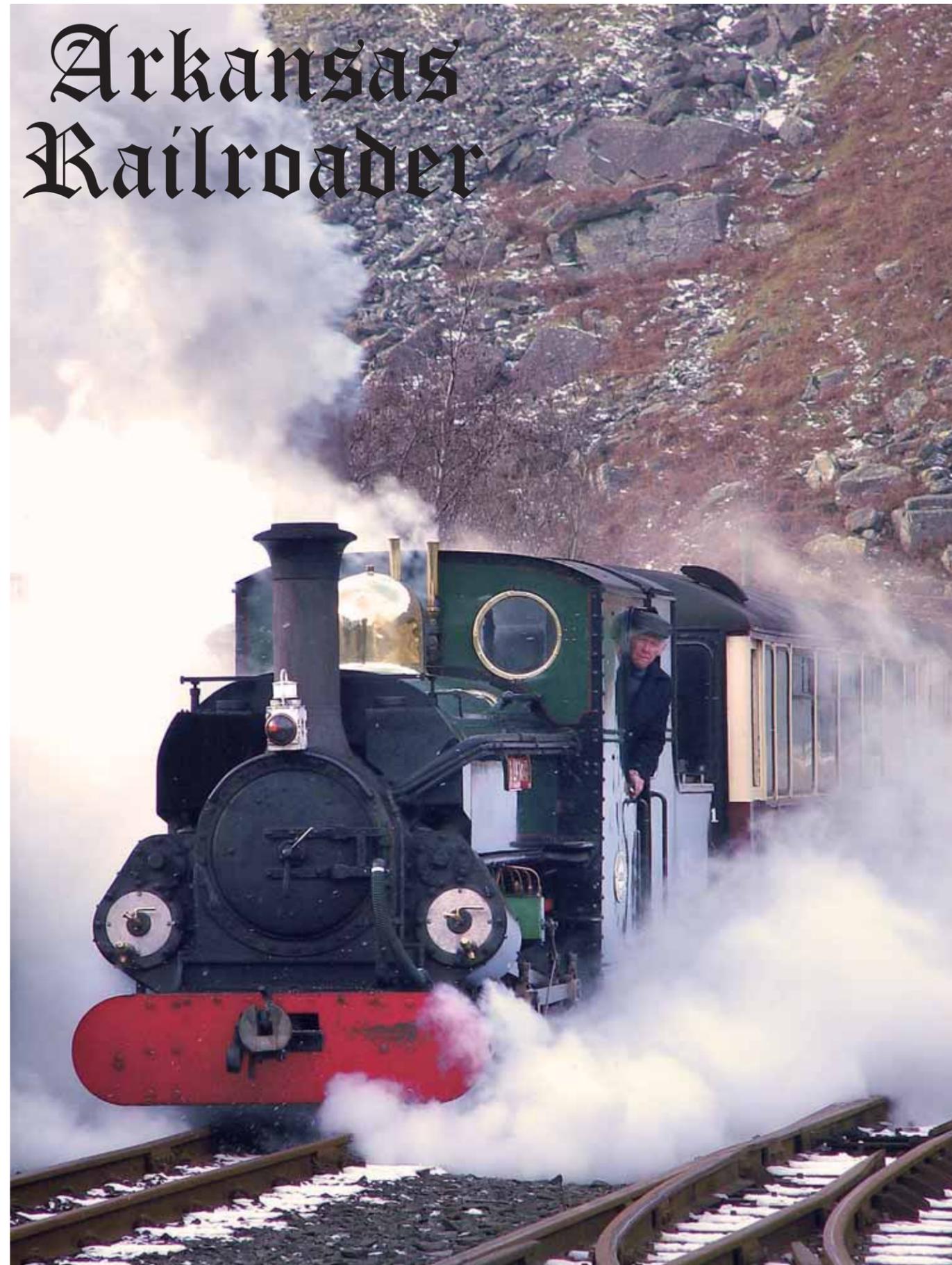


Arkansas Railroader



2008 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 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris, AR 72855-5543 (479)-963-2800, dharley2@cswnet.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 '08 - Ron Esserman, 326 Esserman Ln, Dover, AR 72837-7754 (479-331-2030), caboose25552@centurytel.net
BOARD '09 - Joe Roddy, PO Box 2495, Little Rock, AR 72203-2495, (501-221-9104) jroddy@WERarch.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)
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 at 2 pm, SUNDAY, January 13, 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. John Hodkin will give a presentation.

