



# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

VOLUME 32 NUMBER 12 DECEMBER 2001



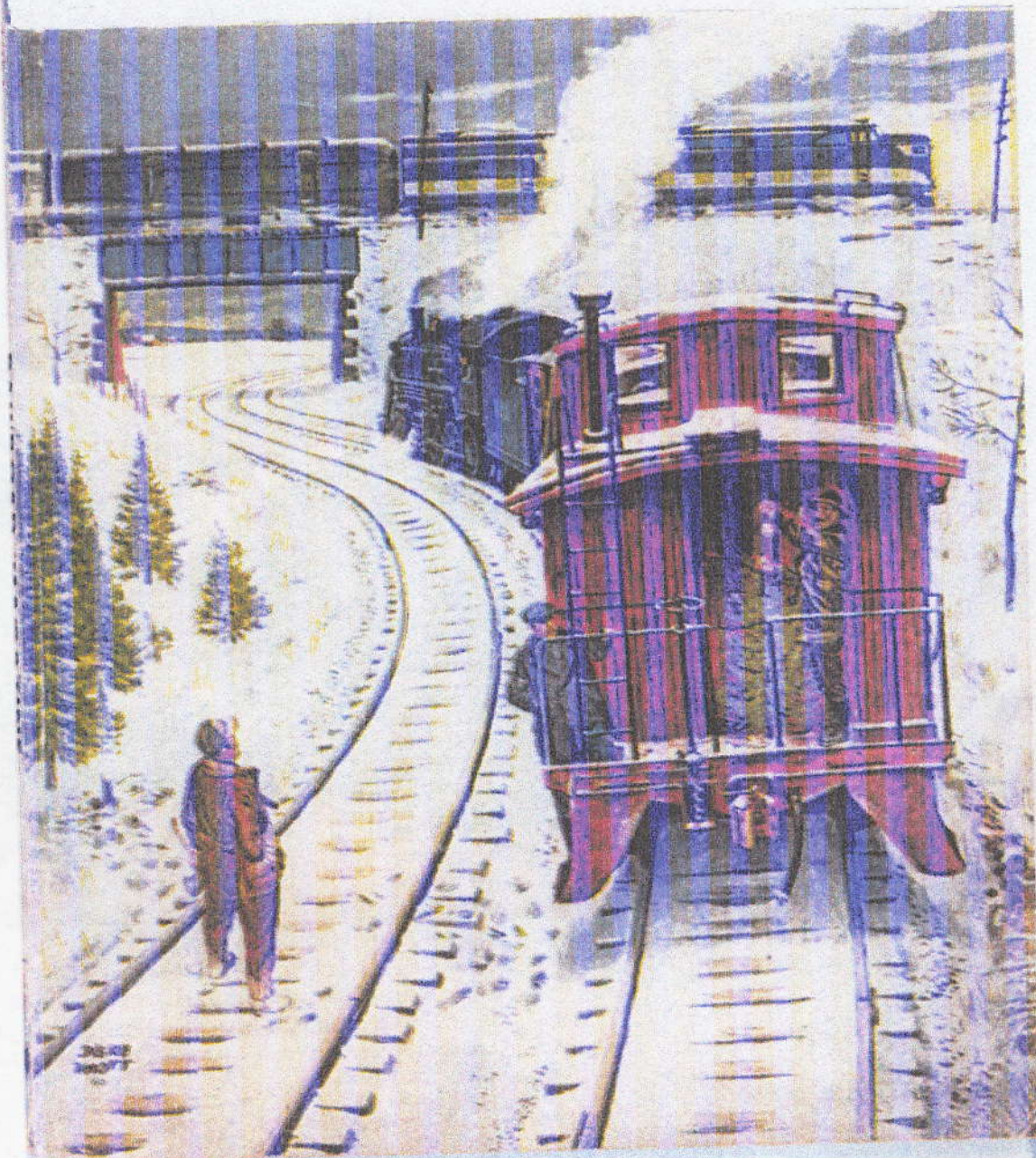
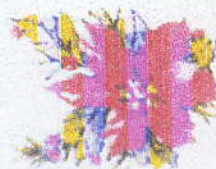
This color picture taken by Joyce Maupin (*sent in by Ken Hensley*) is of Cotton Belt #760 pulling a local into Garland City Arkansas in 1952. It is the last run of a steam local out of Texarkana. Joyce was visiting her dad, the agent at Garland. She had a new color camera He called the house and told her the last steam local was coming through. She went down and took the picture. She had a slide made then later had a picture made from the slide. The slide later disappeared and she made Ken Hensley a copy on a color copier. It's the best copy available. So far as Ken and I can find out, it's the only color picture of a working steam engine on the Cotton Belt during the age of steam.



Below from P. B. Wooldridge:



AN UNSCHEDULED STOP TO "PICK UP"  
A CHRISTMAS TREE



3612  
1957

## 2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)  
VICE-PRESIDENT - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)  
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)  
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)  
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)  
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)  
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)  
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412  
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)  
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

## NEXT MEETING/PROGRAM

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 1<sup>st</sup> 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](mailto:trains@trainweather.com) The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

**CHRISTMAS PARTY** - Our annual Christmas party will be on **December 15**, a Saturday, at the University Park Adult Leisure Center, 6401 West 12<sup>th</sup> Street, Little Rock (west of University Drive). It will begin at 6 p.m. Cost is \$17 per person. You need to advise our treasurer, Walter Walker, if you plan to attend and the number in your party and send him the meal money. Like last year, the meal will consist of turkey and dressing plus the usual vegetables and desserts.

Walter's address is: 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826). This function is always well attended and all have a great time.

There will be NO regular meeting this month due to the Christmas Party.

