



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 36 NUMBER 1 JANUARY 2005



As part of the marketing campaign for the Toyota Tundra Double-Cab full-sized pick up truck, images of the truck have been painted on the sides of two Amtrak locomotives, one running the "Texas Eagle" route segment from Chicago to San Antonio (*locomotive 115 seen above at Union Station in Little Rock, November 26, 2004 – photo at midnight by Ken Ziegenbein*) and the other running the "Silver Service" route segment from Washington, D.C. to Miami. Toyota worked with Amtrak to choose routes that had high exposure and travel through key markets for the automaker. Toyota is currently building a Tundra plant in San Antonio, Texas, so the "Texas Eagle" route was a natural choice. The segment of the "Silver Service" route chosen will give the truck good exposure on the east coast and through the southern states. Toyota is the first automaker, and only the second company, to use Amtrak locomotives for advertising in this manner. The Tundras were scheduled to ride the rails through the end of December 2004.



Central Arkansas Transit's River Rail Streetcar No. 410 is wishing everyone a Merry Christmas on this Sunday afternoon, December 12, 2004 as it stops at the Alltel Arena streetcar stop on Main Street in North Little Rock.



- VINTAGE STREETCAR ROUTE, PHASE I
- VINTAGE STREETCAR ROUTE, PHASE II (APPROVED)
- ◆ STREETCAR ROUTE PLATFORM (PHASE I)

2005 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
V-PRESIDENT - Mark Silverberg, 10524 Helm Dr., Mabelvale AR 72103, (501-455-5050), onetrackmindtrains@hotmail.com
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net
SECRETARY - Jackie Roach, 4023 S Shackelford #142, Little Rock AR 72204 (501-225-6818)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340), ken@trainweather.com
NRHS DIRECTOR - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
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 '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), cfillers@aol.com
BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net
BOARD '09 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com

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 meeting of the Arkansas Railroad Club will be SUNDAY, JANUARY 9, 2005 at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be given by DAN PENNINGTON, who will be showing slides taken in Arkansas and the mid-South from 1976 to 1996 featuring a variety of railroads. Dan is a former professional photographer and lifelong railfan. Many of you know Dan to be a very knowledgeable local railfan and this will be an informative and interesting presentation.

Future Program: February's program will be given by Peter Smykla, Jr. who will show us his usual great rail photos. If you'd like to give a program or know somebody who would, contact our VP, Mark Silverberg.

REGARDING STREETCARS – I received the following email regarding one of my webpages with photos of the Little Rock/North Little Rock streetcars. If anyone knows the answers, his email is included: "This is the first good account I have seen on the new line. Your pix are excellent and took me back to 1944-45, when I spent nine months at Camp Robinson. Most Sundays and some Saturdays I got into town and became very familiar with the three remaining trolley routes and the equipment.

The paint scheme on the new cars surprised me. My recollection was that the low 200s, the 250s, and the 270s were mostly yellow, although there were a few low 200s that were green and cream. The 400s and the Birneys were mainly green and cream or buff as I recall. The pair of 240s were all green. My recollection may well be off, or was yellow selected because it had been on some cars and is a more noticeable color?

There is one other question to which I have never found an answer. When I was in the area there were 19 300-series Birneys numbered from 300 to 320. There was no 313, and one other number was missing. However, Harold Cox's "The Birney Car" states that there were 30, numbered 300-312 and 314-330. Builder was American Car, with delivery in 1926. Were 321-330 ever actually delivered? Or were they sold or scrapped before the war? Cox says all 30 were scrapped by Capital Transportation. I know the top ten were not there in 1944. Again, many thanks for posting the photos. (Regards, Van Wilkins - wilkins11@earthlink.net)

2005 DUES – Arkansas Railroad Club dues are now due to 2005. Dues are always due the first of January, as is the custom of all local NRHS chapters across the country. Dues for Arkansas Railroad Club membership (local/Arkansas Railroader newsletter subscription dues only) remain at \$20. For National Railway Historical Society plus Little Rock Chapter membership, annual dues are \$40 (\$20 local and \$20 national NRHS). The NRHS Bulletin is included with the NRHS dues, along with the *Arkansas Railroader*. Our mailing address is PO Box 9151, North Little Rock AR 72119. Renewal forms were included in the December issue or you can use the form in printed in this newsletter.

NEW MEMBERS: Samuel S. Brucks, 6901 Pontiac Dr, N Little Rock AR 72116.

