



ARKANSAS RAILROA



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Columbus & Greenville 605 (Baldwin DRS-6-4-15 #72628 12/46) switching in Columbus, Mississippi, March 19, 1982. (*Peter Smykla, Jr. photo*)

2005 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next program and meeting of the Arkansas Railroad Club will be held **Sunday, April 10, 2005** at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be presented by Darren Archer, a Union Pacific Special Agent. He'll talk about Union Pacific Railroad Police, security issues, crossing safety, etc. and will be available for questions. Since he is on call, we may have his program before the business meeting this month. The public is invited and light refreshments will be served.

Looking ahead: Mike Condren from Memphis is lined up to do the May 15 program (as usual, we have the May meeting on the third Sunday instead of the second Sunday due to Mother's Day). Mike will possibly talk about Memphis RR history. Looks like November may be at the recently restored Bald Knob depot, soon to be a hobby shop, but is yet to be determined. (*Thanks to VP Mark Silverberg for getting these programs lined up*)

April 30 Memphis trip - We're planning another trip (carpool/van) to Memphis on Saturday, April 30 to ride their trolley system and sightsee. We plan to meet at Union Station in Little Rock about 6:30 a.m. and decide who goes with who and who rides in a van. If you plan to go, contact Robin Thomas, 501-225-1952.

2005 ROSTERS AVAILABLE - I made a 2005 roster of Arkansas Railroad Club members and 2004 members who have not yet renewed. These are only for those who paid their 2005 dues, so if you didn't pick one up at the February meeting, let me know if you want one mailed to you. Email me (trains@trainweather.com) or mail the club at PO Box 9151, North Little Rock AR 72119.

NEW MEMBER - Earl Phillips, PO Box 577, Junction City AR 71749

WANTED: FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

WANTED -- Dispatcher train sheets, 1950-1970, covering any Mopac or Rock Island trackage in Arkansas. Particularly need MP Central Division sheets for any date prior to April 1960. Buying single sheets or in quantity. Also interested in other pre-1970 RR paper (morning reports, conductor timebooks, trainmaster work sheets, car inspector files, etc.) which show passenger train consists from the same roads and area. Bill Pollard (501-327-7083 evenings; or email: arkrail@arkansas.net)

NOTE ON BOOKS FOR SALE - I've listed several railroad books for sale below and have included addresses and costs of each should you want to order one. But before you order one, you might check with your local railroad hobby shop to see if they can get it for you, possibly cheaper. One such shop is run by our VP, Mark Silverberg, who runs OneTrackMind in Mabelvale, Arkansas (501-455-5050, onetrackmindtrains@hotmail.com). Also, member Douglas Harley helps run a hobby shop (479-438-0781, dharley2@cswnet.com). And charter member Jim Wakefield has been selling railroad books for years (501-664-0232). If you know of any others in our club who run hobby shops or sell railroad books, let me know (trains@trainweather.com). Thanks. And don't forget that our club still has copies of two books for sale: "Railroad Stations and Trains through Arkansas and the Southwest" and "Shortline Railroad of Arkansas" by Gene Hull. (Ken Ziegenbein)

FOR SALE - An EXCELLENT photo book/binder called "Locomotives and Motor Cars - Missouri and North Arkansas Railroad," put together by Tim Kubat. It has many photos of the Missouri and North Arkansas Railroad, many of which I've never seen anywhere else. It is fascinating to browse through as each photo has a good caption. A lot of the photos were taken in the 1940s, but it does contain some later diesel shots. The book is being distributed by the Boone County Historical & Railroad Society, Inc., PO Box 1094, Harrison AR 72602-1094. Cost is only \$15.00 plus \$1.50 domestic postage.

FOR SALE - "Rock Island 1960-1969" - 964 pages of Rock Island "Rocket" magazines plus 224 pages of annual reports and an index with 4,098 entries, bound in a softcover 2 volume set for a total of 1,296 pages and over 2,000 photos. Cost is \$62.95 plus \$5 shipping. Call 800-456-5927 or write CRM, PO Box 941, Newton IA 50208. Credit cards accepted.

