

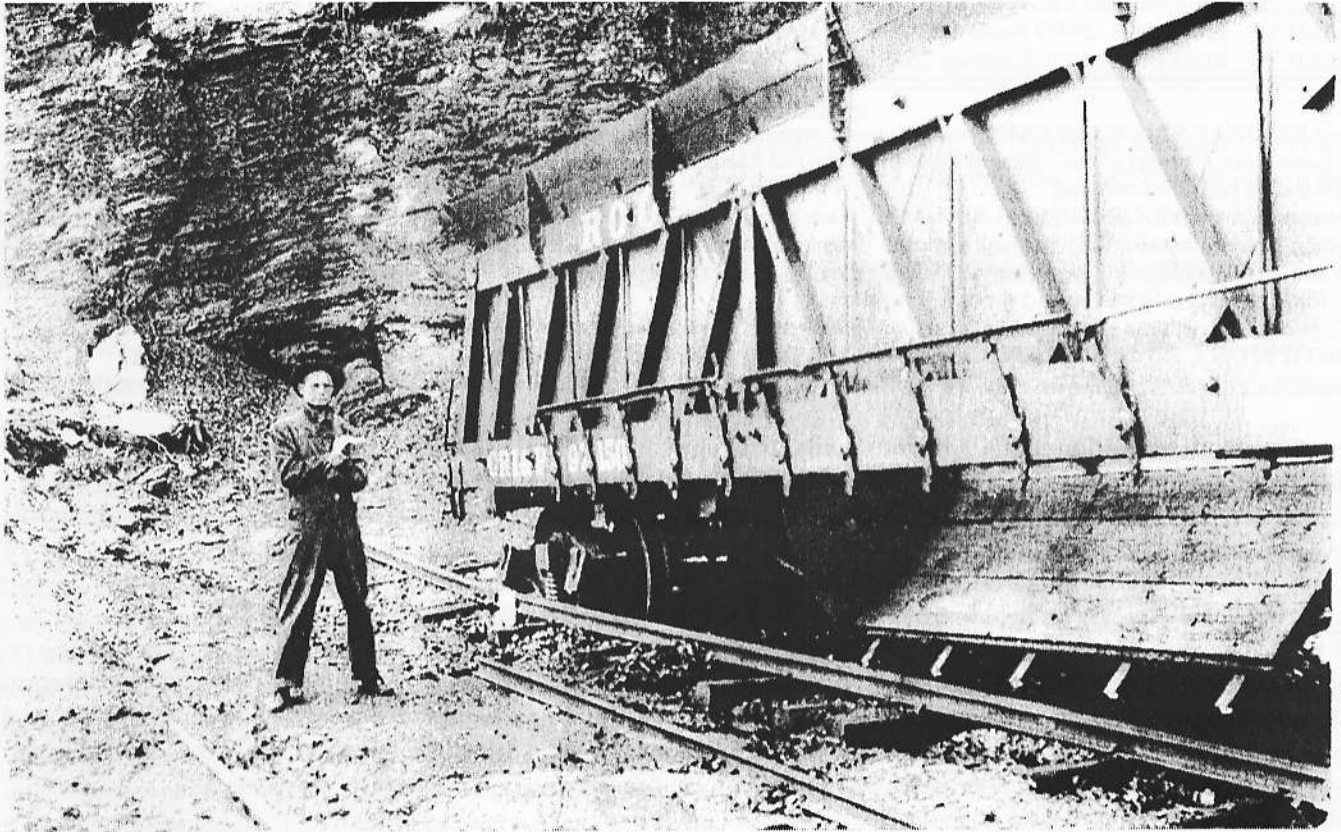


ARKANSAS RAILROADER

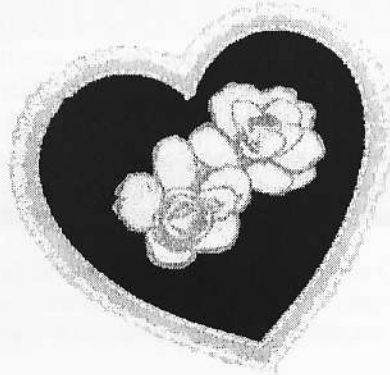


Little Rock Chapter
NRHS

VOLUME 35 NUMBER 2 FEBRUARY 2004



The lady who sent me this photo, Margaret Wilton, says it was taken near Hartford, Arkansas about 1918-1920. The man with the writing pad is her father, Hugh Funderburg. Apparently, he was recording information about the derailment of this coal car (*CRI&P #97150*) somewhere in the coal mines of western Arkansas of that time period. Does anyone know where exactly this could be?