CONGRATULATIONS to Arkansas Railroad Club member PETER SMYKLA, JR. He is now the President of the Cotton Belt Rail Historical Society in Pine Bluff.

Longtime Arkansas Railroad Club member:

WILLIAM A. TREADWAY III

Died in the Fall of 2004. He lived at 4 Buckland Road, Little Rock AR 72223.

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.

FOR SALE – “Rock Island 1960-1969” Rock Island *Rocket* magazines (964 pages) 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: \$62.95 plus \$5 postage. CPM, PO Box 941, Newton IA 50208, credit cards accepted, 800-456-5927. (This ad was in the Second Quarter 2004 newsletter of the Rock Island Technical Society)

FOR SALE - KCS SOUTHERN BELLE BOOK – This book, by Thad Carter, is supposed to be published by the end of October 2004. It is about the Southern Belle of the KCS and will have color pictures and text, according to ARC member Phil Moseley. The cost of the book is \$19.95 plus \$4.50 shipping. Missouri residents need to add \$1.44 for sales tax. It is available from the author, Thad Carter, PO Box 519, Marionville, IL 65705. Brad Carter’s email: thadcarter@prodigy.net. Thanks for Phil Moseley, who said it’s supposed to be a good book.

WANTED – Help with the following book – How valuable is it? I can find no other copies. The book is a leather-bound copy called “History of the Illinois Central Railroad Company,” published in 1900. It’s not in perfect shape, but has the history of the Illinois Central from about 1849 to 1900, including personnel who worked for the line and their biographies during that time frame. If you can help me with this, call me at 479-524-8440 (Sandi Bertaux). My email: sandicreek2002@yahoo.com.

WANTED – 12-pound rail needed for G-16 train. I could use up to 4000-5000 feet. Could use all 16-pound rail. I can haul to Jasper, Arkansas. If you have any rail or clues, please call JIM KATES, 870-446-6077 any time.

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.

- PENNSYLVANIA – NORFOLK SOUTHERN RAILWAY CO.** - To abandon a 0.8-mile line of railroad between milepost 18.92 and milepost 19.72 at Downingtown, in Chester County, PA. Effective on December 18, 2004. (STB Docket No. AB-290 (Sub-No. 256X, decided November 12, served November 18, 2004))
- ILLINOIS – NORFOLK SOUTHERN RAILWAY CO.** – To abandon an approximately 0.18-mile line of railroad extending between approximately milepost UM 28.50 and milepost UM 28.68 in Urbana, Champaign County, IL. Effective on December 30, 2004. (STB Docket No. AB-290 (Sub-No. 250X, decided November 18, served November 30, 2004))
- VIRGINIA – NORFOLK SOUTHERN RAILWAY CO.** – To discontinue service over a 13.71-mile rail line between milepost VB 1.75 at Tidewater Junction in the City of Norfolk and milepost VB 15.46 at Oldfield in the City of Virginia Beach, VA. Effective on December 30, 2004. (STB Docket No. AB-290 (Sub-No. 258X, decided November 23, served November 30, 2004))
- CALIFORNIA – SIERRA PACIFIC INDUSTRIES** - SPI seeks to abandon and SierraPine seeks to discontinue service over a line of railroad extending from milepost 0.0 at Ione, CA, to the end of the line at milepost 12.0 at Martell, CA. The line includes stations at Ione and Martell. A final decision will be issued by March 2, 2005. (STB Docket No. AB-512X and STB Docket No. AB-880X, decided November 23, served December 2, 2004)
- TEXAS – TEXAS NORTH WESTERN RAILWAY CO.** - To abandon approximately 21.9 miles of its line of railroad known as the Capps Spur located in Moore, Hutchinson, and Hansford Counties, TX. The line extends from milepost 20.0 at Capps, TX, through milepost 29.9 at Morse, Junction, TX, to the end of the track at milepost 34.0 in Morse, TX (14.0 miles), and from milepost 29.9 at Morse Junction to the end of the track at milepost 37.8 in Pringle, TX (7.9 miles). Effective on January 13, 2005. (STB Docket No. AB-281 (Sub-No. 1X, decided December 8, served December 14, 2004))
- FLORIDA - FLORIDA CENTRAL RAILROAD COMPANY, INC.** - To abandon a 3.4-mile line of railroad known as the Forest City Spur, between milepost F-4.5 at Toronto, and the end of the track at milepost F-1.1 in Forest City, in Seminole and Orange Counties, FL. Effective on January 13, 2005. (STB Docket No. AB-319 (Sub-No. 4X, decided December 6, served December 14, 2004))

ARKANSAS RAIL NEWS

ARKANSAS RIVER/RAIL CORRIDOR?