FOR SALE - DVD (DVD-R) of a couple of early Cotton Belt 819 runs out of Pine Bluff in 1988. These were put on DVD by myself, Ken Ziegenbein, from my personal S-VHS video tapes of the runs. I have both onboard and trackside shots. You can see many people who rode these specials, some of which are now deceased. While it is mainly of interest to ones who were there at the time, there are some good runby shots as well, some with Fall colors. Plus the DVD has a brief runby of Frisco steamer 1522 out of St Louis, also in 1988. Cost is \$6 each, which includes postage. Here is a synopsis of the DVD:

PINE BLUFF - Leaving, 8:00 a.m. from Walnut Street, Nov 5, Saturday, KINGSLAND - 9:05 a.m., Nov 5, THORNTON - 9:37 a.m., Nov 5, HARMONY GROVE (north of Camden) - 10:21 a.m., Nov 5, CAMDEN STOP - People, engine, cars, HWY 376 CROSSING (south of Camden) - 3:09 p.m., Nov 5, HIGHWAY 79 - STEVENS (just north of town) - Nov 5, LEWISVILLE - Nov 5, 9) HWY 196 CROSSING - (just east of Texarkana) - Near sunset, Nov 5, TEXARKANA - 5:40 p.m., of engine, cars in sunset, NEAR MAUD, TEXAS - On board through window. Child waving, 8:35 a.m. Nov 6, Sunday, RUNNING, FROM WINDOW - Shows some cars pacing, etc., north of Mount Pleasant, MOUNT PLEASANT, TEXAS - Pulling in, people, leaving, 10:00 a.m. Nov 6, INSIDE COACHES - Lounge car, some running shots, acceleration from stop near Gilmer, Texas, Nov 6, ON BOARD - Waving out vestibule, around curve, through Winona, Texas, TYLER - Arriving 12:25 p.m., Nov 6. Overall scene, part of speech, NOVEMBER 7, MONDAY - Return trip. On board, some vestibule shots, showing and hearing the speed about 8:44 a.m. Also, some dome car shots., ARRIVING MOUNT PLEASANT - 10:16 a.m. Nov 7 SCHOOL KIDS OUTSIDE OMAHA, TEXAS - 11:05 a.m. Nov 7, AMTRAK MEET - Eylau, Texas, 12:03 p.m. Nov 7, BUCKNER, AR - Outside train again, 2:18 p.m. Nov 7, STEVENS, AR - On trestle; from car window pacing (this was my first engine pacing shot ever and it happened accidentally. I only had a chance to get the car window down a small amount, so the shot was somewhat flawed), FORDYCE - 4:53 p.m., leaving from stop. This is a long shot, but you can hear the 819 accelerating from the Fordyce station stop then coming by the road crossing where I had the video camera on a tripod. You can almost imagine being in an earlier time.

On the Pine Bluff to Fordyce trip in April of 1988, I also shot a Southern Pacific southbound freight crossing the old Rock Island north of the Fordyce station. Plus there's a shot at the end of a UP freight coming into Pine Bluff with a red MoPac caboos, followed immediately on the other track by the 819, a very lucky shot.

FOR SALE - A special one-hour VHS video or DVD-R called "Rock Island Remnants" by James R. "Jim" Jones. Jones has assembled a tribute to the Rock Island for the 25th anniversary of its demise, which includes videos taken during the 1990s (long after the Rock Island went bankrupt) along lesser traveled remnants of the Rock that are still being served by various shortline and other railroads. Included are scenes of vintage Rio Grande GP's, Kyle Railway U-Boats, Little Rock & Western Alco's, plus Iowa Interstate, Denver-Rock Island and Union Pacific's Centennial on former Rock Island rails from the Colorado Front Range to the cornfields of Illinois. Cost is \$18 per video, which includes postage. Order from Tell-Tale Train Productions, Box 808, Colchester VT 05446. Or call Jim Jones, 802-862-3407. (I have not viewed this tape so can't comment on its content)

FOR SALE - "Off the Beaten Track" - A Railroader's Life in Pictures", by Roger G. Lewis (of Railway Age) is now available. It covers 75 years of railroads through Mr. Lewis' photographs. From 1930s main and branch line steam operations to dieselization and steam's last hurrah in the 1950s, from obscure short lines to the predecessors of today's mega-railroads, this book contains close to 350 photos of nearly 100 different railroads, 99 percent having never been published before, according to the brochure. Cost is \$58 plus \$9.90 for postage. Send orders to: Simmons-Boardman Books, Inc., 1809 Capitol Ave, Omaha NE 68102, 800-228-9670, www.transalert.com Credit cards welcome.