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 your're reading the past issues online, you might want to consider becoming a member. Membership dues help keep the *Arkansas Railroader* going.

MEETING MINUTES

There was no official meeting of the club in December, so there are no minutes this month.

TRAIN SHOWS

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 Musuem 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.

ITEMS FOR SALE

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

COVER PHOTO

ARC member Joe Roddy met Paul Davies of North Wales at Union Station in Little Rock in November 2006. Davies and a friend were visiting Little Rock on their way to Hope and Texas. Davies volunteers on the Ffestiniog Railway, which is the oldest independent railway in the world, having been established in 1832. The photo is of Davies (made in 2003) in the cab of Blanche a 0-4-0 built in 1893. Later the locomotive was converted to a 2-4-0. Paul Davies collection

ARKANSAS RAILROAD CLUB NEWS

FORMER ARKANSAS RAILROAD CLUB MEMBER Dick Byrd, age 78, died December 11, 2007, in Little Rock, Arkansas. Dick was the treasurer of the club for many years and assisted with the printing of the newsletter. He is survived by his wife of 56 years, Jean and three children. He was a member of the Ozark Society and Pulaski Heights United Methodist Church.

Dick was remembered for his "informal" accounting methods, keeping records on the back of an envelope. Dick had moved back to Little Rock last year after retiring to Durango, Colorado.

His funeral was held December 17 and he was buried at Urich, Missouri.

ARKANSAS RAILROAD CLUB'S BILL POLLARD is in an article in the January 2008 issue of *Trains* about TEMPO, the marketing

arm of Amtrak's Texas Eagle.

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.

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 Railraod 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>

INFORMATION WANTED

PHOTO OF ENGLEBERGER RESTAURANT WANTED. This restaurant was referred to by Gene Hull in an article in the October 2006 *Arkansas Railroader*. The restaurant was located near the Main Street Viaduct in North Little Rock, Arkansas. If you have one please contact Ferrell at 501-666-9483 or ferrell@associatedplumbers.com

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 or by phone (479)-841-4641.

RAILROAD NEWS

THE KIAMICHI RAILROAD won't be sharing in the coal business generated by a new coal fired power plant near Fulton, Arkansas. The Arkansas Public Service Commission in its approval of the plant, specifically forbid the Kiamichi Railroad from operating coal trains over its line because of poor track conditions.

WEYERHAESUER MILL AT MOUNTAIN PINE, ARKANSAS which was closed in December 2006 due to falling demand for pine plywood, has been demolished. As of December 2007 contractors were finishing the demolition of all the buildings on the site. Only the guard shack and a few administration buildings were left standing. The mill was opened in the late 1920's by Dierks Lumber.

UNION PACIFIC ESTABLISHED a new seven-day record of trains moving out of Wyoming's Southern Powder River Basin (SPRB). The new record of 284 trains surpasses the previous seven-day record of 280 and was achieved the week of November 22.