An article in the Fort Smith Times-Record in early December said a river-to-rails tourism corridor is being looked at by communities that either border the Arkansas River or want to be connected to it by rail and/or coach. "Arkansas River Connection" members envision, in essence, creating a marina linking river communities from Pine Bluff to Fort Smith, then extending the corridor by rail from Fort Smith to Fayetteville, Springdale and Rogers in northwest Arkansas all the way to Gateway on the Arkansas-Missouri border, then connecting to major tourism destination Eureka Springs via trolley or coach.

The idea for the corridor, said coalition spearhead Greg Nabholz of Nabholz Properties of Conway, has grown along the lines of creating a new tourism attraction by linking existing attractions and developing new ones. Arkansas River Connection members to date are Fayetteville, Fort Smith, Springdale, Rogers, Van Buren, Eureka Springs, Altus, Ozark, Wiederkehr Village, Clarksville, Conway, Dardanelle, Maumelle, Morrilton, Little Rock, North Little Rock, Pine Bluff and Russellville. Little Rock, for example, is hoping to

attract a riverboat operator, and there has been talk of developing a train excursion into Arkansas wine country in Wiederkehr Village and Altus off Interstate 40, Nabholz said.

DELTA HERITAGE TRAIL STATE PARK

(The following story sent in by Elizabeth Gaines) – (West Helena, Arkansas) – The November 28, 2004 Pine Bluff Commercial had a nice article on the progress of creating the 73-mile Rails-To-Trail park in eastern Arkansas called the Heritage Trail State Park *(written by Amy Riggan)*. The first four miles of the trail has been opened and state parks official hope to get started on the next leg of eight miles in 2005. The first four-mile segment connects Helena Junction to Barton (Lick Creek). Trailheads are located at both Helena Junction and Walnut Corner at the U. S. 49 overpass in Philips County.

This trail is part of the old Union Pacific (ne. Missouri Pacific) railroad line that ran from one mile south of Lexa (six miles west of Helena) to Cypress Bend (five miles northeast of McGehee). It was once used by the famous MoPac *Delta Eagle* passenger train.

The Delta Heritage Trail will go through some pristine delta wilderness in eastern Arkansas with lots of wildlife. Eventually, there may be guided trips on aerial walkways where visitors could walk or ride their bikes. They will be able to see such animals as deer, black bear, wild turkey and a number of species of birds. A refuge was created in this area in 1935 to protect migratory birds and it contains the only native black bear population in Arkansas.

When Union Pacific abandoned the line in 1991, the Arkansas highway and parks departments asked the UP to donate the entire 73-mile right of way to the state as part of the National Trails System Act, which allows a railroad to transfer all rights and liabilities of a rail corridor to a public agency in order to establish a public use. The state also purchased 32 miles of rail line that hasn't been pulled up yet along this route. They plan to auction this part off in the spring of 2005 and hope to get up to \$1 million for the steel. (The railed section runs from Snow Lake to Cypress).

The whole corridor includes about 887 acres of natural lowlands, 58 bridges (including a 4,281-ft concrete and steel

trestle over the White River and a 6,020-ft bridge over the Arkansas River.

The following "Letter to the Editor" was written by Elizabeth Gaines regarding the above article: "Enjoyed Ms. Riggins' nice article in Sunday's Commercial re: Delta Heritage Trail State Park. I was one of several public members of Gov. Tucker's 'Rails to Trails Conservancy Commission' when the project was getting its start, and did attend hearing sessions and other meetings in southeast Arkansas as well as Little Rock.

We were very fortunate to have far-sighted leaders at both the Arkansas State Parks and Tourism and Arkansas State Transportation Departments to

keep this right-of-way through the Delta; where any RofW is very costly to establish. Credit, too, is due to Gov. Tucker and the Arkansas State Legislature and many others.

With its two fine bridges, this trail is a valuable alternative National Defense route option. The bridge over the White River has a lift span – thanks to the Kerr-McClellan Arkansas River Navigation project. The bridge over the Arkansas River has an operable turntable span, for tug/barge operation. Replacement cost of these two bridges today would be in the vicinity of \$20 million or more, each.