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

IOWA - UNION PACIFIC - To abandon a line of railroad, known as the Thornton Industrial Lead, from milepost 2.0 near Flint, IA to milepost 17.14 near Thornton, IA, a distance of 15.14 miles, in Cerro Gordo County, IA. The line includes the stations of Thornton, Swaledale, and Burchinal. A final decision will be issued by June 1, 2005. (STB Docket No. AB-33 (Sub-No. 225X, decided February 23, served March 3, 2005)

OREGON - PORTLAND & WESTERN RAILROAD, INC. - To abandon a portion of its line of railroad that extends from milepost 17.10 to milepost 20.05, near the City of Hillsboro, in Washington County, OR. Effective on April 5, 2005. (STB Docket No. AB-541 (Sub-No. 1X, decided February 25, served March 4, 2005)

NORTH CAROLINA - ROCKY MOUNT AND WESTERN RAILROAD CO., INC - To abandon an approximately 4.7 miles of railroad from approximately milepost 134.8 at or near Momeyer to the end of the rail line at approximately milepost 139.5 at or near Spring Hope, in Nash County, NC. Effective on April 8, 2005. (STB Docket No. AB-883 (Sub-No. 1X, decided March 1, served March 9, 2005)

The thing about trains... it doesn't matter where they're going. What matters is deciding to get on. (Spoken by the conductor in the movie Polar Express)



ARKANSAS RAIL NEWS



GREYHOUND TO CUT BUS SERVICE TO DOZENS OF ARKANSAS CITIES

On March 2, 2005, Dallas-based Greyhound Lines announced it is cutting bus service in 150 cities in the Southwest, including 27 stops in Arkansas. Greyhound service will be eliminated to: Alma, Bald Knob, Bradford, Conway, Corning, Crossett, Fayetteville, Flippin, Fort Smith, Hamburg, Hardy, Harrison, Huntsville, Lamar, Magnolia, Marked Tree, Monticello, Mountain Home, Newport, Osceola, Ozark, Pine Bluff, Russellville, Searcy, Siloam Springs, Springdale, Tuckerman. Nationwide, Greyhound carried 22 million passengers in 2004 (Amtrak carried 25 million).

RISON COTTON BELT DEPOT

(Rison, Arkansas, sent in by Lynn Gaines, Jr.) - Rufus Buie (?) Of the Cleveland County Historical Society advised the group has obtained the old Rison, Arkansas Cotton Belt depot from a private owner. He stated it will probably be moved to the Cleveland County Courthouse lot. He further stated the building replaced an older depot destroyed in a train wreck around the turn of the century.

When I relieved Agent J. H. Ganey there in the early 1950s, my father, leverman- telegrapher, Fordyce, Lynn "Buddy"

Gaines, Sr advised the depot in the 1920s was about twice the size (length) it was at that time. This means it was the second

Rob Roy exceeding it. Buie further stated the building, now, is only about half the size it was when he was a boy, and having worked there, I feel this is right, i.e., about half the 1950s dimensions.

For many years, Rison was open 24/7. Prior to signal installation about 1944-45, telegraphers handed train orders, which governed the movement of trains. They also handled carload and less than carload freight, Southwestern Truck shipments, as well as Railway Express. Also, sold passenger tickets, handled Western Union's, etc, etc. The station was probably closed in the 1960s. (Lynn Gaines, Jr.)

BNSF ON UP IN ARKANSAS

This was posted in the Federal Register March 17 and I thought it'd be nice to archive this in the Railroader. For one thing, it names the many railroad subdivisions in this area. Hey, we may be seeing a lot of 'foreign' road trains through here for awhile.

"Surface Transportation Board, STB Finance Docket No. 34669, March 9, 2005, BNSF Railway Company--Temporary Trackage Rights Exemption--Union Pacific Railroad Company.