**OFFICERS FOR 2002** - Here are our 2002 officers/positions. They will be installed at the Christmas Party.

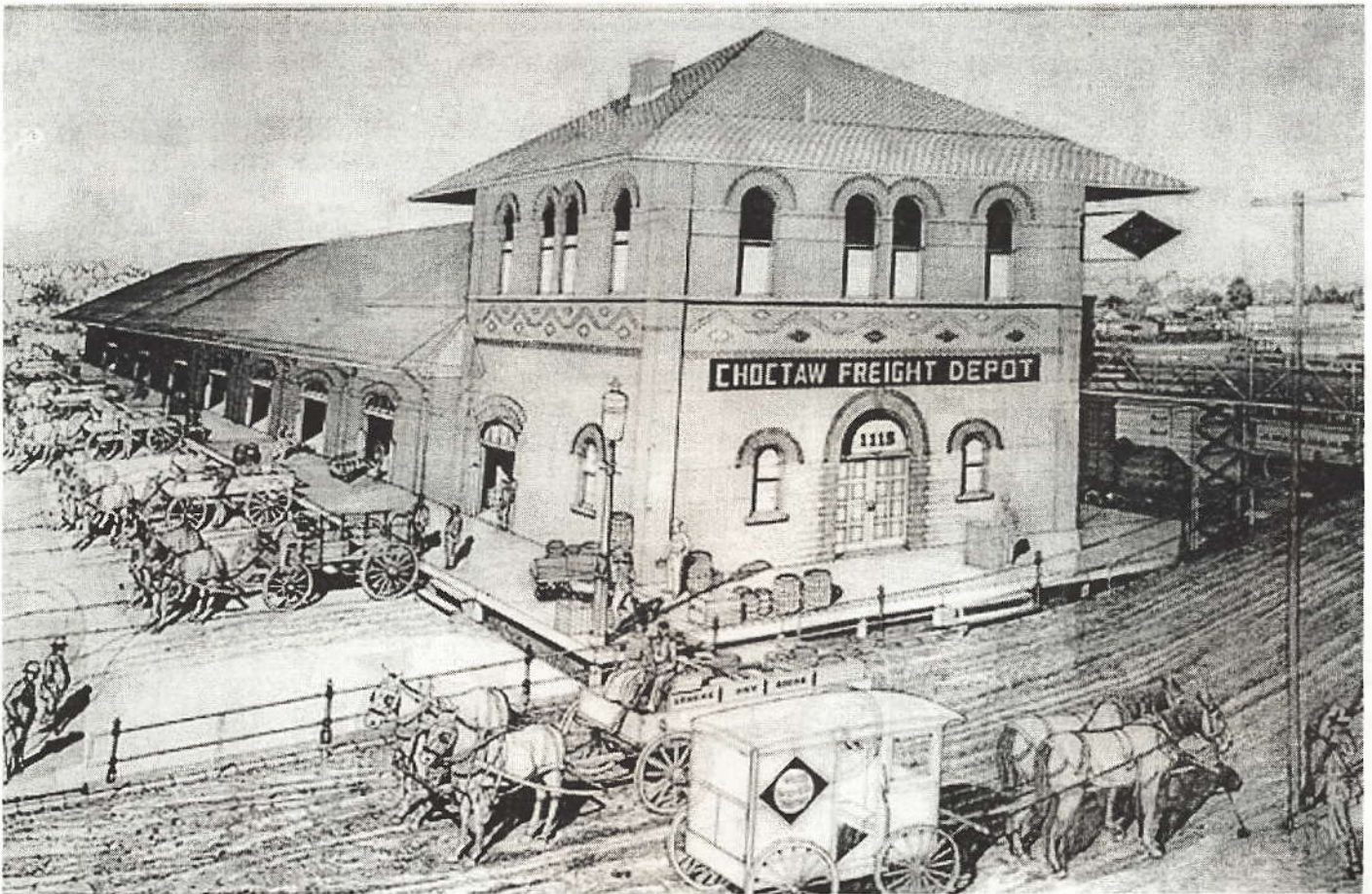
<b>PRESIDENT</b> - Fred Fillers	<b>VICE-PRESIDENT</b> - Ron Esserman
<b>SECRETARY</b> - Tammy Hodkin	<b>TREASURER</b> - Walter Walker
<b>HISTORIAN</b> - Gene Hull	<b>NRHS REP</b> - David Hoge
<b>PHOTOGRAPHER</b> - John Jones	<b>EDITOR</b> - Ken Ziegenbein
<b>BOARD 2002</b> - Bill Bailey	<b>BOARD 2003</b> - Robin Thomas
<b>BOARD 2004</b> - Stanley Wozencraft (taking the place of Ron Esserman, who is now Vice-President)	
<b>BOARD 2005</b> - Leonard Thalmueller	<b>BOARD 2006</b> - Jim Wakefield

*ARKANSAS RAILROADER - Little Rock Chapter NRHS*

**2002 DUES ARE NOW DUE** - Now is the time to renew your membership in the Arkansas Railroad Club for 2002. **Local dues remain the same as the last few years, \$20.** There is a dues increase for membership in the NRHS, however...dues there are now \$20 a year also (\$23 for family), so if you renew your National NRHS membership through our club, total due will be \$40 (\$43 family). Use the membership form enclosed separately (or printed in this newsletter) to renew and mail to PO Box 9151, North Little Rock AR 72119.

**THANKS FOR WRITING** - To all of you who wrote letters about the impending demolition of the 102-year old Choctaw/Rock Island Freight Depot on 2<sup>nd</sup> Street in Little Rock, thanks. I sent postcards (at my own expense, not the club's) to all members about this, hoping to get a national support ring going. If you have time, please send me a copy of any letter you wrote supporting (or even not supporting) the demolition of this historic structure by the City of Little Rock for the upcoming Clinton Presidential Library. Send the copies to Ken Ziegenbein, 1023 Claycut Circle, North Little Rock AR 72116. Unfortunately, the freight depot was quickly demolished on November 21, the day before Thanksgiving.

**WEDDING NOTICE** - Member Craig Gerard will marry Wendy Place on January 5, 2002 at Holy Souls Catholic Church, "I" and Tyler Street, Little Rock at 1 p.m. Club members are invited. There will be a reception afterward at 2:30 at the Lafayette Building.



DesPain rendering of the Choctaw Freight Depot that was destroyed November 21, 2001, the day before Thanksgiving by the city of Little Rock for the purpose of getting land ready for the Clinton Presidential Library. Efforts to save it were too little, too late as the library's "footprint" blueprints already had buildings on the site. This is taken from the official website that member Bill Pollard put together to educate people about this historic station. The site has a complete history of this terminal and editorial on why we all failed to notice it soon enough. Click on: <http://www2.arkansas.net/~arkrail/> If anyone has any photos of this station before the May Supply cover was put on in the mid 1950s, please let the Arkansas Railroad Club know. Thanks.

## 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** - Paul Springsted of Omaha, Nebraska wants to identify a railroad mileage sign formerly located in

Leavenworth, Kansas. The sign reads: LEAVENWORTH, C.P.Z. 311. He thinks C.P. may refer to Central Pacific Railroad and that the 311 may refer to miles from a specific destination. If you have an answer, email Paul at [paul@springsted.net](mailto:paul@springsted.net). Or, you can just write to the Arkansas Railroad Club and I'll forward via email.

**WANTED** - Dennis Dixon, [dixon@brinet.com](mailto:dixon@brinet.com), is trying to get a history

and maybe photos of the Fourche River Valley and Indian Territories Railway. His father was from Bigelow, Arkansas and mother was from Perry, Arkansas. His mother lived at the wye for awhile and told me of the line. Any information would be appreciated. If you know any answers, you can write Dennis at 508 Big Cove Rd, Waynesville, NC 28786-5487.

## 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 Bell Avenue Industrial Lead extending from milepost 221.1 near SE 18th Street to milepost 217.38 near SW 30th Street, a distance of 3.72 miles, in Des Moines, Polk County, IA. The line includes the Des Moines Station. No effective date given. (STB Docket No. AB-33, Sub-No. 170, decided October 12, served October 18, 2001)

**WEST VIRGINIA - CSX** - To abandon a 0.52-mile line of railroad between milepost CME-11.40 and milepost CME-11.92 near Sarah Ann, in Logan County, WV. Effective December 11, 2001. (STB Docket No. AB-55, Sub No. 600X, decided October 31, served November 9, 2001)

**ARKANSAS - UNION PACIFIC** - To abandon a 0.63-mile rail line over the Junction Bridge Line from milepost 343.65 to milepost 343.02, and a 2.1-mile rail line over the Rock Street Industrial Lead from the Amtrak connection near milepost 345.3 to milepost 347.4 near E. 6th Street, a total distance of 2.73 miles, in Pulaski County, Little Rock, AR. Effective December 20, 2001. (STB Docket No. AB-33, Sub No. 185X, decided November 6, served November 20, 2001)

## ARKANSAS RAIL NEWS

### 1899 CHOCTAW/ROCK ISLAND FREIGHT HOUSE DEMOLISHED

(Little Rock) - On November 21, 2001, the historic 1899 Choctaw, Oklahoma & Gulf (later Rock Island) Freight Terminal on East Second Street in Little Rock was demolished by the City of Little Rock for construction of the new Clinton Presidential Library. Efforts to save it were in vain. Minds were made up, and as we all know, a mind is a terrible thing to change. Below is the article as written in the November 22 (Thanksgiving Day) *Arkansas Democrat-Gazette*. It was on the FRONT PAGE. (It also made the news on CNN Thanksgiving night several times). It is used with written permission of the managing editor of the *Democrat-Gazette*. The photos are by Ken Ziegenbein, not from the paper.