2004 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
V-PRESIDENT - Peter Smykla, Jr., 2800 W 37th Ave, Pine Bluff AR 71603-5661 (870-535-4724), p.smykla@worldnet.att.net
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HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
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), ccfillers@aol.com
BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net

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

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

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

The next program/meeting of the Arkansas Railroad Club will be **SUNDAY, FEBRUARY 8, 2004** at 2 p.m. at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be given by **PETER SMYKLA, JR.** He will be showing his slides taken in 2003 of various railroad subjects. Refreshments will be served and the public is invited.

DUES FOR 2004 are now payable, if you haven't already done so. Thanks.

NEED EMAIL ADDRESSES - For those of you who sent in your email addresses, thanks. I will send out occasional railroad club emails regarding club information (my latest one was a link to the UP 3985 schedule and information on membership cards). If you want to receive these emails, be sure I have your correct email address. I will never give these to anyone else and I have updated virus protection (updated live when the updates are issued).

POLLY CHURCH

Died July 27, 2003

Longtime Arkansas Railroad Club member Polly Church, wife of former Cotton Belt and Missouri Pacific conductor Bill Church, died July 27, 2003 in Russellville, Arkansas. Bill preceded Polly in death August 2, 2002.

Polly's brother, Joe W. Phillips, wrote the Club a nice letter saying, among other things, that the Arkansas Railroader I've been sending them was very much appreciated. "**Your Railroad Club meant the world to them.**"

Joe went on to say that Bill left all his railroad photos and other railroad stuff to his two sons by a previous marriage. Mr. Phillips mentioned to them that he knows our club would like to have the photos and writings if possible, but they want to go through the things first.

The following is from Club member Michael Lowe, PO Box 958, St Louis MO 63188 and was sent to Arkansas Railroad Club members to consider:

“There are a lot of railroad trivia that is disappearing as mergers and train crews run over two division points. Train crews used to stay at motels or hotels and rarely does anyone save the names of these locations. I would like to know where my grandfather stayed in Beaumont and Dallas, Texas, when he was a passenger engineer on the T&NO. I propose that members send in the names and locations of facilities and about when they were used.

Many towns had a street named ‘Railroad Street’ or with the name of the railroad or an official. These will be forgotten in the future. In Dallas, Texas near the area of the State Fairgrounds is Trunk Street. I think the Texas Trunk ceased corporate existence by 1914, so who would know now that the street used to be next to a railroad.

The National Association of Timetable Collectors is trying to put together complete listings of all employees and public timetables. I am looking for collections that might not be publicly known so that data could be added. (*My address is above*)

My father told me railroad stories that included what locomotives were used on the subdivision. I didn’t write it down. I urge people to write or tape stories so these get saved for the future.

I would like for members to start saving data (such as the above) and mailing it to the Arkansas Railroad Club for archiving. (*Editor’s note – although we don’t have an official archive or place to store data, I will scan or save it and publish it eventually*)



The following is from Club member James R. Fair, 2804 Northwood Rd, Austin, TX 78703, regarding John Mills comments on the August 2003 Little Rock streetcar story. Mr. Mills had his comments in the September 2003 Arkansas Railroader:

“1) Mr. Mills is correct. Car 273 is in front of the Hoffman Hotel and I agree that it will take the Victory Street cutoff to reach #7 (South Heights) route. Birney cars were usually used on this route.

2) Mr. Mills is correct. The car (unidentified number) is not on the 15th Street line from Main Street to the west. Fifteenth and 16th Streets were brick, and the only slight curve was between Pulaski and High Streets on 16th Street. I agree that the car is on the Heights Line, but in my day (back to 1929) #3 cars were never on that line. The Heights line (#8) was coupled with the South Main (#1) line. Perhaps before 1929 the #3 cars ran all the way to White City, but I doubt it. The picture is posed, and the board may have been turned to #3 designation for some strange reason. It would help if we could find the number of the car.

3) I don’t agree with Mr. Mills that Car 404 is near White City on the Heights. I believe it is on the South Main Loop, which was single-track and ran through neighborhoods just like those shown in the picture.