Union Pacific Railroad Company (UP) has agreed to grant temporary overhead trackage rights to BNSF Railway Company (BNSF) for eastbound trains on: (1) UP's Dallas Subdivision from Tower 55 at Fort Worth, TX (milepost 245.3), to Longview, TX (milepost 89.6); (2) UP's

Little Rock Subdivision from Longview (milepost 89.6) to North Little Rock, AR (milepost 343.6); (3) UP's Hoxie Subdivision from North Little Rock (milepost 343.6) to Bald Knob, AR (milepost 287.9); and (4) UP's Memphis Subdivision between Bald Knob (milepost 287.9) to Kentucky Street, Memphis, TN (milepost 378.1),

a distance of approximately 542.2 miles. UP has also

agreed to grant limited temporary overhead trackage rights to BNSF for westbound trains on: (1) UP's Memphis Subdivision from Kentucky Street in Memphis (milepost 378.1) to Briark, AR (milepost 375.3); (2) UP's Brinkley Subdivision (milepost 4.1) to Brinkley, AR (milepost 70.6); (3) UP's Jonesboro Subdivision (milepost 200.5) to Pine Bluff, AR (milepost 264.2); (4) UP's Pine Bluff Subdivision from Pine Bluff (milepost 264.2) to Big Sandy, TX (milepost 525.1); and (5) UP's Dallas Subdivision (milepost 114.5) to Tower 55 at Fort Worth (milepost 245.3), a distance of approximately 526.3 miles.

The transaction was scheduled to be consummated on March 6, 2005, and the temporary trackage rights will expire on May 4, 2005. The purpose of the temporary trackage rights is to allow BNSF to bridge its trains while its main lines are out of service due to programmed track, roadbed, and

Sometimes the most real things in this world are the things we can't see. (Spoken by the conductor in the movie Polar Express)

GENERAL RAIL NEWS

RAILROAD CROSSING CASUALTIES NOT ONLY IN CARS

Railroad engineers support improvements to crossings because of the heavy emotional toll accidents take on train operators, said Tyrone Boudreaux, legislative director for the United Transportation Union. "I can give you a personal example. We had an engineer who one Easter Sunday hit an auto at a crossing that only had wooden signs," he said. "It wasn't his fault; the people tried to outrun the train. A mother, father, grandfather and two children were killed." The engineer took two months off work then worked in the railroad yard but still had a nervous breakdown and died of a heart attack a year and a half later, Boudreaux said. "He said over and over that all he could see is the little kids looking up at him with their eyes as big as saucers, crying and pleading. It is an awful sight." (As said many times - don't try to beat a train to a crossing. Even if you tie, you lose)

About 44 percent of crossing grades have cross arms or flashing lights, but 43 percent of the accidents with motorists have occurred at those crossings with active controls, (The Shreveport Times, March 6, 2005)

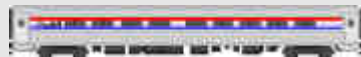
(Guthrie, Oklahoma) - Oklahoma House Bill 1530 was proposed on March 9, 2005 stating, among other things: "In order to promote and preserve the railroad history of Oklahoma, the Oklahoma Tourism and Recreation Commission is hereby directed to > enter into a cooperative agreement with the Guthrie Arts and Humanities Council, a nonprofit, 501(c)(3) organization, or any successive organization, for the purpose of assisting in the development and promotion of the Oklahoma Territorial Railroad project. The Oklahoma Territorial Railroad is a project that will operate excursion, freight, specialty trains and a railroad theme park within the forty-four (44) miles of railroad track system between Guthrie, Oklahoma and Fairmont, Oklahoma. - Implement phase I of the Oklahoma Territorial Railroad project, which includes operation of an excursion train between Guthrie, Oklahoma, and Crescent, Oklahoma, which is intended or projected to be operational by April 2007; Implement phase II of the Oklahoma Territorial Railroad project, which includes operation of a shortline freight and storage line between Guthrie, Oklahoma, and Enid,

Phil Moseley)

ARTICLE FOR MIAMI HERALD - Arkansas Railroad Club member Michael Hibblen (who used to work at a radio station here in Little Rock), wrote an article for the Miami Herald on their Tri-Rail commuter system and its problems with construction and their trying to double track the line. This construction is causing delays on the route and many complaints. Tri-Rail is also looking into using the Florida East Coast for part of their trackage. The article was published November 26, 2004.