### Crew quick to demolish 1899 station at library site

ELISA CROUCH  
ARKANSAS DEMOCRAT-GAZETTE

The old May Supply Co. building and the century-old freight station within it became bygones in the Clinton library saga Wednesday morning as backhoes dug their



teeth into brick and metal and tore the buildings apart. About 18 hours after the Little Rock Board of Directors approved a demolition contract, only about half of the green metal warehouse remained standing.

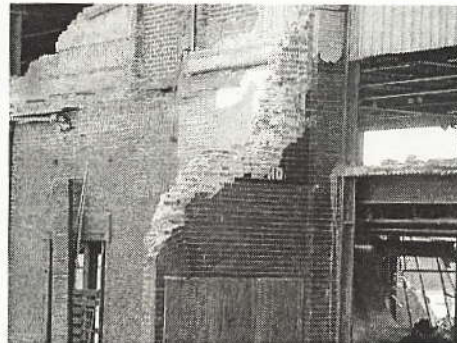
The 102-year-old Choctaw train depot,



partially hidden inside, is now rubble. Most

of the artifacts the crew was ordered to salvage were underneath the pile of debris. The owner of the demolition company assured that they could be saved.

The quick action came as a surprise to about everybody, including city directors and Little Rock's purchasing manager, Jerry



Paul, who said he hadn't seen the usual bond documents needed for such work to begin. Though the building had been slated for demolition for years, few, including Mayor Jim Dailey, said they expected it so quickly, especially the day before Thanksgiving.

"I don't think this is anything precipitous," Dailey said, "but really a matter of trying to move it forward in a timely fashion." Unaware that demolition had begun, attorney Greg Ferguson, whose campaign to save the Choctaw freight station began in August, filed in U.S. District Court a request for an injunction Wednesday morning against Little Rock, the William J. Clinton Presidential Foundation and several federal agencies. An injunction would have stopped

demolition of the depot, but because it had been torn down, there was little U.S. District Judge G. Thomas Eisele could do.

Ferguson filed the complaint shortly before noon, after spending all night drafting it in his North Little Rock law office. For weeks he has argued that Little Rock officials would be circumventing federal law by tearing down the freight station without conducting a historical view.

Despite urgings from the Arkansas Department of Heritage, Little Rock City Attorney Tom Carpenter said such a review was unnecessary because the Clinton Presidential Center wouldn't require the federal permits and funding that the National Historic Preservation Act stipulates. Assistant City Manager Bruce Moore said



the timing of the demolition had nothing to do with the debate over the depot or the scheduled groundbreaking for the Clinton library in early December.

"You have holidays, you have bad weather coming up, so the contractor moved forward

the first day after board approval," Moore said, adding that he didn't anticipate Ferguson filing for an injunction. About the time Ferguson was at U.S District Court on Wednesday morning, Kevin Dillon, owner of Rogers & Dillon Demolition and Excavation Inc., took a break from his work at the May Supply Co. building and pulled a hamburger from a Rally's sack. "A saga's coming to an end," Dillon said, chewing his lunch as a bulldozer clawed through the east wall of the red-brick freight station. When asked if construction crews would be at the



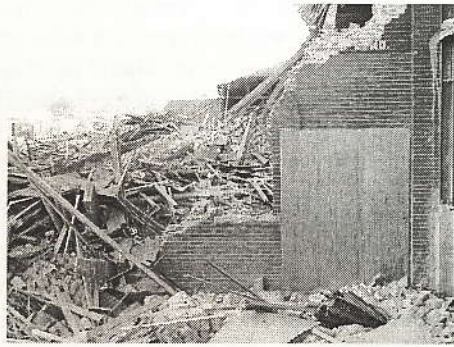
site later in the day, Dillon said they would leave as soon as the depot was gone. Demolition wouldn't resume until next week.

The movement to save the depot began more than 18 months after Clinton's library architects began their design work and about 6 months after final design plans were made public. Sketches show the archives wing of the library complex where the freight depot once stood. At the Wednesday afternoon hearing, Eisele told Ferguson that his request for an injunction was moot because the freight station, by 1:30 p.m., was demolished.

"I believe the city knew this action was going to be filed and engaged in an effort to circumvent the legal process by tearing down this building so your honor could not rule on this," Ferguson said. "The question is, why did you wait until noon today to file this lawsuit?" Eisele asked. After the hearing, Ferguson explained his strategy: "We were hoping the [city] board would do

something last night," Ferguson said, referring to the City Hall discussion on the contract Tuesday. "I was giving them the benefit of the doubt. ... This is fishy," he added, shaking his head. "This is really fishy. And it stinks."

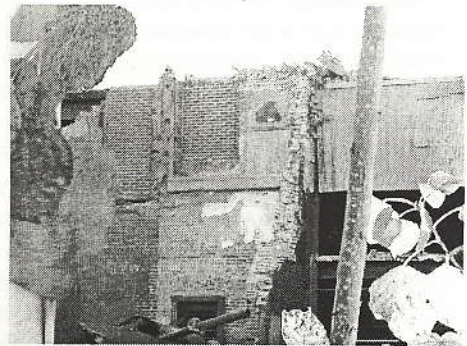
Razing the May Supply Co. building and the Choctaw freight depot was one of the city's final responsibilities in preparing the



Clinton library site for construction. In 1997, President Clinton selected the 27.7-acre location along the Arkansas River on the condition that Little Rock purchase the land and clear it. Legal tangles with May Supply Co.'s former owner, Eugene Pfeifer III, delayed the city from acquiring all of the property. But on Nov. 1, the Arkansas Supreme Court unanimously affirmed Little Rock's taking of Pfeifer's 2.9 acres on East Second Street. Skip Rutherford, president of the Clinton foundation, announced a Dec. 5 groundbreaking for the library.

The Supreme Court's ruling became final Tuesday, just hours before city directors approved the \$124,900 demolition contract. But even before the contract was signed, another contractor had removed asbestos from the building.

"I guess this is a way of telling Mr. Ferguson it's over, it's done, goodbye," said City Director Genevieve Stewart, the only city board member to vote against the demolition contract Tuesday, after she learned about the razing of the freight station. "I just think it was a rush to hush



him up."

The Choctaw freight depot was a two-story brick structure built in 1899 beside the Choctaw passenger station, which the Clinton foundation plans to save and renovate for the Clinton School of Public Policy. After the bulldozers began tearing down the metal warehouse that encapsulated the depot, Robert Best, who owns Best Metal Studios across the street, said he considered rushing home for his camera. "It was impressive," he said, describing the arched windows and doorways, and brickwork he'd never seen before. "It's a shame they had to wait so long to try to save it."

*Information for this article was contributed by Jake Sandlin, Austin Gelder and C.S. Murphy of the Arkansas Democrat-Gazette. This article was published on Thursday, November 22, 2001*

### UNION PACIFIC ABANDONS BRIDGE

*(North Little Rock)* - Union Pacific applied to abandon the Junction Bridge over the Arkansas River in November, plus about 2 miles of track on the south side of the river that run through the River District and Clinton Presidential Library's future site. While UP donated the bridge, the cities need to buy the other rights of way from UP. North Little Rock Mayor Pat Hays also wants to buy the track that runs north of the bridge past the Alltel Arena and get rid of the berm (embankment) and turn the area into public plaza. *(The Times, November 22, 2001)*

## GENERAL RAIL NEWS

### UP 3985 TOUR

(Texas, late October 2001) - Union Pacific ran a special train from Cheyenne, Wyoming to Houston, Texas and back in late October to help the Houston Grand Opera raise money. The famous steam locomotive #3985 was in charge of the train. There were no public excursions. It returned through Waco, College Station and Fort Worth through Oklahoma October 29 through 31. (Dallas Morning News, via Dan Barr)