4) The last year for the Travelers to play at Kavanaugh Field was 1931. I attended the last game there, as well as the first game at the new Traveler’s Field in 1932 (an exhibition game with the Chicago White Sox). The new High School opened in September 1927 and was on property formerly known as West End Park. As Mr. Mills states, car lines 3, 6 and 7 cut across the park and the baseball field.

Some of the above comments are based on my articles in the *Railroader*.”

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.

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.

OKLAHOMA – UNION PACIFIC/STILLWATER CENTRAL RAILROAD – Relocation of UP Main line - To participate in a joint project involving the relocation of certain rail lines of UP near the Fort Sill Military Reservation (FSMR) at Fort Sill, OK. The transaction was scheduled to be consummated on or after December 2, 2003. The purpose of the joint relocation project is to permit the reconstruction of the wye tracks providing access to FSMR to accommodate larger rail cars. To allow the needed reconstruction, UP must remove certain existing main line track and relocate its operations over that track to a parallel line of SLWC. Thus, the joint relocation project notice covers the following actions: (1) SLWC will grant trackage rights to UP (including rights to serve FSMR) over SLWC's line extending from SLWC milepost 624.65 near Fort Sill, OK, to SLWC milepost 628.0 near Lawton, OK, a distance of approximately 3.35 miles; and (2) UP will **abandon and remove** approximately 1.04 miles of its line between UP milepost 48.56 and UP milepost 49.60 near Fort Sill, OK. UP and SLWC state that the proposed project will not disrupt service to shippers. They also state that the relocated line and trackage rights will not involve an expansion of service by either carrier into a new territory, but rather, will enable UP to continue to serve FSMR once its line is abandoned and removed. (STB Finance Docket No. 34439, decided December 9, served December 16, 2003)

ALABAMA – PINE BELT SOUTHERN RAILROAD CO – To abandon a 17.4-mile line of railroad between milepost T-322.40 at Roanoke Junction and milepost T-339.66 at Lafayette, in Lee and Chambers Counties, AL. It includes the station of Opelika. Effective on January 21, 2004. (STB Docket No. AB-601 (Sub-No. 1X, decided December 10, served December 22, 2003)

ILLINOIS/MISSOURI - CITY OF VENICE - To abandon its entire 2.00-mile line of railroad, between milepost 0.55 near Branch Street Yard in St. Louis, MO, and milepost 0.0 at the state line at Venice, IL, and milepost 0.00 at Venice and milepost 1.45 at McKinley Junction, IL. Effective on January 28, 2004. (STB Docket No. AB-863X, decided December 18, served December 29, 2003)

FLORIDA – SEMINOLE GULF RAILWAY, L.P. - To abandon an approximately 12.43-mile portion of its Venice Branch between milepost SW 892 outside the city limits of the City of Sarasota, and milepost 904.4 near the City of Venice, in Sarasota County, FL. The line includes a "wye" and stub at approximately milepost SW 904.2 and side tracks. The line includes the stations of Laurel (milepost SW 900), Nakomis (milepost SW 902), and Venice (milepost SW 904). A final decision will be issued by April 2, 2004. (STB Docket No. AB-400 (Sub-No. 3X, decided December 22, 2003, served January 2, 2004)

NEW JERSEY – CONRAIL - To abandon a portion of a line of railroad known as the Sayreville Running Track, between milepost 10.85+/- and milepost 11.31+/- in the Township of North Brunswick, Middlesex County, NJ, a distance of 0.46+/- miles. Effective on February 4, 2004. (STB Docket No. AB-167 (Sub-No. 1184X, decided December 23, 2003, served January 5, 2004)

ARKANSAS RAIL NEWS

REVENUE OFFICE OPEN

(Atkins, Arkansas) - The Atkins City Council voted in December 2003 to spend \$6,000 next year to keep the Arkansas State Revenue office open in the former Missouri Pacific depot building. The state of Arkansas had planned to close the facility. In another matter related to the old depot, City Attorney Bill Swain reported on the progress toward buying the land under the structure. The city owns the building but Union Pacific Rail retains the land and charges \$1,200 a year rent.