A MANCHESTER EVENING NEWS article calls for the elimination of airline flights between Manchester and London, England. John Gummer, a former environment minister, says that the 1.5 million people taking airplanes now should use the trains instead to help cut

greenhouse gas emissions. (from *The Manchester Evening News*)

A TRUCK DRIVER FELL ASLEEP while driving on Interstate 30 in Texarkana, Texas on November 29, 2007. The truck crash caused the trailer to land on the Kansas City Southern tracks below, shutting down the line for several hours. (from *the Texarkana Gazette*)

A KANSAS CITY SOUTHERN FREIGHT train derailed near Choudrant, Louisiana, forcing the evacuation of some 40 homes around the derailment. The derailment involved 11 cars, five of which were carrying butadiene, a highly flammable, butane-like substance. Residents were not allowed back home for several days while crews worked to clean up the wreck. (from the *Monroe News-Star World*)

AMTRAK'S PERE MARQUETTE, which was traveling from Grand Rapids, Michigan to Chicago, was speeding about 25 miles over the limit for the track signals indicated when it rear-ended a freight train in Chicago, November 30, 2007. The accident sent some 71 people to the hospital and caused \$1.3 million in damage. The engineer may have been confused by the signals on the track owned and maintained by Norfolk Southern.

MEMORIES

Gene Hull

During our 63 years together, Naomi and I created a lot of memories. Many of them involved railroads. I thought perhaps you might enjoy some of them.

During 1942 I was a brakeman for the Missouri Pacific, Van Buren Subdivision in passenger service. One day on Train 104 we pulled into Russellville. I was standing on the station platform when I saw a pretty girl and an older woman watching the train.

During a short conversation, I learned the girl's name was Naomi, and the older woman was her mother. I also learned Naomi knew my brother's two daughters, who lived near my parents (I still was living at home.) a few days later, Naomi told me she was coming to visit at my brother's home. Everything came up rosey.

On October 1, 1944 we were married.

For a honeymoon, I got a pass, good for 60 days, to Colorado Springs and return. On October 3 we boarded No. 104, headed west. We had to change trains at Osawatimie, Kansas to reach Pueblo, Colo.

World War II was going strong, travel was hectic. The agent at Osawatimie said the train we were waiting for was cancelled, and the only

alternative was an upper berth in a Pullman on the COLORADO EAGLE!

Two kids from Arkansas riding in a Pullman on the Colorado Eagle, ON A PASS. The Lord was smiling!

On a previous visit at Colorado Springs I had met an elderly widow, whose large two-story home was converted to a rooming house. We rented a room, with kitchen, for two weeks. Seeing the sites included trips aboard the Manitou & Pikes Peak Cog Road to the summit. Beautiful view.

All too soon I had to tell Mrs. Stokes we had to head for home. She apologized for not sending a wedding present. Then she said, "How about two weeks rent?" She didn't need to insist. A 30-day honeymoon involved with trains.

The following 60 years Naomi and I chased and rode trains during annual vacations. Narrow gauge trains, abandoned roadbeds, history. They all were fascinating. Naomi enjoyed them as much as I did. That made it all even better.

Silverton, Durango, Galloping Goose, Lizard Head, Alpine Tunnel. We saw them all. A story in one of the Arkansas Railroader bulletins told of our rebuilding a stretch of large-boulder roamed beside the Palisades of the west-side approach to Alpine Tunnel.



Gene and Naomi Hull at presentation of plaque honoring Gene as Railroader of the Year in 1999 by the Arkansas Railroad Club. The pair were charter members. Tom Shook as president that year presented the award. Tom, also a charter member, died last year.

The odor of coal smoke in the engine-filled yard at Chama, New Mexico. A visit to the station at Cumbres Pass after an extended snowstorm.

Finding an engine on the ground near Windy Point, because of ice covering the rails.

Naomi walked along hand-hewn crossties at the balloon-turn-around of the abandoned Silverton Northern at Eureka.

Going to the crest of Tenderfoot Hill at Salida, Colorado, and watching trains at the depot far below.

Exploring the Rock Island three-stall engine house at Tucumcari, New Mexico.

Driving the abandoned roadbed of the Sacramento Northern from near Alamogordo, N.M. up to Claudiocroft.

These are some of the things from which memories are made.

I hope Naomi can look down and remember.