### BNSF CUTS BACK

BNSF plans to sell 1,000 miles of lines and cut 400 jobs over the next year due to flat revenue and lower profits. In the three months ending September 30, BNSF made a profit of "only" \$225 million (as opposed to \$259 million a year earlier. Meanwhile, at least two other railroads had sharp rises in profits, including CSX, where profits rose 60% and Canadian National rose 17%. (Dallas News, October 24, 2001 via Dan Barr)

*History: Largest one-day conversion of narrow gauge to standard gauge. 2000 men between 5 A.M. and 6 P.M. converted 418 miles of track on the Cotton Belt, then known as the St. Louis, Arkansas & Texas, from Bird's Point, MO to Texarkana, AR, October 18, 1886.*

### NIGHT TRAINS IN TRAVERSE CITY

(Traverse City, Michigan) - the Tuscola and Saginaw Bay Railway Co. have resumed late-night runs north of Cadillac into Traverse City early in November after officials said they received a mostly-negative response when they switched to

daytime train runs back in mid-April. That was after the trains had operated exclusively at night for the past 10 years. According to TSB railway president James Shepard, "Those who had a reaction preferred we run at night, and not be adding to the traffic up there in the daytime," Freight trains from TSB average two to three trips a week into the Traverse City area, where its major freight customers include Cherry Growers in Grawn and Integrity Iron and Metal Co. in Garfield Township. Trains also run north to Petoskey around three times a week, Shepard said. (Editor: *this wouldn't be too good a train chasing town - on some Sunday mornings UP averages 4 trains AN HOUR through Little Rock*). The trains to Traverse City include up to eight freight cars while runs to Petoskey can include 15 to 20 freight cars, although those trains are much shorter than the 100-plus car trains that are common in areas downstate. (Traverse City MI Record-Eagle - November 17 2001)

### RELOCATE BUSY CSX TRACKS?

(Gulfport, Mississippi) - An estimated \$4 million in federal funds is expected to be made available for a study on moving the CSX railroad tracks north of Interstate 10 from Mobile to New Orleans. Relocating the tracks could cost more than \$1 billion. The cost of a new east-west road could top \$200 million. (Read in a south Mississippi newspaper in mid November, 2001)

### MAJOR NEW RAIL LINE/REHAB

(Midwest) - The Surface Transportation Board Nov. 19 released its final Environmental Impact Statement (EIS) on

Dakota, Minnesota & Eastern Railroad Corp.'s (DM&E) proposed \$1.5 billion Powder River Basin expansion project. The final EIS brings DM&E one step closer to regulatory approval of its plan to construct 280 track miles in western South Dakota and eastern Wyoming, and upgrade 600 track miles in South Dakota and Minnesota to access Powder River Basin coal mines. The final EIS estimates that the project's environmental mitigation costs likely would exceed \$140 million and offers environmentally-preferable alternatives for DM&E's track construction proposals. Edison Electric Institute's (EEI) Alliance of Energy Suppliers - an association of U.S. investor-owned electric utilities - welcomed the final EIS. Currently, only Union Pacific Railroad and Burlington Northern Santa Fe extend into the PRB. EEI officials believe the addition of a third line would spur competition among coal shippers, helping reduce transportation costs by 20 to 30 percent and providing greater access to coal that's 40 percent cheaper than other western sources and 75 percent cheaper than eastern coal.

### RAILROADS DOING O.K.

The Nation's major railroads are generally doing pretty good during this economic slowdown. UP, CSX and NS all said they are finishing the year a little ahead of last year, one reason being lower fuel costs. BNSF's earnings fell slightly and they are doing some cutbacks and layoffs. Industry-wide, October volume was up on slightly due to coal, grain and metallic ore. (Dallas Morning News, November 13, via Dan Barr)

## AMTRAK NEWS

### AMTRAK RESPONSE TO ARC FINDING

('Wrong decision at the wrong time') - The decision of the Amtrak Reform Council (ARC) is the wrong decision at the wrong time. The Council is charged under the law to account for "acts of God, national

emergencies, and other events beyond the reasonable control of Amtrak." Despite the current National Emergency declared by President Bush, and the heightened public service role that Amtrak has assumed since September 11, there is no evidence that the ARC adequately considered this factor when

it voted to have Amtrak draw up a plan to liquidate. In addition, the Council also must take into account whether Amtrak has received adequate capital funding based on the DOT Inspector General's 1998 assessment. Amtrak's capital funding has fallen hundreds of millions of dollars short



of this assessment. There is no indication that the ARC adequately considered this capital shortfall. In the meantime, Amtrak intends to continue serving its customers. (*Amtrak Press Release via Daryl Stout*)

### LAWMAKERS SAY CONGRESS WON'T LIQUIDATE AMTRAK

A bipartisan group of U.S. senators pledged on Monday to block any attempt to liquidate Amtrak, calling on the White House to assure the passenger rail service's creditors that dissolution was not an option. Twenty-one lawmakers, mainly from the Northeast where Amtrak has its most successful route, wrote to President Bush that the railroad's credit has been badly damaged since a congressionally appointed board that oversees its finances recommended earlier this month that Amtrak be restructured or liquidated. Senate lawmakers reminded the White House, however, that liquidation would not happen without their support and they were not about to give it.

"Amtrak cannot be liquidated without the Senate's approval, and we will oppose any effort to do so," the lawmakers said in the letter dated Nov. 16. "We hope you will join with us in reassuring Amtrak's creditors that liquidation is not an option."

### AMTRAK SERVICE TO MAINE

It's been more than six years in the making, but train service finally is returning to Maine: Tickets for Amtrak's Downeaster, traveling from Boston to Portland, Maine, went on sale Nov. 14. Regular Amtrak service will start December 14.

### AMTRAK FACTS AND WOES

Budget shortfalls and criticism continues with Amtrak. One of Amtrak's leading critics is Sen. John McCain, R-Ariz. Earlier this year, McCain said Amtrak should not be a "money pit" and called the proposed High Speed Rail Investment Act "another desperate attempt by Amtrak to receive federal money without any accountability." The bill would let Amtrak sell \$12 billion in bonds to help finance high-speed rail projects around the country. Amtrak supporters argue that criticism of transportation subsidies is fine -- it just needs to be spread around. "There's nothing wrong with this argument if you apply it

evenly, but if we apply that principle only to rail and not to aviation and highways, you have a tremendous skewing of investment," says Scott Leonard, assistant director of the National Association of Railroad Passengers (NARP). Leonard and others point to a longstanding "investment gap": in fiscal year 2001 federal highway investment totaled \$33.5 billion, while aviation spending was \$12.6 billion. Intercity rail got only half a billion. Amtrak also lacks a predictable mechanism for capital investment, such as the taxes on gasoline and airline tickets that provide a ready source of funds for road and airport infrastructure. The railroad goes begging every year.

Amtrak's history over the last three decades, however, is just the latest chapter in a story that stretches back more than a century. Deliberate decisions have sacrificed U.S. passenger rail for the sake of promoting highway and air travel. "We are being affected by policy decisions that were made as long as a hundred years ago," says Leonard. The best one-word way to explain the current U.S. rail situation is "underinvestment." Instead, most of the investment has gone to highways and air travel. "As for road, rail and air, rail is the only one of the three to have paid for its own infrastructure, which immediately puts it behind the eight ball." Much existing rail infrastructure was built with private funds, while federal and state governments have arranged much of the funding for projects like highways and airports. Making matters worse, Amtrak runs most of its routes over tracks that are owned by private freight railways, making it subject to freight delays that it has little or no control over.