GEORGIA PACIFIC RAILROADS SOLD

(Crossett, Arkansas) – Genesee & Wyoming has agreed to pay Georgia-Pacific Corp. \$55.6 million for three railroads that serve Georgia-Pacific facilities: the 15-mile Chattahoochee Industrial Railroad which operates between Hilton and Saffold, Ga., connecting with Norfolk Southern and CSX Transportation; plus the Arkansas, Louisiana & Mississippi and the Fordyce & Princeton, which together operate 109 miles of contiguous track between Monroe, La., and Fordyce, Ark., connecting with Union Pacific and

Kansas City Southern. The transaction includes a 20-year agreement for continued provision of service to the Georgia-Pacific plants. For the 12-month period ended Sept. 30, 2003, the three railroads had combined revenues of \$18 million, of which Georgia-Pacific accounted for approximately 90%. GWI said it plans to fund the acquisition under its \$223 million revolving credit facility and, following the acquisition, expects to have approximately \$120 million of additional availability.

Descriptions of Railroads - Based in Cedar Springs, Ga., CIRR operates more than 15 miles of track between Hilton

and Saffold, Ga., and interconnects with CSX Corporation and Norfolk Southern. CIRR serves Georgia-Pacific's Cedar Springs containerboard mill, which is one of the company's largest and lowest-cost containerboard facilities. In 2002, CIRR hauled 19,561 carloads, including pulp and paper (73 percent), coal (13 percent), forest products (5 percent), metals (4 percent), and chemicals (4 percent).

Based in Crossett, Ark., the **ALM and F&P** are composed of 109 miles of contiguous track between Monroe, La., and Fordyce, Ark., and interconnect with Union Pacific and Kansas City Southern. In Fordyce, the railroads serve one plywood plant and one oriented strand board plant for Georgia-Pacific. In Crossett, the railroads serve one plywood plant, one lumber mill, a paper mill complex producing tissue, paperboard and fine papers, and a chemical facility. At Crossett, the softwood plywood plant is the largest in the world while the paper mill is one of Georgia-Pacific's largest producers of tissue and other paper. In

2002, the ALM and F&P hauled 22,470 carloads, including forest products (67 percent), pulp and paper (14 percent), and chemicals (18 percent).

The CIRR, ALM and F&P will be managed by James W. Benz, president of GWI's Rail Link subsidiary, headquartered in Jacksonville, Fla. Rail Link provides switching services to six facilities, including three paper mills, proximate to the ALM and F&P and to one paper mill near the CIRR. In Georgia, Rail Link also operates the railroads that serve the ports of Savannah and Brunswick and also provides industrial railroad switching for paper mills in Brunswick, Oglethorpe and Jesup. GWI is a leading operator of short line and regional freight railroads in the United States, Canada, Mexico, Australia and Bolivia. The company operates over 8,000 miles of owned and leased track and over an additional 3,000 miles under track access arrangements. *(Thanks to Russell Tedder and Phillip Schueth and the GWI Press Release)*

THAT OTHER ROUNDHOUSE

(Jonesboro, Arkansas) – As has been pointed out by several readers, the Malvern Hot Springs Railroad roundhouse isn't the only roundhouse left in Arkansas (it IS the only COMPLETE roundhouse left, though). There is part of the old Cotton Belt (I believe it's the Cotton Belt) roundhouse in Jonesboro left, which is used as a grocery storage facility. I plan to have photos of it in a future Railroader. However, parts of the structure have been removed and/or altered, so it wasn't qualified for National Register nomination. Some articles regarding the Malvern roundhouse indicated that it was the last roundhouse in Arkansas – those articles should have read the last COMPLETE roundhouse in Arkansas.

If anyone has a history of this Cotton Belt roundhouse in Jonesboro, when it was built, original photos, etc, please let me know (PO Box 9151, North Little Rock, Arkansas).

GENERAL RAIL NEWS

VIRGINIA & TRUCKEE

(Carson City, Nevada) – The Nevada Commission for the Reconstruction of the V&T Railway (Virginia & Truckee Railway) was formed in 2001 for "Reconstruction of the V & T Railway of Carson City, and Douglas, Lyon, Storey and Washoe Counties", including 17 miles of the historic Virginia & Truckee R.R. from the current end of the line in Gold Hill, Nevada, into and near Deer Run Road in the New Empire area of Carson City. The V&T railroad, the famous short line railroad that hauled silver ore from the rich Comstock lode in Virginia City, Nevada to the mills in Carson City, Nevada to be refined, was partially reconstructed as a tourist railroad in 1976. The V&T currently makes an approximate 2.9 mile trip between Virginia City and Gold Hill.