ARKANSAS RAILROAD CLUB CHRISTMAS PARTY



The Arkansas Railroad Club held its annual Christmas party on December 8 at our meeting place at Curtis Stout in Little Rock. (Top photo) Members enjoy a wonderful dinner of turkey and vegetables. (Left photo) Member Fred Fillers coordinated not only the Christmas party but also held a drawing for door prizes including Missouri Pacific crew packs, Union Pacific calendars and the table decorations. (Right photo) Members Bill Bailey, Michael Hoge and Jim Wakefield look over photos of the Missouri & Arkansas. David Hoge Photos



Southern Pacific 7666 along with Union Pacific 1532 switching the former Cotton Belt yard at Camden, Arkansas. June 23, 2006. David Hoge photo

LETTERS

This letter from member Travis Bell was recently received and recounts the operations of the Missouri Pacific around Gurdon during his childhood.

FROM: Travis Bell, September 24, 2007

Sirs:

I found the September 2007 newsletter more interesting than usual due to the excellent contributions of Mr. John A. Mills about MoPac passenger coaches, and the pictures of MoPac steam locos. Being close to the same age as Mr. Mills, his reminiscing about the golden years of MoPac, the 1930s and 1940s reminded me of the fond memories I have of those days, the biggest difference being the sites: mine center around the area between Little Rock and Texarkana, and certainly between Gurdon and El Dorado-Monroe.

As a teenager, I watched what was going on in the MoPac world, remember most passenger trains through Gurdon during daylight hours, such as #4, 5 & 6, 7 & 8, and 17 & 18. Didn't know much about the nighttime trains except some plush northbounds that took on fuel oil and water at night in sight of my home, near the roundhouse, but were not scheduled to stop at Gurdon's depot.

As a teenager I thought I knew all classes of MoPac steam, but never saw one of the 1901 Berkshires, or Russian decapods, or any six-wheeled or eight-wheeled switchers, until 1951 when the 9733 showed up at Gurdon. Until that time, the standard switchers at Gurdon were the old "spot" (1-to-172) consolidations, usually three were stationed at Gurdon at any one time, and it seemed they stayed here for months, or years, when they were moved dead-in-tow to the "backshops" at North Little Rock, no doubt for heavy repairs Gurdon's roundhouse forces were not able to perform. I well remember the times up to spring, 1940, the spot engines spending times at Gurdon. They included the 88, 153, 19, 90, and 161.

My family moved to our farm east of Gurdon March, 1940, which was a heartbreak for me since I couldn't keep up with goings on with MoPac trains. But we moved back, November 1947, to where I live now, nearer the El Dorado main and main yards now referred to as The Hill. And the three spot engines stationed here were the 65, 59, and 154. At times, to fill in for the spot engines, a 401 class consolidation, 1201 Mikado, or even a 2301 ten-wheeler might be used.

Before 1940 there was two (2) passenger trains we referred to as the El Dorado Passenger, came into Gurdon each day, I suppose both originated at Monroe. Standard power was the 6501 class Pacifics, with an occasional fill by a 5501 class Atlantic, and sometimes a "little" 6401 Pacific. Again, there were occasions when a substitute would have to fill in and it could be a spot, a 1201Mike or even a little 2301 ten-wheeler. One arrived at Gurdon around 8 or 9 P.M. with one Pullman car to be attached to the northbound "Texan" (?) and would leave Gurdon bound for Monroe around 8 A.M. the next morning. (I rode that one to El Dorado March or April 1945).

The other one came flying into Gurdon about 12:05 Noon, was turned (less engine) on the Gurdon wye by the switcner, while the road engine was being serviced at the roundhouse and the train would depart for Monroe about 2 or 2:30 P.M., as I remember. (The engine

would be turned on the turntable). These trains usually had no more than 3 cars. Apparently there must not have been facilities to fuel coal-fired locomotives at Monroe or anywhere between Gurdon and Monroe as it seemed only oil-fired locos normally ran that route and standard switchers for El Dorado were oil fired 1801 4-6-0 twelve-wheelers.