Thanks to the National Trails System Act, the route/corridor has been saved for any future need, such as: pipe line,

interstate highway, railroad passenger and/or freight service, etc. These hiking-biking routes have proved to be valuable tourist attractions in other states and ours should be, also. This route will offer a safe way to see river bottom lands without the dangers and discomforts of being out in the often flooded woods and farmlands.

Every Arkansan needs to see the attractions along the route, viz. Delta Cultural Center (Helena), Arkansas Post National Memorial and Arkansas Post Museum (state of Arkansas), Louisiana Purchase State Park and Rohwer Japanese Relocation Center."

GENERAL RAIL NEWS

LIONEL FILES FOR BANKRUPTCY

(November 2004) - Lionel announced that it has filed a voluntary petition in the Bankruptcy Court of the Southern district of New York for protection under Chapter 11 of the U.S. Bankruptcy Code. The filing was prompted by a \$40.8 million judgment against the company for the misappropriation of a competitor's toy train designs by a subcontractor. Lionel's day-to-day operations will continue as usual, including meeting all merchandise shipping obligations customary for the holiday selling period and rolling out new products on schedule. The company remains dedicated to creating and manufacturing the quality product for which it has long been known.

Jerry Calabrese, the recently named CEO of Lionel, said, "The MTH judgment alone has forced us to take this action. Lionel is a sound company that enjoys healthy sales, growing demand for our products and the best brand and reputation in the business. Having said that, the size and weight of this judgment is just too much for what is essentially a small business to bear. Taking advantage of bankruptcy protection will not only allow us to pursue an eventual reversal of this unfair decision, it will enable us to create, manufacture and ship our products in our normal and usual way."

World's Oldest Man Died Just Shy of 114. Fred Hale Sr., documented as the world's oldest man, died Friday, November 19, 2004 in DeWitt, New York. He was 113 years old. Hale died in his sleep at The Nottingham in suburban Syracuse, while trying to recover from a bout of pneumonia, said his grandson, Fred Hale III. He was 12 days shy of his 114th birthday. Born Dec. 1, 1890, Hale last month watched his lifelong favorite baseball team, the Boston Red Sox, win the World Series (news - web sites) again after 86 years.

Hale retired 50 years ago as a railroad postal worker and beekeeper, his grandson said. He enjoyed gardening, canning fruits and vegetables and making homemade applesauce. "He had a routine and he rarely broke it," Hale III said. "He didn't need a lot to be happy."

At 103, Hale was still living on his own and shoveling the snow off his rooftop. He was born in New Sharon, Maine, when there were only 43 stars on the American flag. Hale lived in his native Maine until he was 109, when he moved to the Syracuse area to be near his son, Fred Jr., now 82. On March 5, 2004, the Guinness World Records acknowledged him as the oldest living man when Joan Riudavets Moll, of Spain, passed away at

age 114. Hale also was a Guinness record-holder for the oldest driver. At age 108, he still found slow drivers annoying, Fred Hale III said.

Hale outlived his wife, who died in 1979, and three of his five children. He had nine grandchildren, nine great-grandchildren and 11 great-great-grandchildren. The world's oldest living man is now Hermann Dornemann, of Germany, age 111. There are 26 living women older than him, according to Gerontology Research Group.

UP'S CHRISTMAS TREES

Union Pacific expects to carry more than 1,000 loads of Christmas trees this year. Among those trees is one special tree from UP's largest tree shipper, Holiday Tree Farms of Corvallis, Ore. That tree has been shipped to Omaha where it will be decorated and displayed for the first Christmas in UP's new headquarters building, Union Pacific Center. "Holiday Tree Farms has found intermodal transportation an efficient, dependable means of moving a very high volume of product in a limited window," said Hal Schudel, Holiday Tree Farms owner.

The plantation-style tree farm, founded in 1955, started moving truck trailers loaded with trees on railroad flatcars in 1988. Over the past 17 years, they have

moved more than 7,600 trailers loaded with more than 5 million Christmas trees. Originally the railroad moved the trees in boxcars to Los Angeles where they were spotted for unloading by a wide variety of vendors. In recent years, the trees have been moved in intermodal truck trailers and containers primarily for large retailers. (*Press Release Source: Union Pacific Railroad*)

KCS – NO TO BRIDGE PARK

(*Vicksburg, Mississippi*) - A proposal to convert the U.S. 80 Mississippi River bridge near Vicksburg into a public park would interfere with Kansas City Southern's operations and force the company to take legal action. Kansas City Southern Railway says converting the roadbed that runs parallel to the railroad tracks into a pedestrian and bicycle park — which is being studied — will interfere with the operation of the railroad, increase the railway's liability and create a safety hazard. The bridge across the Mississippi was privately built by stockholders who sold it to Warren County, which has operated it as a business since the years after World War II. Users of the bridge pay tolls to use it, such as KCS. In the summer of 2004, the Bridge Commission voted to seek a \$10 per-car increase in the tolls, from \$4 per car today to \$14.