"In public policy terms, Americans think of road spending as essential infrastructure, rail spending as an expense. This results from 75 years of conditioning," says Goddard. In his book "Getting There," Goddard notes the widespread and genuine resentment of monopolistic railroads in the 19th and early 20th century, but he describes other excesses as well, such as U.S. officials who brazenly promoted highway development. Goddard writes that Tom MacDonald, the director of the U.S. Bureau of Public Roads for 30 years until 1953, "could not have been a more effective spokesman for the [motor] industry had he been on a full-time retainer to it." He largely

credits MacDonald for reshaping the U.S. transportation landscape in favor of highways at the expense of rail. Then in the '50s, Goddard says, the U.S. interstate system was built with Congress paying 90 percent of highway costs. Similarly, the airline industry has received significant federal aid as well. Most recently, this took the form of a \$15 billion bailout package for the airlines in the wake of Sept. 11. And looking further back over time, James Coston -- a member of the Amtrak Reform Council who voted against the decision that requires liquidation plans -- says direct and indirect airline support, such as airport construction and pilot training in the military, has made the airlines "the beneficiaries of one of the largest taxpayer subsidies in the history of American socialism."

Efforts like these "created the paradigm" that American transportation is still in today, says Goddard. Instead, he says, we need to think "intermodally." "Let's become Europeans," says Goddard. "They began thinking intermodally more than a century ago. A truly intermodal system is one that operates as a team and in which the capacity of each mode can absorb the traffic of the others when one of them is at risk."

Some of Amtrak's biggest critics are Republicans such as John McCain and Sen. Phil Gramm, R-Texas, but the railroad also has bipartisan support. In addition to a wide variety of Democrats, Amtrak supporters include Gramm's Republican Texas colleague Sen. Kay Bailey Hutchison, a sponsor of the High Speed Rail Investment Act (HSRIA), and New York Republican Rep. Jack Quinn, chairman of the House Transportation and Infrastructure Subcommittee on Railroads. Quinn says the Amtrak Reform Council's liquidation decision "could not have come at a worse time."

The debate is not so much over whether passenger rail has a role. Instead it's a disagreement between those who believe Amtrak cannot do what needs to be done, and those who think it can -- if longstanding problems are addressed. On the anti-Amtrak side are critics like Paul Weyrich, vice chairman of the Amtrak Reform Council's board of directors. Weyrich, a conservative activist and president of the Free Congress Foundation who also served on the Amtrak board for six years and played a role in

getting President Nixon to sign the bill that created Amtrak in the first place, says he has been an Amtrak booster for most of the railroad's existence. But he doesn't support the railroad anymore. "I am for a national passenger-rail system, and I am for the government investing a lot of capital in it, but we ought to be able to put a system together that at least breaks even," Weyrich says. "Amtrak is broken. It cannot be fixed. Congress can continue to pour endless sums of money into it, but it's never going to prove itself because the culture is such that it can't."

"Amtrak was a system that was inherited from the freight railroads. A lot of the attitudes and practices that were part of the old way of operating railroads came with Amtrak and it has been almost impossible to get rid of it. There are routes where you have pretty good service, but there are routes where the attitude is surly, the food is lousy, the trains run hours and hours late."

In its defense, Amtrak says it has changed significantly in the last several years by trimming costs, rolling out service improvements like Acela high-speed rail, partnering with other businesses like airlines and car-rental companies, starting a guest-rewards program similar to frequent-flyer programs, and offering a satisfaction guarantee: The agency offers passengers an equivalent credit toward another trip if they aren't happy with Amtrak service. Amtrak also has consistent proponents, such as Sen. Joe Biden, D-Del., and others who have

come to its defense in the wake of the Amtrak Reform Council's finding. "Now is not the right time to do this," says Quinn. "I understand that Amtrak might have difficulty making the self-sufficiency deadline, but now is not the right time to begin the liquidation process."

Amtrak also has significant support at the state and city level, in the form of endorsements for the High Speed Rail Investment Act from the U.S. Conference of Mayors and the National Governors' Association.

On Oct. 11, Sen. Ernest Hollings, D-S.C., introduced the Railroad Advancement and Infrastructure Law of the 21st Century. Also known as Rail-21, the bill would remove Amtrak's self-sufficiency deadline next year, authorize \$3.2 billion for new security and capacity needs, and provide funds for capital investment, including \$35 billion in direct loans for passenger rail, freight rail and security enhancements. Hollings says Sept. 11 "not only proved that Amtrak works, but that Amtrak is a critical part of our transportation infrastructure during a national emergency." Going even further, in a way, is a bill introduced on Sept. 25 by Rep. Don Young, R-Alaska, the Rail Infrastructure Development and Expansion Act. The bill would provide a total of \$71 billion in bonds and loans for freight and passenger rail projects. "The tragedies of Sept. 11, and the resulting short-term cessation of air travel, demonstrated the need for transportation alternatives for passengers. It is time for the United States to

make high-speed passenger rail a transportation priority," said Young in a statement.

"No national railway of a developed country has ever run a profit. They're not supposed to. The correlative economic and social benefits they throw off -- bringing commuters to taxpaying corporations daily for one thing -- more than offset any net loss they suffer." Operating expenses can be reduced, but rail proponents argue that capital investment needs to be provided for rail, just as it is for other forms of transportation, and just as it is for other public services.

Anti-Amtrak conservatives do not like the idea of letting the rail agency off the self-sufficiency hook, but there may be a growing recognition in the wake of Sept. 11 that the United States has to invest more money if it wants better rail service. Amtrak cites figures showing U.S. per capita rail spending at Third World levels; figures from the European Conference of Ministers of Transport and U.S. Congressional Budget Office highlight the stark contrast in priorities: Of Germany's total transportation capital spending, 21.7 percent goes to rail; France spends 20.7 percent; the United States spends 0.4 percent. "You get what you pay for," says Leonard at NARP. "Those countries have paid for an excellent rail system, and we haven't."

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**MARYLAND - MARCH 1-2, 2002 - Brass Expo & Fine Art of Model Railroading** - The Elliott City Scale Model Railroading Association will present the Brass Expo & Fine Art of Model Railroading in Hunt Valley, Maryland on March 1-2, 2002. Over 180 tables of new and used brass model railroading items. There will be a "white elephant" table available to all patrons, with 10% of those sales going to the organizers. Admission is \$10 per day, \$15 for both days. Contact Howard Zane, 410-730-1036, email: [hzanel@home.com](mailto:hzanel@home.com) or the web: <http://www.gsmts.com>

**MARYLAND - MARCH 23-24, 2002 - Scale Model Train Show** - The Elliott City Scale Model Railroading Association presents its annual Great Scale Model Train Show on March 23-24, 2002 in the Cow Palace at the state fairgrounds, 2 miles north of I-695 in Timonium, Maryland. Over 700 tables will be there. Admission is \$6. For information, call Howard Zane, 410-730-1036.

# The Alzheimer Branch of the Cotton Belt

by

*Kenneth Hensley*

The Little Rock & Eastern Railway company filed articles of association on February 18, 1887. The road was projected to run between Little Rock through Argenta (North Little Rock) to Alzheimer on the Cotton Belt. The capitol stock was \$650,000 Commissioners were appointed to open books<sup>1</sup> \$50,000 worth of stock was subscribed for, principally by S. W. Fordyce and R. C. Kerens, officials of the St. Louis, Arkansas and Texas Railway Company In Arkansas and Missouri.<sup>2</sup>

Two months later the *Gazette* reported that the Little Rock and Eastern Railway would be finished in time to haul the present crop according to John C. England, St. Louis, Arkansas and Texas Railroad right of way agent for the Alzheimer branch as the L. R. & E. was already being called. According to Mr. England the road would be thirty-three miles in length, have only one bridge of any length and have a grade of not more than eight feet to the mile. He predicted that the road would be ready for rolling stock within ninety days of the completion of work which should begin right away. According to the *Gazette*, "This road passes through one of the most beautiful and best farming sections of the State"

The light grade will make it an easy matter to haul long freight trains and for Passenger Trains to make good time. There is no projected road running into Little Rock in which the citizens are more interested and generally more anxious to have completed<sup>3</sup>