Kim Fegert of the Gold Hill Historical Society has been shackled to the rail on Virginia City's C Street since Dec. 18. His goal is to raise money to finance the transport and storage of four miles of rail

and ties salvaged from the Reno train trench project for use on the historic line. *(Carson City, Nevada web site, December 2003)*

TRAIN TO DARWIN/CROCODILES

(Australia) – After waiting more than 100 years for its arrival, Territorians will have several chances to celebrate the launch of services on the Alice Springs to Darwin railway in January and February, 2004. Ceremonies will be held en route to mark the launch of the first freight train and passenger train to Darwin.

AustralAsia Railway Corporation spokeswoman Tiffany Stodart said up to 15,000 people were expected to line the Territory leg of the inaugural journey from Adelaide. Ghan operators Great Southern Railways will run the trains. The first passenger train is expected to arrive on February 2. GSR spokesman Anthony Kirshner said advance bookings on the Ghan had been taken as far ahead as December 2004.

Meanwhile, Crocodile hunter Steve Irwin may have his name stripped from the Territory's Ghan passenger train after he dangled his newborn son in front of a saltwater crocodile at feeding time on January 2. Outrage spread at home and abroad, with some officials saying the stunt could damage tourism to the Territory and Australia. In September, GSR announced the locomotive for the inaugural Adelaide to Darwin rail journey would be called Steve Irwin. The decision to overlook historical figures and national icons for the train's moniker divided Territorians. Irwin is also the train's ambassador. *(North Territory News, Australia –Irwin is the host of the popular TV series 'Crocodile Hunter.')*

YUCCA MOUNTAIN WASTE RR

The Energy Department wants to reserve more than 482 square miles of public land to build a rail line stretching to a national nuclear waste dump in the Nevada desert. The Bureau of Land

Management issued a public notice December 29, 2003. They would study the land for construction, operation and maintenance of a rail line to Yucca Mountain. The Energy Department picked this as one possible route to haul high-level radioactive waste across Nevada to a planned nuclear waste dump in Nevada near Yucca Mountain.

The plan calls for building a 319-mile rail line along a route the Energy Department designated as the "Caliente Corridor." It would stretch from between Caliente and Pioche, about 150 miles northeast of Las Vegas, around the Nevada Test Site through Warm Springs to Yucca Mountain, 90 miles northwest of Las Vegas. It could cost \$881 million.

It was not clear whether the Energy Department will decide to use rail shipments for the 77-thousand tons of nuclear waste it expects to ship to Yucca Mountain. The agency calls the Caliente Corridor its preferred route, but also charted a north-south backup, referred to as the Carlin Corridor. (*Various*)

HOUSTON GETS LIGHT RAIL

(Houston, Texas) – Houston's \$324 million light-rail system made its inaugural trips on January 2, 2004. The 7.5-mile starter line will offer service from downtown Houston south to Reliant Stadium. After years of debate, the rail system, which was under construction since 2001, debuted during opening ceremonies filled with music, confetti and speeches. Mayor Lee Brown, one of the system's staunchest supporters, was at the controls when the first light-rail car entered the southernmost station on the line. Following a ribbon-cutting ceremony, several hundred invited guests packed two trains for the first trips.

The initial trip began south of Reliant Stadium and went north through the Texas Medical Center, the city's museum district and through downtown. It took about 30 minutes. The light-rail tracks

pass along a series of fountains in a downtown block. Some people waved as the train passed by, while others, with puzzled looks on their faces, were still getting used to the idea of seeing trains pass by city streets.

The trains stopped, but didn't pick up passengers, at each of the line's 16 stations, which are made of steel beams and glass and feature the works of local artists. The system began offering rides to the general public New Year's Day in the afternoon. All along the line's stations, thousands gathered for a chance to ride the light rail.

METRO officials hope the line will eventually expand to about 80 miles, including a proposed eight-mile commuter line that would stretch southwest to Missouri City. Total cost of the project is estimated at around \$8 billion. Nineteen U.S. cities operate light-rail systems and 13 more are developing them. Officials expect light rail to carry 33,000 riders one-way per day.