WOMEN IN RAILROADING

I received a brochure entitled: "Women in Railroading," which is put out by The International Society for the

Preservation of Women in Railroading (ISPWR). They want to: 1) To investigate and discover the history of women in railroading; 2) To honor and preserve this valuable history for future generations; and 3) To share this information with the world. Their website, www.womeninrailroading.com, has stories about Women Of War, The Harvey Girls, Mary Colter, Phoebe Snow, Kate Shelley and Railroad Stewardesses and Nurses, among other things. They sell railroad items, many relating to railroad women, including ads for the Northern Pacific Stewardesses 1957, Pennsylvania Railroad's 1944 ad "Women Keep RR Running," and other items. If interested, more information can be obtained from: True Creations, LLC, 21704 Devonshire #160, Chatsworth, CA 91311, Phone: 818-346-4842.

AVERAGE LENGTH OF UP TRAINS

— According to *Union Pacific's Mark Davis*, "The average train length is about 75 cars, that's moved up about three cars in recent years." Davis said coal trains, however, are on the average longer. "Over the last several years we have been operating longer coal trains. They are now typically 135 cars rather than 110. That extra 20 cars enables us to better utilize the locomotives."

KANSAS CITY SOUTHERN TO BUY MEXICAN RAILROAD

(*December 16, 2004*) — Kansas City Southern agreed to acquire full control of

Mexico's most important railroad (Grupo TFM) in a deal valued at \$555.1 million to \$665.1 million, including contingent payments. The acquisition would represent a significant step in connecting railway systems in the U.S. and Mexico, which is the U.S.'s second largest trading partner, after Canada. The move also gives Kansas City Southern, the seventh largest railroad in North America by revenue, a more prominent role in the industry.

An agreement was initially reached in April 2003 but was put on hold after TMM attempted to call it off. After arbitration between the companies, the deal was sweetened.

Michael Haverty, chairman, president and chief executive of Kansas City Southern, said the agreement will allow Kansas City Southern and Grupo TFM to operate as "more of a coordinated railroad." However, the two rail systems will remain distinct and retain their separate names. Acquisition of Grupo TFM will almost double Kansas City Southern's rail system mileage to a total of 5,300 miles of mainline track in the U.S. and Mexico (this deal increases the mileage of KCS by 2,600 miles). It also would increase the company's annual revenue by \$719 million to about \$1.3 billion. Currently, Grupo TFM transfers about 85% of its U.S. traffic with Union Pacific. Some of this traffic will be going to KCS in the future if stockholders approve the purchase. (*Various sources including the Wall Street Journal*)

AMTRAK NEWS

SUNSET LIMITED DELUSIONED PASSENGER

On November 19, the eastbound Sunset Limited had an 'interesting' passenger taken off in Houston, according to M. Gibson. He said an ambulance met the train and took a "delusional" passenger (and her 2 year old child) to a Houston hospital for evaluation. The lady passenger had reported people walking just outside the train while the train was moving fast, and airplanes like 747's just outside the windows, and kangaroos flying around the train.

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.



APPLICATION FOR EXHIBIT SPACE

Annual RAILRODIANA AND MODEL TRAIN SHOW PINE BLUFF, ARKANSAS



SATURDAY, APRIL 2, 2005
 Show 9 a.m. - 4 p.m.
 ARKANSAS RAILROAD MUSEUM HIGHWAY 65B AND PORT RD.

SPONSORED BY
 THE COTTON BELT RAIL HISTORICAL SOCIETY, INC.

Set-up times; Friday, 3-10 p. m. Saturday 7-9 a.m. Take down Sat. 4-8 p.m.