KANSAS CITY UNION STATION

Six months after the Kansas City Union Station board agreed to pay a Milwaukee collector \$650,000 for antique rail cars and their contents, the station is lacking funds to paint the cars or set up exhibits. Part of the collection will be sold to raise money for the Union Station Museum, which is now rethinking the rail museum that was supposed to be inside the station. Volunteers have so far collected 276,843 items for the proposed rail museum. The rail cars are all from the Milwaukee Road and include a sleeping car, dining car, lounge car and RPO. (December 2004 article via Jim Johnson)



AMTRAK NEWS

More people rode Amtrak in 2004 (25 million) than rode on Greyhound Buses (22 million)

At presstime, there was so much changing news about Amtrak funding, that it'd be out of date by the time the newsletter was printed, so I decided to let you keep up with the latest via news reports. Will we have Amtrak anywhere in the country this time next year? The political jury is still out - the public already voted by their record patronage of Amtrak in 2004.

Arkansas Railroader - Little Rock Chapter NRHS

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus **\$20** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues). Send to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.

Interesting letter from member Travis Bell of Gurdon, Arkansas, which I received January 8, 2005: "I'd like to comment on some items from recent newsletters. Perhaps laziness and procrastination are not always bad, because what I had planned to write about and add my two cents worth were covered by other members in following editions.

Next the Holy Bible, by 'bible' is Joe Collias' MOPAC POWER, 1905-1955. So, I have to credit that publication with some of my knowledge about MoPac power, steam and diesel. So although the emphasis and interest for several editions was on Alco PA diesel passenger locos, I noted immediately on the front cover of the October 2004 issue the one-of-a-kind EMD "half an E6" delivered to MoPac for the Delta Eagle, M.P. #7100, and felt a need to call it to your attention, but some others did first. Sounds like charter members Phil Powledge and John A. Mills had their act together.

Living where I do, I was able to see the Monroe to Gurdon passenger daily from November 1947 until it was discontinued, and I don't recall seeing it powered by an Alco Diesel, perhaps it was but I do recall seeing it powered by EMD 7100, running perhaps its last miles before being scrapped. And I sure recall during the 1930s that there were two round trip "El Dorado Passengers" into Gurdon each 24 hours, primary power the little 6501 Pacifics, the first production 4-6-2's built, and since they were delivered to the Missouri Pacific were given the name "Pacific."

Adding to Mr. Mills' comment about Alco locomotives being repowered with EMD prime movers, he is correct as MoPac repowered a sizeable fleet of Alco RS2 and RS3 road switchers off both the MP and the Missouri-Illinois with EMD 567 V-12 prime movers from scrapped EMD passenger E units. The repowered RS2-RS3 units were renumbered from the 4501s to the 1000s. Also some 18 Alco RS-11 or DL701, probably MoPac's first 2nd generation power and first received from trade-ins, (a like number of Baby-Faced Baldwins) powered by Alco 251 series prime movers, high short hoods and with the "notches" on each corner for the sand box filler caps, (and no doubt MoPac's last venture into Alcoland), were repowered by MoPac with EMD 567 V-16 prime movers and renumbered from the 4801s into 2 digit numbers including 77, etc. As far as I know, all these Alco units, repowered or otherwise, were purged from the roster long before Union Pacific's takeover of MoPac.

Mr. Mills is correct about the batch of 100 GP18s riding on trucks from Alco FA, FB and FPA trade-ins. According to my copies of Diesel Spotters Guide, those trucks were AAR Type B trucks. I'm not familiar with his T-1 classification. Now about the two units painted up for the Be-Centennial, I don't believe the unit numbered 1776 was a GP18, but was a GP7 or GP9, but he is correct about the 1976, as I photographed it before the redecoration, rode on it and photographed it while in the new scheme, (both shot from inside the cab fore and aft and from trackside) and then after it was repainted into its original colors. I'm sure MoPac got their money's worth out of that batch of GP18s but it was visible from watching them from trackside that they rode rougher than other Geeps riding on Blomberg and Blomberg modified 4-wheel trucks; you could see a vehicle bounce and rebound not noticeable on the Bomberg equipped Geeps.