DEPOT MOVED

(Palestine, Texas) - The Neches Depot was moved from across Reagan Park to its new home site at Oak and Spring in Palestine, Texas on January 6. The depot will be placed next to Kim's Box Car Deli, on Highway 79. The depot will be used as a tourist information center once the renovations are complete. (*I pass this deli on my way to my Texas home – does anyone know where the Neches Depot originally stood?*)

SUGAR TRAIN

(Kauai, Hawaii) – Kauai Kilohana Partners is proposing the construction of a 2.5-mile "excursion railway system" on the grounds of Kilohana Plantation and on adjoining agricultural acres in Puhi, Hawaii. The 103-acre project would include a train depot, an engine shop and a market. Historic buildings would be used to house some of the planned

improvements. The project would allow riders to get a glimpse of Kaua'i's past as they ride past the historic Wilcox family plantation home, now known as Kilohana Plantation, a retail commercial center and home to Gaylord's Restaurant.

Riders also would could get an idea of what a Kaua'i tropical crop looks like as the train takes them through 67 of the 103 acres. On display would be sugar cane, bananas and more recently introduced tropical fruits like rambutan and chermoya. The Kilohana grounds comprise the other 36 acres.

They will try to buy two narrow-gauge locomotives from the Philippines and ship them back to Kaua'i. The two locomotives were used on O'ahu at one time. But those locomotives and many other locomotives in Hawai'i were sold to sugar plantations and business interest all over the world as O'ahu sugar companies began to shut down railroad systems in the 1940s and 1950s and turned to cane haul trucks for hauling cane because of lower cost and efficiency. (*KAUAI News, January 5, 2004*)

BRITISH RAIL TRAVEL UP

According to Railway Age Magazine, more than one billion riders boarded British intercity and commuter trains in the year ended Sept. 30, 2003, the highest annual number since 1961, according to the Association of Train Operating Companies. Passenger-kilometers totaled 40.1 billion during the October-September 2003 period, the highest since 1947; and during the last seven years, ridership on the railway network increased more than 30% and passenger-kilometers were up nearly 40% since 1994-95, the last year before privatization. IRJ said the increase "is attributed to a mixture of greater prosperity, increased road congestion, and more frequent train services."

AMTRAK NEWS

MASCOT STUFFED DOG TRAVELS AMTRAK

(Antigo, Wisconsin) - The mascot of Connie Miller's sixth-grade class at Antigo Middle School in Antigo, Wisconsin, a stuffed dog named AMS, recently traveled thousands of miles on Amtrak, including the Texas Eagle, to help a teacher's project. Miller, a 30-year school-teacher veteran who is blind, wanted to help her children learn about geography and math in a creative way.

Magliari said one class of children is learning about each city AMS stops in. Another class is adding up all the miles AMS will travel. By the time he reached Longview in late December on the Texas Eagle, AMS had traveled more than 8,000 miles. He's made stops in Chicago, Seattle and Fort Worth, and before his 22,000-mile journey ended in January. 'He' also visited Houston, New Orleans, Los Angeles, St. Louis and Kansas City. The mission was to have him travel every Amtrak rail route in the U.S. *(Via Internet)*

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARKANSAS - PINE BLUFF– April 3, 2004 – The 9th annual Cotton Belt Rail Historical Society's annual Show and Sale will be held at the Arkansas Railroad Museum in Pine Bluff.

TENNESSEE – EXCURSIONS NATIONWIDE – Southern Appalachia Railway Museum, PO Box 5870, Knoxville TN 37928, runs rare-mileage train excursions nationwide and on a regular basis operates the Secret City Scenic Excursion between the former K-25 Manhattan Project facility plant to the community of Blair, Tennessee. You can contact them by calling 865-241-2140 or go their website at www.southernappalachia.railway.museum Membership is \$30 for the first year and \$20 a year thereafter.

The organizer of these rare-mileage excursions is Club member Bart Jennings. He is planning excursions at the end of May 2004 in Oregon, Idaho and Montana but final pricing hasn't been announced. Contact them for more information.

ARKANSAS – CONWAY – The Central Arkansas Model Railroad Club meets monthly on the first Monday of the month, usually at the Faulkner County Library, 1900 Tyler St, in Conway, Arkansas in the large meeting room on the left side of the library. Time is 7:00 p.m. on those Mondays. Programs vary, but include videos, layouts, general train talk, seminars, etc.