- Only railroad/model railroading related merchandise, please.
- Vendor table prices (8-foot) table \$15 each.
- Show to be announced in all major national model railroad magazines, and advertised by local media.
- Door prizes awarded hourly during show.
- Space allocated on a first come/first served basis.
- No refunds after 3/25/2005
- Admission charges: Adults, \$4.00; children under 12 Free

-For more information call or write:

Darrel Cason Home (870) 536-1229
 CBRHS
 P. O. Box 2044 Museum (870) 535-8819
 Pine Bluff, AR. 71613-2044

Return completed portion below with check to; CBRHS P.O. Box 2044; Pine Bluff Ar. 71613-2044

RAILRODIANA AND MODEL TRAIN SHOW, PINE BLUFF, ARKANSAS Briefly Describe Type of merchandise to be offered;

Please Print or Type;

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

PHONE NO. (DAY) _____ (EVENING) _____

NO. OF TABLES _____ ELECTRICITY NEEDED Y N

NUMBER OF I.D. BADGES NEEDED _____

SIGNATURE: _____ DATE _____

Tom Shook brought a poster to our club's Christmas party December 11 that had displays of information and photos regarding the history of the Rock Island-Choctaw Route through this area. The poster is now displayed in the old Choctaw Route/Rock Island passenger depot that is being used as the University of Arkansas' Clinton School of Public Service at the Clinton Library in Little Rock (with former U.S. Senator David Pryor as dean). Photos used were from collections of club members Tom Shook, Clifton Hull, Jim Fair, Bill Bailey as well as the Rock Island Technical Society and Arkansas History Commission. Mike Mottler was coordinator of the display. Two of these posters are below:

Choctaw Depot

The Choctaw, Oklahoma & Gulf (CO&G) Railroad constructed the Choctaw Depot in 1899, and most of the CO&G assets were acquired by the Rock Island Railroad in 1904. This picture of the depot is derived from a hand-colored post card from the early twentieth century.

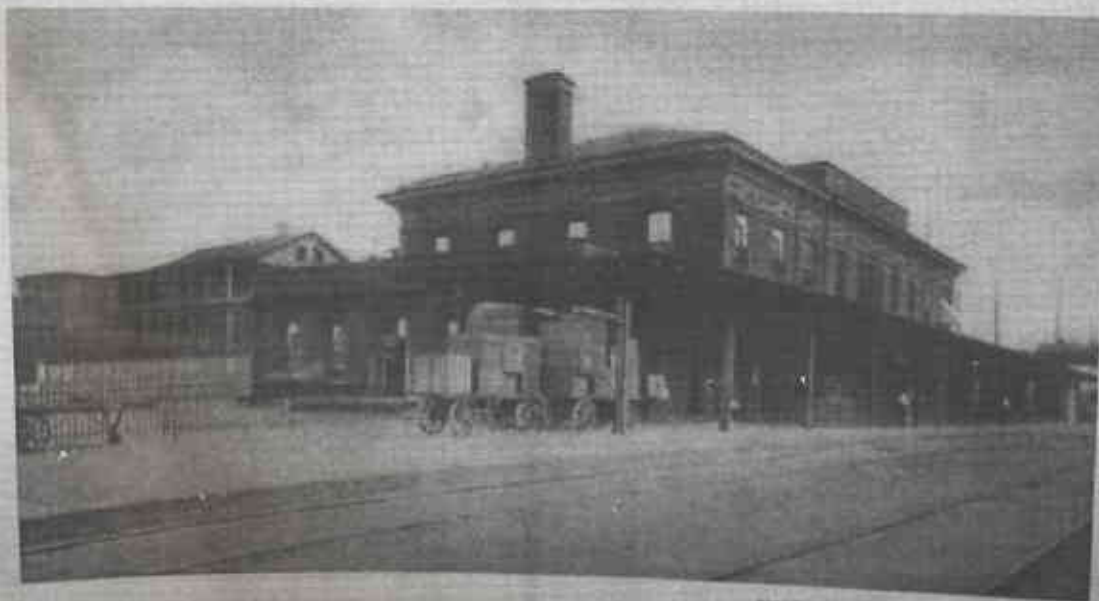


PHOTO CREDIT: Tom Shook Collection

The Streamliners

This and many other Rock Island Rockets pulled passenger trains along the Choctaw Route in the 1940s. The westbound diesel Rocket shown here at the passenger platform passes another Rocket headed in the opposite direction.



PHOTO CREDIT: Rock Island Technical Society

They're talking availability IN TULSA...