Now about the front cover of the December newsletter. J. L. Barker of Gurdon and I were working on the #4 steam engine at Russellville during January to April 2000 when that picture was made. Anticipating that record snowfall, he and I departed Russellville for home at Gurdon, on a Wednesday P. M. just before the snow started, in fact when we got on I-30 at Malvern it was snowing, but we made it home O.K., but next day we got around 15 inches of snow here. At that time the Number 4 was on an elevated section of track, just out of sight to the right in the photo, all six drive wheels out from under it and we were in the process of removing all 240 firetubes from the boiler, and were laboriously grinding the seal-weld off of the tube ends from the firebox tubesheet. And despite the disagreeable weather, Mr. Grigsby, who had an apartment in Russellville, and Gary Bensman of

Diversified Rail Services, together finished that task over the weekend.

I'm told that seal welding in the tube ends in the firebox is necessary on an oil-fired engine because the radiant heat from that steam-atomized fuel oil burning is so hot that it would burn off the rolled, flared, and beaded ends of the tube. I personally removed all 147 tube ends from the firebox of the wood burning #7 one day, (at Reader, of course) working along, but it was after dark when I finished, no shop lights were on, and luckily I had a drop light in the boiler with me that enabled me to see how to get to the shop floor after crawling out of the boiler. And I can assure anyone, there was only one tube seal welded in that boiler.

But back to the cover, I believe I was witness to the last time that old Alco Switcher ran, in December 1999. We used it to move the #4 back and forth from the shop to near the office where there was a fire hydrant we hooked up to, to do a real boiler wash on the 4, preparatory to an FRA inspection. The D&R office, where the fire hydrant was located, is about as far west of the Hwy 7 overpass as the old shop is east, and of course that overpass is also the Arkansas River bridge. After spotting the 4 back inside the shop building, we left the old Alco idling while we went to lunch and when we returned, it had died and was leaking antifreeze and the fuel pump was running, so I finally found the main battery knife switch and opened it to keep from discharging its batteries.

The green passenger car coupled to the Alco was fabricated at and belongs at Reader. Richard calls it his Club car. It was taken to Florida for the filming of Rosewood, returned to Reader, taken again to Florida for the Mt. Dora venture and is back now at Russellville. Out of sight in the picture just the other side of the club car is the #4's tender, on the shop track outside the shop.

Now about the Central Arkansas Transit (CAT) River Rail trolley cars, I'm curious about details of these cars, how many and what numbers (editor's note: there are 3 Birney replica trolley cars, all built at Gomaco in Iowa, numbers 408, 409 and 410, with two more on order. The first 3 cost about \$800,000 each. Apparently, No. 407 was the last trolley operated in Little Rock on December 24, 1947 so they are continuing that sequence of numbers. I ride them almost every day, parking in North Little Rock and riding across the river to Little Rock to have lunch in some River Market restaurant. In fact, I'm typing this story on my laptop computer as I sit in one of those restaurants that have an Internet wireless 'hotspot' located inside. Neat, since I'm being served unlimited refills on my Diet Coke!).

Back to Mr. Bell's story: "I don't recall ever riding Little Rock's trolley cars used back in the 1930 to 1940 era but I sure remember seeing (and hearing) them. I was always intrigued by the flash of arcing of the contact of the trolley pole and the overhead catenary, and turned off by the loud growl of the traction motors. They must have run them 'til the motor pinion gear teeth were worn down thin as a razor. I did ride a trolley in Dallas in 1947, across the Trinity River, and rode Memphis' trolley whatever year the Titanic Exhibit was at the Pyramid. As I recall, after Little Rock retired the streetcars, they ran some rubber-tired trolley buses, that had two side-by-side trolley poles and required twin catenary wires about two feet apart. The trolley poles were long enough that the buses could move over to the curb and still be in contact with the catenary. Of course, these buses were limited in their travels to the streets that had the overhead catenary installed.

I'll hush for now and quit boring you. Just keep up the good work as editor." (Editor's note... thanks for the compliment. If you are anyone ever want to come ride the trolley, let me know and I'll show you all the ropes and tell you where to board. Like I said, I ride at least 4 times a week, and I know others in the club ride as well, Jim Wakefield comes to mind).