At least twice during the late 1930s I saw a little 2601 ten-wheeler stop for water at Gurdon, supposedly on its way to the NLR Backshops. I can only guess they were used as switchers at either Hope or Nashville. And I well remember seeing my first "Texas Lines" 1100 Pacific, the 1157, on #6. The only other one of that class I recall seeing was the 1161. We lived less than 100 yards from the MoPac main line then, so all I could make out was the familiar "Missouri Pacific Lines" lettered across the top of the tender, so I didn't know till much later that they belonged to the I-GN or the St. LB&M.

When my dad arrived home after work, and I told him I saw that 1157 on #8, he exclaimed "Yeah, and the tender was just about as long as the engine, wasn't it?" I replied, "Boy, you got that right." Then in 1949 I got to see an 1100 Berkshire, the 1125 as I recall, which also came off one of the "Texas" lines.

Between 1940 and 1947, quite a few changes took place here. The track now referred to as the 14 rail was installed which required the construction of a timber trestle beside the concrete bridge for the main line, near the roundhouse; apparently a longer turntable installed at Gurdon, upgrading of bridges and track between Gurdon and Monroe, and the dropping of one of the El Dorado passenger trains (the daytime one). Because when we moved to my present home, not just 1201 Mikados, but 1401 and 1501 heavy Mikes were on local trains 274 and 275. The would leave Gurdon one afternoon bound for Monroe with coal piled high on the tender, and return the next day with very little coal visible on the slope sheet.

Standard power for the Womble Branch (later renamed Normal Branch and now known as Caddo Valley RR), was 2301 ten-wheelers, but I remember one old coal-fired 2500, the 2516, that probably ran its last miles on the Womble Branch in 1940 or 1941. The first track outside the roundhouse, east side, was long enough for two engines and that old 2518 was shoved forward on that track, where it was the last time I saw it. It was ugly and hated by the engine crews (hard to keep steam up) that had it on the Womble local.

Even as a teenager I observed that the top of the stack seemed to be about the same distance from the rail on all classes of steam locos and I had no idea why that was so, but now I know it was so, and why. So, during the last years of steam on the MoPac, when I would see a 2301 fired up and on the local, it appeared almost like a wedge, with the big end of the wedge forward, with the top of the stack definitely the high point, and uniformly sloping downward over the cab and to the rear of the tender, and since I was more accustomed to much more modern and heavier load locomotives, I though the little old things were horridly ugly. But looking at good pictures of those little engines now, I realize what beautiful creatures they really were, especially the Brooks models with their piston valves in inclined valve chests and Stevenson valve gear.

Continued next page



The Arkansas Midland Railroad operated two Santa Trains over its system in December 2007. (Top photo) The Malvern to Mountain Pine Santa Train is seen parked on the overpass over I-30 near Malvern on December 1, 2007. The Santa Train operated from Warren to McGehee on December 8, 2007 (Left photo) Arkansas Railroad Club member John Gill, Cathie Matthews and Arkansas Midland crew member Don Toney ride the rear of AKMD 100, an ex-Missouri Pacific caboose decked out for the Santa Train seen at Wilmar, Arkansas. (Above photo) The Santa Train at Wilmar, Arkansas. David Hoge photos

LETTERS

Oh, those were the good old days and memories are about all that's left of them. Mr. M. M. Ryle (Happy), was the general roundhouse foreman, Mr. A. B. Mizell was Mr. Ryle's clerk for several years. I knew him as Bro. Mizell, a Church of God Minister, when I knew him 1964-1966, then in 1989 I ended up married to his oldest daughter, Rebekah. (Unfortunately, the marriage ended 5 years later, December 1994).

