an opportunist from Texas, and the railroad industry at Hot Springs and Little Rock, 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 business houses, more railroads, more people.

This agitation in TWO places attracted the attention of Uriah Lott, much as the scent of a dead rabbit attracts a buzzard. Lott went to the Commercial League and asked them to help finance a new railroad from Little Rock to Hot Springs. They and the citizens of Hot Springs were enthusiastic, and as a result the Arkansas Legislature granted a charter for the LITTLE ROCK, HOT SPRINGS & TEXAS RAILROAD under the direction of Uriah Lott and a few other fellows. It issued \$1,200,000 in stock. As "grave" on the deal, Lott convinced the cities of Little Rock and Hot Springs that they should contribute \$55,000 each to pay for right-of-way and terminal facilities within the city limits. Little Rock raised \$55,000 plus \$13,000 extra.

By February 1894, not one shovelful of earth had been turned. Hot Springs asked exorbitant prices for land Brother Lott needed for a depot and terminal facilities. Nothing more was heard of the Little Rock, Hot Springs & Texas, or Brother Lott.

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 Lott's weed-brush-covered embankment near Hot Springs. The familiar fellow was Samuel Fordyce, who had built the Cotton Belt from Texarkana to St. Louis.

As a result, the Arkansas Railroad Commission granted a charter on July 18, 1899 to the Little Rock & Hot Springs Western, soon known as the "HOT WESTERN." Sam Fordyce was president. He asked for no money from the people of either city. A connection was made with the Choctaw, Oklahoma & Gulf at the south edge of Little Rock and crossed the St. Louis, Iron Mountain & Southern at Benton. The Little Rock Board of Trade raised a \$30,000 bonus for the road in July 1899. The first train ran on April 10, 1900.

The road operated steadily for 10 years. Then rumors were heard that the Iron Mountain was getting control of the Hot Western. But the citizens didn't know the St. LIM&S already controlled three-quarters of it and the CO&G owned the other quarter of the capital stock. The Choctaw controlled the new road between Little Rock and Benton. On January 24, 1910, the Hot Western sold the portion of the road between Benton and Hot Springs to the St. Louis, Iron Mountain & Southern.

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.

The Hot Western was hot ashes.

Railroad Diplomacy

by P.B. Wooldridge

It was old when the first railroad was born this game of passing the buck. - Anonymous

As a teenager back in the early 1930s I wanted to be a railroad steam engine fireman. Every night I'd run down to the Cotton Belt yard at North Camden and sit in with the hostler who was taking care of the switch engine, idling for the night. His last name was Wilson, and he'd regale me with railroad stories. We'd take threaded waste and wipe down the engine and tender. Then overnight a fickle youth decided he wanted to be a telegraph operator. I forgot all about Wilson, but years later I met him again.

The siding at McNeil was very long, accommodating 219 cars. A crossover was installed at the middle of the siding in order to facilitate train movements. Train orders to southbound trains would advance the southbound, as a rule, to head in at the crossover, which was one hundred yards north of the depot, in full view of the train order semaphore.

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 hiballed 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 railroades: "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.

I realized we had an impasse, and something had to be done. So I ran the one hundred yards to the crossover in record time, climbed into the engine cab and handed the Engineer his orders. Imagine my surprise when I recognized Wilson, whom I hadn't seen for years. He inquired: "Why didn't you give me a Calling-on signal?" I just waved and smiled as I left, as I didn't have the heart to tell him he had misread his orders.

Diplomacy had saved the day!



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 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.



Ken Ziegenbein photos

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

RLIX 227: SN 10412, Built 05/1950, Model SW7, FN 6022-26, Railroads: PRR 9393 to PRR 9047: to PC 9047 to CR 9047 to RLIX 227
RLIX 1204: SN 18967, Built 11/1953, Model SW9, FN 4244-7 Railroads: PS 237 to PS 1948 to WPRR 1204



“IS CHANGE BAD”?

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

By Joe Musgrove

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 that is what a railroad does. So, given this I think it can be fairly argued that the changing transportation needs of both business and people have fueled this change from the beginning.

The pace and change of transportation needs certainly turned the entire railroad industry upside down but the survivors have adapted very well and today we are seeing the comeback of railroading although it has a completely different appearance.

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!

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.

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.

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.



Arkansas Railroad Club member Bill Bailey in front of Kansas City Southern 1023 at Schlanger Park, Pittsburg, Kansas, June 24, 2007. Gene Bailey photo

Seen At the North Little Rock Yard

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.



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.





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**



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 3