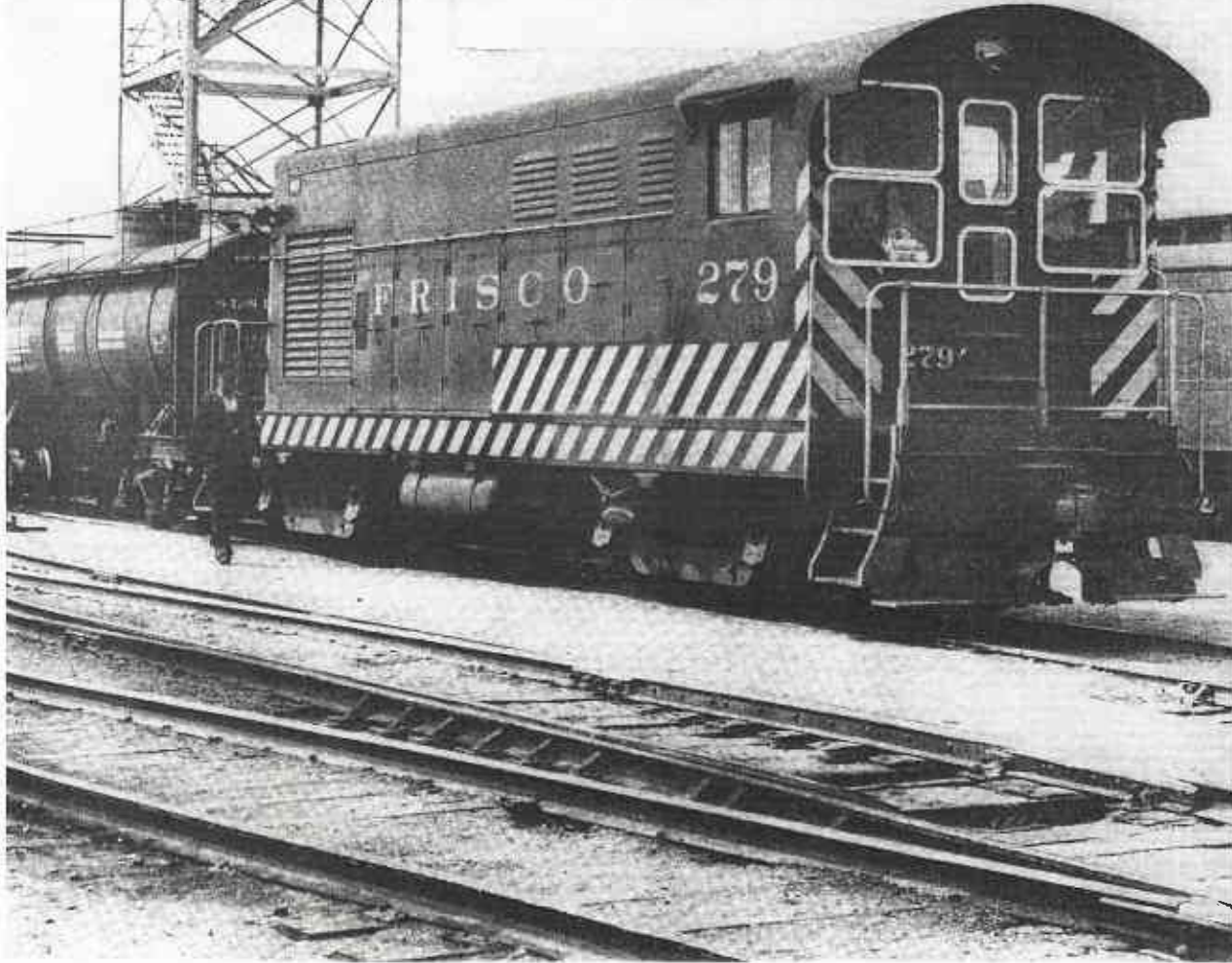
The operating men of the Frisco Lines in Tulsa, Oklahoma, are talking about their ten new 1,000 horsepower Fairbanks-Morse diesel locomotives. They're talking about a new availability record . . . 99.3 per cent for a full month's operation. They're saying that in their two freight yards, these ten switch engines are moving 2,750 to 3,000 cars every twenty-four hours . . . with all but one working three shifts a day. This high availability, plus low maintenance, is characteristic of all Fairbanks-Morse diesel locomotives. Fairbanks, Morse & Co., Chicago 5, Illinois.



FAIRBANKS-MORSE

A name worth remembering

DIESEL LOCOMOTIVES • DIESEL ENGINES • STOKERS • SCALES • MOTORS • GENERATORS
PUMPS • RAILROAD MOTOR CARS and STANDPIPES • FARM EQUIPMENT • MAGNETOS



1949

Fairbanks-Morse ad from the collection of Peter Smykla, Jr.