LEWISVILLE, ARKANSAS - REMEMBERING

Paul B. Wooldridge

Change is certainly the order of the day. We who worked for the Cotton Belt during the 1930s and 40s remember Lewisville, Arkansas as a busy railroad town. Every morning there would be 20 or 30 railroad men down on the platform, going to work. There was a passenger depot, a freight depot, a 5-track railroad yard extending a quarter of a mile, a water tank for steam engines, a machine shop. Today all of this has disappeared. Thru town we have only double track, the main track extending to Texarkana, and the side track extending to Shreveport. No train stops, but back then we had 6 daily passenger trains. This is what some call "PROGRESS."

We had no paid vacations back then, and most of us worked 365 days a year. We loved working on holidays as then we were paid time and a half. Christmas Eve and Christmas were always special. The station platform would be

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crowded at train time with greetings for incoming passengers, home for the holidays.

I recall one Christmas Eve when upon the arrival of No. 802, the passenger from Shreveport, and No. 2, the Lone Star passenger from Texas, a group of college students home for the holidays crowded into the telegraph office. They were fascinated by the noise made by the 5 telegraph instruments on the desk. It was midnight and they were busy clicking and clacking away, and the students were wondering what they were saying.

A northbound freight was outside, setting out and picking up. I was copying a train order, when Conductor Hutson patted me on the shoulder and asked: "Don't you know you could be fired?" Unable to understand, I glanced around, and saw on an adjacent desk, a half full pint of whiskey which some college student had left.

Today only the memories remain, and I'm reminded of a poem Longfellow wrote a very long time ago:

**CHANGE IS THE ORDER OF THE DAY
AND GOD FULFILLS HIMSELF IN MANY WAY,
LEST ONE GOOD CUSTOM
SHOULD CORRUPT THE EARTH.**

A HELPING HAND

Gene Hull

In March 1941 I had four months of seniority as a brakeman on the Central Division (Van Buren Sub-Division) of the Missouri Pacific. This was the same location where my father had 14 years seniority as a locomotive fireman.

I had the privilege of helping him with his examination for promotion to engineer. There were two parts to the examination - verbal and written. My dad had no problem with the verbal exam; he knew how to take a locomotive apart and put it together again. Due to his limited formal education, the written exam was beyond his ability.

Dad explained this to the examining official at Van Buren, and asked if I would be allowed to assist him. The official was very understanding and readily agreed. The written portion of the exam was in the form of a softbound book of about 200 pages containing questions and space for answers.

We had quite a school session. This had to be worked in between his trips as a fireman. It took us nearly two months. I would read a question and Dad would answer it with any required gestures. I would condense that to fit the space allowed. Many times I had to write answers on a tablet sheet to be sure they would fit the space provided. We had quite a "graduation" party when we finished. After submitting the book, we had a real jittery waiting period. When the letter, reproduced below, arrived, all the trouble involved was well worth it.

Four years after his promotion, my father died from tuberculosis.

There are a lot a memories involved with this brief letter from Master Mechanic A. R. Sykes, with copy to W. C. "Bill" Mullins, chairman of the Brotherhood of Locomotive Firemen and Enginemen.

Coffeyville - March 24, 1941
12-316

Mr S. Hull, Fireman
North Little Rock,
Ark.

This is to advise you that you have passed the Mechanical Examination for promotion to locomotive engineer on the Central Division, with a passing grade of 91.

You will be advised at a later date, when you will receive your examination on Transportation Rules.

A copy of this letter, together with your examination is being made a part of your personal record.

Please acknowledge receipt on the form attached hereto.

A.R. Sykes
A.R. Sykes,
Master Mechanic

ARS/b
cc W.C. Mullins
cc ES



On March 6, 2005, Amtrak's Texas Eagle was about 9 hours late into Little Rock on its way to Dallas. Here it is passing Union Station with UP 9378 passing northbound on the No. 2 main with train MSHBP05. (John C. Jones photo)



TOP: BNSF GP60M #122, EMDX 770, BNSF GP38-2 at the Little Rock Port Authority rail yard, January 2005. **BOTTOM:** Two Union Pacific MP15 AC's (switchers) in freezing fog in North Little Rock, February 3, 2005. *(Brian Smith photos)*



TOP: DRGW 5507 (SD50), one of only two left in original DRGW livery. Taken in North Little Rock, Arkansas January 2005. **BOTTOM:** Becoming a rarity, an unpatched (with any UP symbols) SP GP60 locomotive, No. 9794, in North Little Rock, January 2005. *(Brian Smith photos)*