A week after the article appeared in the *Gazette*, the *Pine Bluff Press Eagle* quoted John England as saying that except for initiating a few condemnation suits at the north end he has completed his work. He and the chief engineer planned a trip over the line within a week. After this trip the work on the line would begin<sup>4</sup>

Mr. England was premature in his forecast of when construction would begin. A month and a half later on July 2, the *Gazette* printed a special to the paper from St. Louis. This article reported that William Kerrigan, had resigned as general manager of the Missouri Pacific Railroad and would move to Little Rock, Arkansas where he would go into the railroad construction business with Col. J. H. McCarthy. The article stated that the firm had already been awarded two contracts by the St. L. A. & T. one to build the Alzheimer Branch and the other to build a branch from Lewisville, Arkansas to Shreveport Louisiana. Col. Fordyce was quoted as saying that the work on the Alzheimer Branch would begin immediately.<sup>5</sup>

*The Arkansas Gazette* announced on July 12, 1887 that the Alzheimer branch was letting contracts. They reported that the well known railroad construction firm of Kerrigan & McCarthy (this firm was only about ten days old) was pushing construction on the Alzheimer Branch and it would be turned over to the operating department this fall. According to the paper the road would not enter the city owing to the high prices of real estate in the eastern part of the city and the difficulty of obtaining right of way in that part of town where suitable grounds can be secured for terminal facilities. The road will intersect the Memphis and Little Rock Line two miles east of Argenta and trains would run into Little Rock over their tracks using their tracks.<sup>6</sup>

Though the Cotton Belt had been involved in the construction of the L.R. & Eastern since the beginning, they didn't consolidate until August 13, 1887<sup>7</sup> But, a large amount of stock had been subscribed to by Cotton Belt Officials and early on the line was being referred to as the Argenta

branch or the Altheimer branch.

The L.R. & E. was not the only railroad between the Cotton Belt main line and Little Rock via Argenta on August 23, the *Pine Bluff Weekly Press-Eagle* printed a paragraph "Work was begun last week upon the Pine Bluff and Swan Lake railway in the direction of Argenta, which is to be its northern terminus. A number of eastern capitalists have lately become interested in this road and will at once take the necessary steps to push it through to Monroe, La. Making it one of the finest roads in the state. The reorganization of the company will take place at an early day."<sup>8</sup> This road would cross the Cotton Belt at Rob Roy a station 4 miles south of Altheimer.

At the time the road in question was in turmoil. Charles Neel the original owner of the road was in financial trouble. Though the paper referred to the road as the Swan Lake road this was no longer its name. It had been through two name changes since it was known as the Swan Lake Road. At the time of the paragraph it was the "Pine Bluff, Monroe and New Orleans Railway Company" and had been since June 19, 1886<sup>9</sup> Plans to extend the road to Argenta had been in the works since December of 1884. The *Pine Bluff Weekly Press-Eagle* announced on December 20<sup>th</sup> that the Little Rock, Pine Bluff and White River Railway Company (name change number one) had been incorporated and that the road would be extended from Rob Roy to Argenta.<sup>10</sup> This extension did not materialize.

Nor did the Altheimer Branch get completed by the fall of 1887. The winter months brought unusual winter weather which put work behind about five months. According to W. S. Haywood, the Altheimer branch engineer. The road would have been completed except for the incessant rains, freezes and snows.<sup>11</sup> On March 14, 1888 a reporter for the *Gazette* encountered John England the attorney for the Little Rock Branch and Mr. Heywood, the engineer at the Capitol Hotel. According to these men the road had been completed to just this side of Toltec and was progressing at a mile and a quarter a day.<sup>12</sup> Two weeks later the *Gazette* said the road would be completed in ten days.<sup>13</sup>

A *Gazette* correspondent in Pine Bluff interviewed W. S. Haywood, the Altheimer branch engineer on April 4, 1888, There had been a rumor that the line would be deflected at Toltec and go to Hot Springs in stead of Little Rock. Haywood said that there was absolutely no truth to this rumor. He said that the line would connect with the Memphis and Little Rock within two or three days. He also said that he thought the road would make a profit.<sup>14</sup>

On April 7, 1888 The *Gazette* announced, that the Little Rock Board of trade was making preparation for celebrating the completion of Altheimer branch the following Monday, April 9<sup>th</sup>. The Board of Trade decided in a regular meeting that a suitable observance should be held to assure the officers of the railroad company the good will of the people of Little Rock One of the Board officers was to confer with Mr. Haywood as to the exact hour of completion so that a program could be completed. Major Dunn commander of the United States Arsenal offered a detachment of Artillery to fire a salute to celebrate the completion.<sup>15</sup> Whether the plans were carried out is unknown because the festivities were for some reason not covered by the paper. In an issue published 7<sup>th</sup> the *Pine Bluff Graphic* reported that the road had been completed and that a celebration will be had. It also mentioned that this was the sixth road to enter the capitol city.<sup>16</sup> On the 17<sup>th</sup>, The *Pine Bluff Press Eagle* reported that the Altheimer Branch had been completed to the Memphis and Little Rock Road just east of Argenta but no attempt would be made to enter Little Rock at this time.<sup>17</sup> Though three newspapers mentioned the completion of the road and two mentioned the planned celebration marking the completion, none reported the celebration. Did they have the celebration?

During the building of the road towns began springing up and towns already there mushroomed. A post office named Groveland had been established on November 8, 1880<sup>18</sup>. *Polk's Gazetteer and Business Directory and Business Directory* for 1884-5 described Groveland as a post office in Lonoke County 30 miles from Little Rock. It reported its population as 25<sup>19</sup> In the next volume of the *Gazetteer*, for the years 1888-9. The population was given as ten.<sup>20</sup> On the 27 of October, 1888 the name was changed to England<sup>21</sup> in honor of John C. England, the lawyer from Lonoke who was the right of way agent for the road. When Volume 3 of the *Gazetteer* was published in 1892, England had a population of 150. It boasted a lawyer, two physicians, 5 general stores, a livery stable, grocer grist mill, saw mill and two hotels.<sup>22</sup>

In an article in the *Gazette* on March 28, 1888. The author devoted quiet a bit of space to the ancient inhabitants of the region and said the Toltecs had built mounds near the right of way and then reported that a station had been established here and a town had been laid out which was named Toltec in honor of the ancient settlers of the region<sup>23</sup>. A post office was not established here until the 16 of May 1889. By 1892 It was prospering. It had a hotel, the Dixie House, a lawyer, physician blacksmith a meat market, a general store, grist mill and saw mill. Its population was listed at 200.<sup>24</sup>

On January 10, 1890, a post office named Sherrill was established.<sup>25</sup> Like the others it grew quickly. By 1892 it had a population of 800. The businesses included two general stores, three saloons, a boarding house, a sawmill, grist mill, cotton gin, and a doctor. In addition there were several other towns along the right of way of the road, including Tucker, Keo, and Scott.

A little over a year after the Completion of the line, The *Gazette* quoting from the *England Journal*, reported trouble on the Alzheimer Branch.

"We would like to see the Alzheimer Branch get a John L. Sullivan Conductor. One that would make drunken hoodlums respect passengers on the train. We have seen from five to twenty-five perspns drunk, drinking, hallooing, cussing and swearing smoking in the presence of lady passengers, and by no means in the absence of the conductor"<sup>26</sup>

On June 21, 1890 an unusual accident occurred on the Alzheimer road. The company was building up the roadbed. Every morning the train going to Little Rock would pick up empty gravel cars and push them ahead of the engine to the gravel switch, where they were loaded. Every evening on the train's return from Little Rock the train picked up loaded cars and dropped them off at the work site. On June 21, They picked up five empties and traveled about ten miles. Several pigs ran across the track. One started to follow the others and stopped on the track. He was hit by a wheel of the first car. A brakeman named Sam Lowman was on the first car. When the car derailed he was thrown into the air and landed breaking both legs fracturing his skull and causing internal injuries. He lingered for four days and died early on the morning of the 13.<sup>27</sup>

The trains on the Alzheimer Branch didn't have very good luck as far as animals were concerned.