One of the boilermakers was a Mr. "Boilermaker" Smith, his son Brody, and ther was Mr. Doyle "Potlikker" Davidson, his sons Doyle, Jr., Roland "Lefty" and Ross, Sam Miller, Earl Allen, his son Alfred Early "Sonny" Allen, Charlie "Lick" Allen, Charles Bones, Bill Slayton, Raymond Crawley, Arlie Francis, Horace Cobb, and several men with nicknames, e. g. H. E. "Tobe" Toland, engineer, Tobe "Catfish" Bullard, Howard "Speedy" Thompson, and other engine service men such as Mr. J. B. Loving (he could make that whistle yodel). When he was on the incoming Womble local, you knew who it was. Also, my old friend Mr. Tony T. Simmons, P. C. MacNamara, "Chicken" McDonald, Fred Stiffler, Uncle Henry Rogerson (retired off the El Dorado passenger at probably 80 years old), Herman Robertson, David Paul (Honkey) Jackson, Jim Young, J. A. "Tommy" Glover, Glen Ross, Bill Dulin, Hobart Ricketts, Clarence Ricketts, Henry Thomas, Clark Sidney Thomas, Gordon Anderson, and many more I can't think of right now.

Some of the brakemen-conductors I knew included Joe Reid, Marvin Francis, R. E. Graham, Tom Finley Graham, Elmer "Piggy" Pruitt, Charles Kuhn, Russell Overbey, Teddy Stoudt, and others that called Gurdon home. Two carmen I can recall were Clarence "Country" Brown, and "Pappy" Covington.

Gordon was really a railroad town but dieselization started its demise, and it's downgrading is still going on. I wouldn't be surprised if Union Pacific decided to route all traffic via the old Cotton Belt and abandon the Texarkana to Little Rock ex-Mopac line.

Although Mr. W. M. Mike Adams was stationed at Gurding during the last days of steam on the MoPac, I never had occasion to meet him and only got acquainted through his very interesting articles in Kalmbach Publishing Company's TRAINS Magazine and his contributions to the Arkansas Railroad Club, and I regret never getting to talk to him personally before his death. I feel like Mr. Mills would be another person I would enjoy conversing with, may I can attend club meetings sometime and meet hi (and Mr. Hull). Mr. Mills or Mr. Hull might recognize some of the names I listed, some of them are still living, and at least two are still working for U.P.

I am very much an Amtrak fan and do more than pay lip service to it, having made four round- trips to Santa Barbara, California via the Texas Eagle-Sunset Limited to LAUPT, and a Surfliner from LA to Santa Barbara, from either Arkadelphia or Texarkana, and two round-trips from Topeka, Kansas to California via Trains 3 & 4, the Southwest Chief. The only criticism I could possibly have with Amtrak intercity trains is the many delays caused by freight traffic.

Travis Bell
810 Old Whelen Road
Gurdon AR 71743-1513

PS....In addition to the somewhat rare engines showing up at Gurdon, the 2516 and 2644, I also saw an occasional oil-fired 1801 4-8-0 and

oil-fired 4-8-2 5201-5207 switch Gurdon yard. But I never saw any of the 5335-5344 4-8-22 at Gurdon, they may have wandered south of North Little Rock. If so, it was when I was in the Army overseas.

The following email was received by club member Ken Zeigenbein.

Hi Ken

Please forgive me writing to you - but I have friends who live near the city of Little Rock. They know me through the website for the village that the lady's ancestors left in about 1229 (with the village name as her family's surname) and after a further 417 years arrived in Virginia to start speading the family across the US.

I am a travel industry consultant, currently undertaking work for the UK's Association of Train Operating Companies in London also representing the UK at technology forums at the UIC (Union International des Chemins de Fer) in Paris. It was the mix of the Arkansas association and a general interest in the rail industry that found your website and drove me to contact you -as some elements of the US railway history are a bit unclear and I was hoping that you might be able to throw some light on it. I have used my local circumstance to try and explain why I ask the questions so please forgive my "localisms".