THE END OF AN ERA

By: Gene Hull

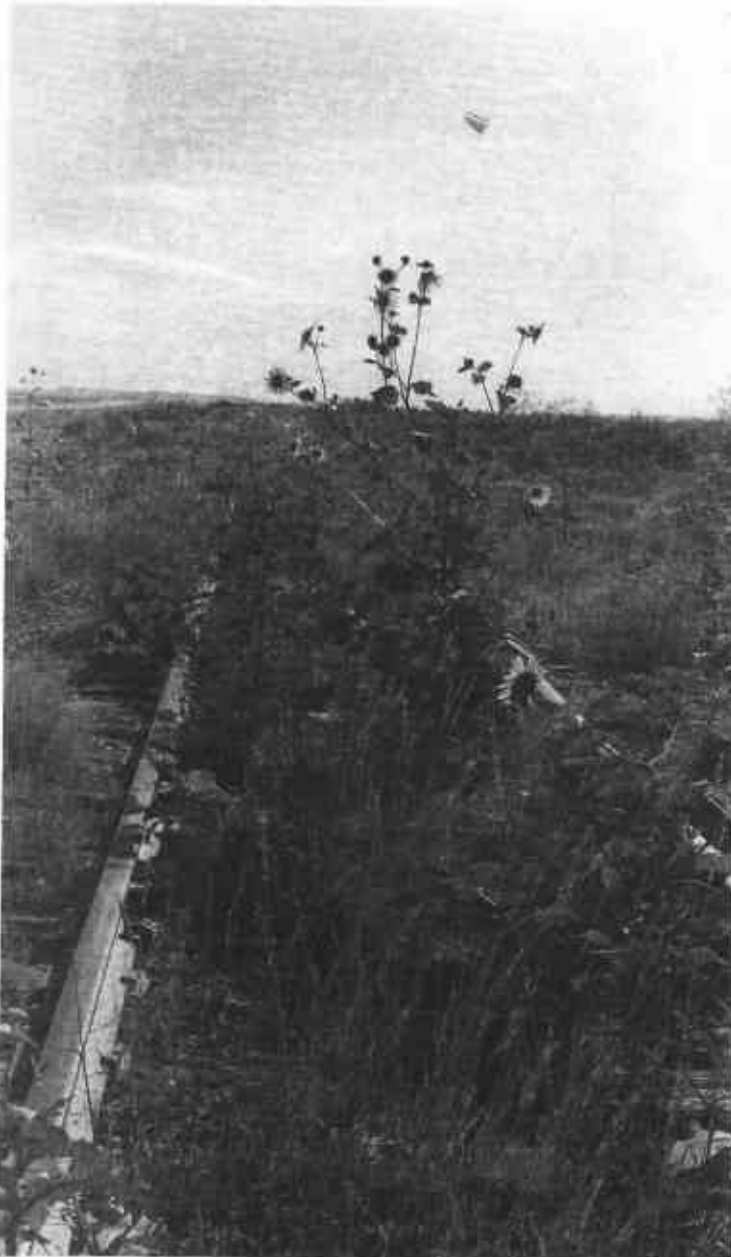
The railroad known as the Chicago, Rock Island and Pacific (simply as The Rock near its last days) had a very precarious beginning in Arkansas. It struggled long and hard to achieve the final destination shown in its title – PACIFIC.

Through determined tenacity, the famous GOLDEN STATE LIMITED passenger train was inaugurated 2 November 1902 from Chicago to a connection with the Southern Pacific at Tucumcari, New Mexico for access to Los Angeles on the Pacific.

In May 1910, rails were laid between Amarillo, Texas and Tucumcari to complete the Rock Island from Memphis through Little Rock. In 1940, the road purchased streamlined equipment to inaugurate the CHOCTAW ROCKET. This Pullman Standard equipment was replaced in 1949 by two Budd articulated trains, ending sleeping car service to Amarillo. This train service was replaced in August 1953 by a pair of RDC-3 cars coupled with passenger ends together to run between Oklahoma City and Little Rock. In 1955, RDC service was started between Memphis and Amarillo. In 1964, the RDC motors were converted to coaches to run on the end of a mail train until U. S. mail service ended in 1967.

The Interstate Highway was built through Little Rock and Tucumcari to California and the trains were replaced on the "Sunbelt Route" by – NOTHING! The ROCK was gone in 1980 - - - -

*Abandoned Rock Island west of Amarillo, Texas in 1980.
Requiescat*



in peace. (Gene Hull photo)