In September of 1891 The Little Rock-Pine Bluff Local wrecked a few miles west of England. The site of the wreck is one of the worst places on the branch. A bayou crosses the track on a bad curve. A horse crossed too close to the engine and the engine hit it. The engine overturned and rolled down the embankment. The fireman and engineer were trapped in the engine. Fireman Coshey was trapped but got out he had two ribs broken. was scalded and was injured internally but as soon as he got out he began working to free Mr. Lynch, the engineer who was pinned under the engine being roasted to death by the steam. He nearly had him freed when the train crew which had been in the passenger cars arrived at the engine. Using crowbars and finished the

job. The two men were taken to Pine Bluff. Engineer Lynch died the next morning but Fireman Coshey recovered.<sup>28</sup>

In March of 1896 another incident involving an animal occurred on the Altheimer branch. In early March, J.B. Kelley, the Roadmaster had been a passenger on a freight train looking over the tracks. The engineer discovered a mule stuck in a cattle guard. He whistled "down brakes" and quickly stopped the train. Kelley was one of the first out to investigate. A section gang was at work near by and they were summoned to help free the mule. To hurry matters Kelley began helping. The mule became irritated and reached around and grabbed Kelley by the leg and held on. Kelley had to hit the mule between the eyes to get him to turn loose. "G== d== him, I was trying to help him and that's the thanks I got."<sup>29</sup>

Over the next few years the road lead a prosperous uneventful life.

In December .of. 1909 *The Pine Bluff Daily Graphic* reported that W. T. Wooldridge the attorney for the Cotton Belt Railroad had promised the Argenta City council that work would start on the passenger and freight terminals before December 27. As of December fifth work was already being done along tracks now in place. The road was to enter Little Rock at the Union Station but the new Argenta Depot at Washington Avenue and Maple streets would be more convenient to the hotels and businesses of Little Rock. On the evening of the 4<sup>th</sup> of December the road had been given permission to cross Washington Avenue and connect with the Iron Mountain tracks which run to Union Station. The Railroad was expected to keep close count to see if the Argenta Depot was paying. If as many passengers were getting off at the new depot and going on in to Little Rock.<sup>30</sup>

Six months later, on June 14, 1910 the *Pine Bluff Daily Graphic* reported that they had it on good authority that as soon as the new depot in Argenta was completed that a through passenger service between that point and Shreveport would be established. According to the article there was at that time no through train from Little Rock to Shreveport. That passengers wishing to reach that city were forced to take a round about route and were forced to change cars. With the completion of the Depot the Cotton Belt proposed to operate a through train with Pullmans and day coaches direct from Argenta through Pine Bluff and on to Shreveport.<sup>31</sup>

Since December plans had changed. On July 31, the day before the new depot was to open *The Pine Bluff Daily Graphic* ran an article under the title "Cotton Belt's Getaway Day." In this article the paper informed its readers that the equipment of the St. Louis Southwestern railroad still remaining at the Union Station in Little Rock should be sent across the river to Argenta. The Road was leaving the Little Rock Station and its trains would no longer be using the Baring cross bridge. All business of the road would be conducted in Argenta.<sup>32</sup>

The next day the new depot in Argenta opened with great fanfare. The Cotton Belt's investment in Argenta was not \$500,000 and they had a payroll of \$3,000 a month and Argenta was on a direct connection with the main line of a railroad reportedly known even then for its fast service. The first train was a fast freight that came in at 6:00 that morning. At 8:15, some three hundred prominent people from both cities gathered to see the first train go out.. E. Bosquet was the conductor.<sup>33</sup> The Cotton Belt had two of its legends on hand for the opening. The train was pulled by engine 132. This was the engine that fell through the bridge at Garland City, Arkansas in 1887.<sup>34</sup> The engineer assigned to take the first train out of the Argenta Depot was DeWitt Hope a colorful veteran who had been with the road since October 31, 1889.<sup>35</sup> He would later be one of two engineers assigned to make the regular run between Pine Bluff and Texarkana as engineer of the Lone Star, the Cotton Belts finest Passenger Train when it was instituted in 1916.<sup>36</sup>

Cotton Belt Railroad Officials, including E. A. Peck, the division superintendent E. A. Peck, the Assistant Superintendent, Elmer Richards, J. M. Gaunt, Roadmaster arrived to inspect the situation and assure that operations got started without incident.

With the opening of the Argenta Depot, five offices were closed, the Little Rock freight office, Two ticket offices in Little Rock, The Baring Cross ticket office and the Dixie Oil Mills ticket office. By noon over 2,000 had stopped by.<sup>37</sup> The opening was obviously a success

Up until the late twenties the line did a good passenger business. Miss Grace Hensley whose father, W. H. Hensley worked as a clerk in England during the mid-twenties and Pine Bluff until 1930, remembers riding the train to North Little Rock and then walking across the bridge to shop at Blass.<sup>38</sup>

By the late 1920's the roads had improved to such an extent that highway travel was becoming practical. In early October of 1928, the Cotton Belt announced that it had taken over three bus lines, The Red Ball bus lines, the Krummen Motor Bus Company and the Smith Arkansas Traveler Bus company. The move was described by officials of the company as "the first move in a plan to supplement the Cotton Belt's rail lines service through the state"<sup>39</sup>

Two months later the Railroad announced that six passenger trains would be discontinued and the patrons served by the Southwestern transportation company. Four of the six would be the two trains, each way a day that ran between Pine Bluff and North Little Rock. However the express business would not be affected by the change.<sup>40</sup>

This endeavor lasted about five years and then in October of 1933 the road announced that it would sell its bus company to Greyhound which would become known as Southwest Greyhound.<sup>41</sup> After this passenger service on the Altheimer Branch was not restored.

The road continued to do a freight business. In 1967 the passenger station in North Little Rock burned.<sup>42</sup>

In 1971, the sixty year old freight depot was razed in accordance with the Market Place Plaza Urban Renewal Project. The building was in the path of the proposed riverside drive. It did not reflect the demise of the freight business. In march of that year the freight office had been moved to new quarters at Arkansas Avenue and Buckeye Street. A month later the Southwestern Transportation company, the Cotton Belt's trucking subsidiary moved to Arkansas Avenue and Hazel. With that the business was vacant.<sup>43</sup>

On November 9, 1988 *the England Democrat* published the following article:

### "Rail Traffic will most likely cease"

By Jerry Jackson

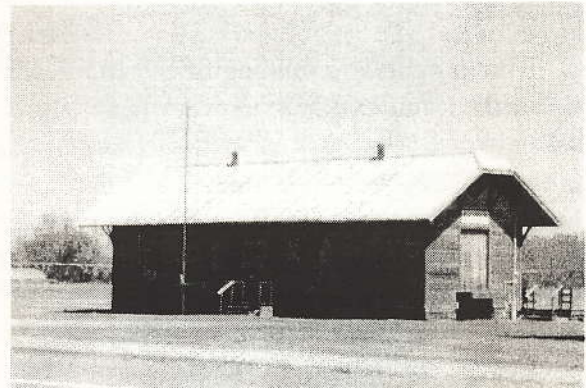
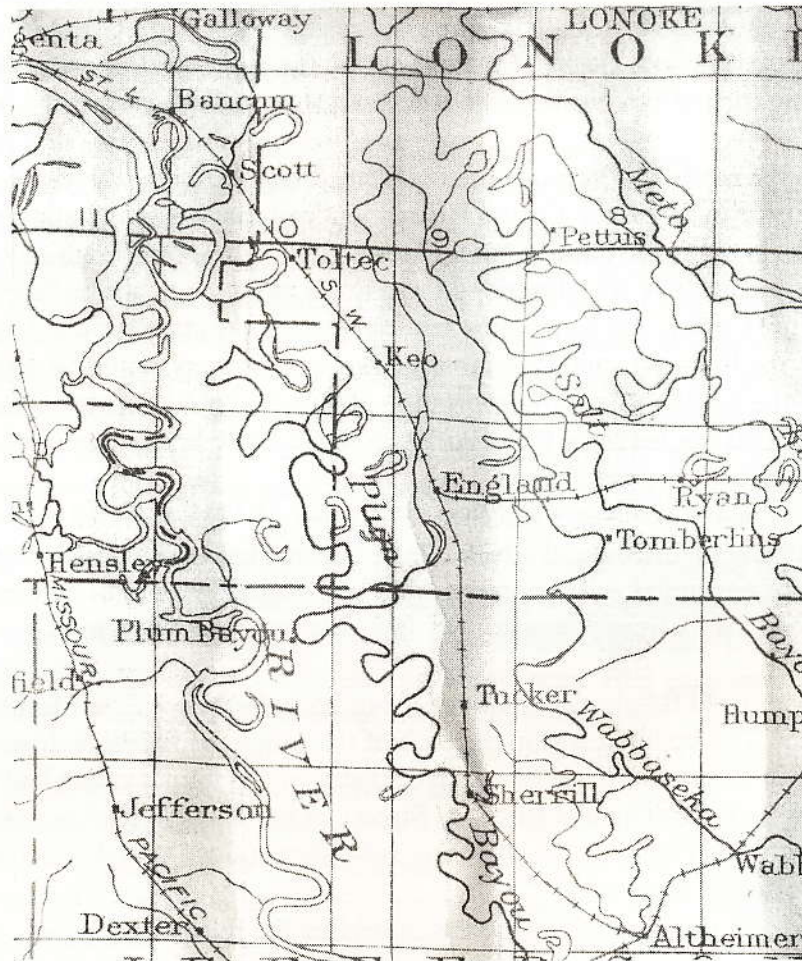
The railroad line running from Little Rock to Pine Bluff through England most likely will discontinue traffic in the very near future. Users of the rail system were informed recently of a \$7.50 per carload surcharge on any traffic moving to and from Little Rock branch stations between Sherrill and Scott, inclusive. Officials said the surcharge is necessitated by declining rail business over the years.

Ken Fisher, Jr. of the England Dryer said his plant this year has shipped approximately 554,400 bushels of rice to Houston, Texas utilizing 168 hopper carloads, and was filling another 18 carloads before the surcharge deadline of November 26 arrived.

Fisher also noted that the surcharge would add about 23 cents to each bushel of grain shipped by rail car and that he would opt to ship by truck to Little Rock or Pine Bluff to enable him to load onto barges and utilize the river traffic.

Fisher said he has already turned down 20 carload orders because of the surcharge.<sup>44</sup>

On May 30, 1990, *The England Democrat* announced that the Union Pacific the parent company of the Cotton Belt had given a caboose built in 1955 to the City of England and brought it to town by rail.<sup>45</sup> Sometime after this and before June 1993 the line was abandoned and the rails taken up. All that remains is the road bed and the old depot at Scott which no longer sits in its original location but by the side of a state highway outside of town.



**LEFT** - Abandoned roadbed through Tucker, Arkansas. **RIGHT** - Scott, Arkansas depot, across the road from its' original location.



## Notes

1. *Arkansas Gazette* February 18, 1887
2. ICC Reports Vol 149 Oct. 1928 - Feb. 1929. Valuation Docket No. 121 P577
3. *Arkansas Gazette*, May 14, 1887
4. *Pine Bluff Weekly Press-Eagle*, May 24, 1887
5. *Arkansas Gazette*, July 2, 1887
6. *Arkansas Gazette*, July 12, 1887
7. *Arkansas Gazette*, August 14, 1887
8. *Pine Bluff Press Eagle*, August 23, 1887
9. ICC Reports Vol 149 Oct. 1928 - Feb. 1929. Valuation Docket No. 121. P501
10. *Pine Bluff Weekly Press-Eagle* December 20 1884
11. *Arkansas Gazette*, April 5, 1888
12. *Ibid.*, March 15, 1888
13. *Arkansas Gazette*, March 28, 1888
14. *Arkansas Gazette*, April 5, 1888
15. *Arkansas Gazette*, April 7, 1888
16. *Pine Bluff Graphic* April 7, 1888
17. *Pine Bluff Press Eagle*. April 17, 1888
18. *Records of the appointments of Postmaster. 1822-1871.* National Archives Microfilm 841 Roll 7. Lonoke Co.
19. *Polk's Gazetteer and Business Directory and Business Directory for 1884-5* Vol 1 p250
20. *Ibid.* 1888-9 Vol. 2 P. 476
21. *Records of the appointments of Postmaster. 1822-1871.* National Archives Microfilm 841 Roll 7. Lonoke Co.
22. *Polk's Gazetteer and Business Directory and Business Directory for 1892-3.* Vol. 3 P. 164
23. *Arkansas Gazette*, March 28, 1888
24. *Polk's Gazetteer and Business Directory and Business Directory for 1892-3.* Vol. 3 P. 484.
25. *Records of the appointments of Postmaster. 1822-1871.* National Archives Microfilm 841 Roll 7. Jefferson Co.
26. *Arkansas Gazette*, July 18, 1889
27. *Pine Bluff Weekly Commercial*, June 22, 1890
28. *Pine Bluff Weekly Commercial*, September 13, 1891
29. *Pine Bluff Press Eagle*. March 1, 1896
30. *Pine Bluff Daily Graphic*, December 16, 1909
31. *Pine Bluff Daily Graphic*, June 14, 1910
32. *Pine Bluff Daily Graphic*, July 31, 1910
33. *Pine Bluff Daily Graphic* August 2, 1910
34. *Daily Texarkanian* December 1, 1894 This incident has been recounted several times An account of the incident can be found in **Land of Cypress and Pine** by James Leslie. Rose Publishing Company, 1976. Pp. 99-106. Also in *Cotton Belt News*,. January, 1946.
35. "Roster of Railroad Men employed on the Northern Division St. L. & S.W. R. R". (1923?)
36. *Pine Bluff Commercial*, January 17, 1916. For an account of an accident that DeWitt Hope was involved in see the *Cotton Belt Star*, March 1998 "Excitement at Goldman" By Lynn N. Gaines, Jr.
37. *Pine Bluff Daily Graphic* August 2, 1910
38. Interview with Miss Grace Hensley of Sheridan, Arkansas' October 11, 2001
39. *Pine Bluff Commercial* October 6, 1928
40. *Pine Bluff Commercial* December 8, 1928
41. *Pine Bluff Daily Graphic* October 5, 1933 For more information on the Southwestern Transportation co. see *Cotton Belt Star*. December, 1998 "A History of the Southwestern Transportation Company's Motor Bus Operations" By Jim Bennett
42. "Razing Cotton Belt Depot at NLR Starts, Brings End to Another Rail Era" *Arkansas Gazette*, July 13, 1971
43. *Ibid.*.
44. "Rail Traffic will most likely cease" By Jerry Jackson *England Democrat* November 9, 1988
45. *England Democrat* May 30, 1990.

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).

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**TOP:** BNSF mixed train on Union Pacific trackage rights, northbound past Union Station in Little Rock, Arkansas, Sunday, October 21, 2001. **BELOW:** Club member Brian Smith photographs another train at Union Station, same date. We had 7 trains in 2 hours that morning. *(Ken Ziegenbein photo)*