My village does not have a station so I normally drive the 7 miles to Sandling station for my four days per week commute to London Charing Cross station (66 miles) and then 3 stops on the London Underground to the office. Sandling is the first station in the UK after you leave the Channel Tunnel when travelling by train from Paris or Brussels. In a way this is really my first puzzle as although the station is a "park and ride" for a number of small villages it has a regular hourly service through the day with a train at least every 20 minutes at peak hours.

Little Rock seems never to have had a commuter rail service for some reason and even seems to have lost, what would be in the UK, at least an hourly service to Memphis (only 130 miles) in about two hours using today's rail technologies. Clearly there are different circumstances but the reasons why the different development courses happened are not clear to me and I am wondering if you could explain how this happened and why the 60 miles or so between Little Rock and Brinkley have been abandoned?

My train to London is a class 375 - built by Bombardier in the UK with electrical equipment from Sweden - is allowed a maximum speed of 100mph when outside of the London suburbs within which it is limited to 70mph. From 2009 these will be replaced by Hitachi Class 395 which will be allowed to travel at 140mph for the 50 miles from Ashford to London over the Channel Tunnel Rail Link on which Eurostar is able to use at 186mph. This will bring my journey time down from 80 to 55 minutes. I have seen that there are plans for a high speed service from Little Rock to Dallas and San Antonio which I guess is about 575 miles which will be superb. This is about the same distance as London to Marseille which will be about 5.5 hours - so I am very interested to know of anything of which you may be aware. I also notice that there is a plan which envisiages a similar service from Chicago and St Louis/Kansas City - a slightly shorter jouney. This leaves the 300 miles from Little Rock to St Louis outside of the current plans and I wonder why? Perhaps you can advise as I would have thought that there would be enough busi-

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ness between Little Rock and St Louis/Chicago in its own right - on the basis that it would seem unlikely to be less than to San Antonio.

Looking back through history of the Missouri Pacific, Rock Island etc I am wondering how the very spectacular services such as the Texas Eagle, managed to become somewhat slower than in the 1950s. Is this down to the singular ownership of infrastructure and trains by a single company which then drove the economics towards very long freight services which can follow each other at a common speed to the exclusion of a train mix of different speeds.

As a European I find it quite strange but would really like to know how this came about. On the other hand although we have fast day-time trains we have found that the traditional sleeper has a market where the departure is around the time of a last flight and the arrival is about the same time as an air passenger would arrive in the city centre. This type of journey would be ideal for a service from Chicago to Little Rock - say depart at about 20.00 and arrive at about 08.45 or Dallas to Little Rock with a shorter journey so depart 22.45 and arrive 07.15. The Texas Eagle, however, stops at Little Rock in the middle of the night and at the same time does not seem to compete with

longer air transits from Chicago to Dallas for example. This is a little confusing - but obviously has been arrived at via a commercial analysis.

I hope that I have not given the impression that one side is better than the other - simply that the outcomes of history are different - and I wonder why? One day I will leave my 230 miles / 1 hour 50 mins "long distance" Ashford to Paris journeys and ride the long distance US rails in a roomette - but until that day I would really like to understand how things happened on your side of the Atlantic.

My very best wishes to all of your club members.

BOB PARSONS
1, Lochee Villa, Railway Hill,
Barham, Canterbury CT4 6PU
United Kingdom
Tel: +44 (0)1227 831690 (Vonage)

<<http://www.barham-kent.org.uk/>> Barham Village Website



This Union Pacific train was seen pulling a special flatcar loaded with a turbine for a power plant in Texas. Photographed at Little Rock's Union Station on November 21, 2007. Joe Roddy photo

PROTOTYPICAL TRACK PART-II

By Joe Musgrove

In last month's article I demonstrated techniques of installing roadbed and track. This month I will show you techniques for ballasting to make your track look prototypical.

First, you want to decide the size and color of ballast you will be using. For N-Scale I recommend using the smallest size available which is usually described as "fine". If modeling HO fine, medium, or course can be used depending on the look you are going for.

The color you use depends on the railroad you are modeling. Railroads generally use rock that is easily available from the local quarries. If you are modeling a freelance layout you certainly have more choices. In this demonstration I will use a mixture of medium and dark gray fine ballast.

A Layer of Ballast

Ballast is laid in three different steps, the first two for laying ballast alongside my track. Using full strength white school glue I take a brush and layer the glue along the sides of my track and road bed. If you find the glue too thick to work with you can mix in a little water to thin it out.

Next, using a spoon, gently sprinkle the ballast over the glued areas making sure to get complete coverage. Let the glue dry about 6 hours and then vacuum over the area to remove the loose ballast. The first step places a base level of ballast and helps prevent a "crusty loose mixture" when laid too thick. Work in small sections to make sure you lay the ballast before the glue starts to dry.

In the second step, using a spoon, sprinkle a thin layer of ballast on top of the first layer. Taking a soft brush gently remove ballast that might have gotten on the ties. Next, using a spray bottle, spray the area with a 50/50 mixture of water and rubbing alcohol. This will allow the glue mixture to soak into the ballast when applied.

Applying Woodland Scenics Adhesive

Taking an eye dropper I apply Woodland Scenic's adhesive over the ballast. I make sure every area of the ballast receives a good soaking. Once the mixture is applied I will let the area dry for 24 hours. Once dry I will vacuum over the area to remove any loose ballast. Note any areas that you need to go back and reapply ballast.

Once ballasting the side of my track is complete, I will ballast the track itself. Using a spoon I carefully apply ballast between the ties. Once applied I take my finger and gently run along the ties to smooth the ballast. I repeat the steps of applying and smoothing until my ballast looks correct. Ballast should appear at tie level or just below for main-line rail and passing sidings.

Removing Excess Ballast

Once the ballasting is complete I take a small brush and gently remove ballast from the top of my ties and along my rails to avoid operating problems. Next, I take a spray bottle with a 50/50 water alcohol mix



Use a Spoon to Apply Ballast



50/50 Mixture of Rubbing Alcohol and Water is Applied

and spray the ballasted area. Once complete I take my eyedropper with adhesive and carefully apply to my ballast. I then let the area dry for 24 hours. Once dry I will carefully inspect the track and remove any ballast stuck to the rails with a track cleaning eraser or small screwdriver if needed. If using a screwdriver or another sharp object use caution to avoid scratching the rails. Ballast stuck to the top of the ties can be removed using sand paper. When using sand paper be very gentle, the goal is to remove ballast not damage the ties!

Touch up and Testing

After removing problem ballast I will inspect and correct any problem areas such as missed spots, again letting these corrected areas dry at least 24 hours if reapplication of adhesive is necessary. Once complete I will vacuum the track and surrounding area to remove any loose ballast.

Next, I will run railcars across the ballasted section and not only look but listen for problems. Once any problem has been corrected I am ready to move on to the last step of weathering my track. I will cover weathering in next month's article including a great technique using a mixture of powder paints and plaster of Paris.

Layout Tip: Ballasting and weathering can be a tedious process. Take your time and divide your work into small sections. This will help you avoid getting tired and making mistakes.

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



Finger Can be Used to Level Ballast



Use Eye-Dropper to Apply Adhesive



Former Union Pacific 7891 is loaded November 9, 2007 at the Union Pacific Jenks shop in North Little Rock, Arkansas on a truck trailer for its trip to EMD in Canada for conversion into a GenSet unit. John Jones photo



The Arkansas & Missouri has recently added a slug unit. The unit is believed to be a Southern Pacific U25B that was converted to a TEBU (Tractive Effort Booster Unit) by Morrison Knudsen for the SP. AM 80 was photographed at Springdale, November 19, 2007. Tom Duggan photo



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