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.

<p>Arkansas, Louisiana & Mississippi Railway Co. P. O. Box 757 Crossett, AR 71635</p> <p>Phone: 870-364-9004 Fax: 870-364-4521 Web site: www.gapac.com</p>	<p>Arkansas Midland Railroad 314 Reynolds Rd., Bldg 41 Malvern, AR 72104</p> <p>Phone: 501-844-4444 Fax: 501-844-4710 Web site: www.pinsly.com</p>	<p>Arkansas & Missouri Railroad 306 East Emma Avenue Springdale, AR 72764</p> <p>Phone: 479-751-8600 Fax: 479-751-2225 Web site: www.arkansasmissouri-rr.com</p>
<p>Bauxite & Northern Railway Co. P. O. Box 138 Bauxite, AR 72011</p> <p>Phone: 501-776-4619 Fax: 501-776-4558 Web site: www.alcoa.com/index.asp</p>	<p>Dardanelle & Russellville Railroad Co. 4416 S. Arkansas Avenue Russellville, AR 72801-8405</p> <p>Phone: 479-968-6455 Fax: 479-968-2634</p>	<p>Delta Valley & Southern Railway Co. P. O. Box 308 Wilson, AR 72395</p> <p>Phone: 870-655-8311 Fax: 870-655-8522</p>
<p>DeQueen & Eastern Railroad Co. 412 E. Lockesburg Street DeQueen, AR 71832</p> <p>Phone: 870-642-1457 Fax: 870-642-1368 Web site: www.weyerhaeuser.com</p>	<p>East Camden & Highland Railroad Co. P. O. Box 3180 East Camden, AR 71701</p> <p>Phone: 870-574-0770 Fax: 870-574-2838</p>	<p>Fordyce & Princeton Railroad P. O. Box 757 Crossett, AR 71635</p> <p>Phone: 870-364-9002 Fax: 870-364-4521 Web site: www.gapac.com</p>
<p>Kiamichi Railroad Co. P. O. Box 786 Hugo, OK 74743</p> <p>Phone: 580-326-8306 Fax: 580-326-9353 Web site: www.statesrail.com</p>	<p>Little Rock Port Railroad 7500 Lindsey Road Little Rock, AR 72206</p> <p>Phone: 501-490-1523 Fax: 501-490-1800</p>	<p>Little Rock & Western Railway, L.P. P. O. Box 146 Perry, AR 72125</p> <p>Phone: 501-662-4878 Fax: 501-662-4783 Web site: www.rail-management.com</p>
<p>Louisiana & North West Railroad Co. 210 West Main Homer, LA 71040</p> <p>Phone: 318-927-2031 Fax: 318-927-2549</p>	<p>Missouri & Northern Arkansas Railroad Co. P. O. Box 776 Carthage, MO 64836</p> <p>Phone: 417-358-8800 Fax: 417-358-6005 Web site: www.railamerica.com</p>	<p>Ouachita Railroad Co. 730 S. Washington El Dorado, AR 71730</p> <p>Phone: 870-863-7044 Fax: 870-863-7048</p>
<p>Prescott & Northwestern Railroad Co. P. O. Box 747 Prescott, AR 71857</p> <p>Phone: 870-226-6717 Fax: 870-226-5534 Web site: www.potlatchcorp.com/company/arkansas.html</p>	<p>Warren & Saline River Railroad Co. P. O. Box 390 Warren, AR 71671</p> <p>Phone: 870-226-2443 Fax: 870-226-5534 Web site: www.potlatchcorp.com/company/arkansas.html</p>	

The Seventeen Arkansas Short Line Railroads as of January 2004



**Union Pacific Railroad's Challenger Steam Locomotive No. 3985, Super Bowl XXXVIII Tour
Schedule – Direct from the UP website: http://www.uprr.com/notes/corpcmm/2003/1229_super.shtml**

(Editor/Assignment Editor Note: All schedule times are subject to change. No. 3985 can run ahead of schedule.)

Monday, January 12

Depart: 8:00 a.m. MST Cheyenne, WY
Arrive: 11:00 a.m. MST Lodgepole - service locomotive - Downtown
Depart: 11:30 a.m. MST
Arrive: 4:00 p.m. CST North Platte - Front St. between Chestnut and Poplar

Tuesday, January 13

Depart: 8:00 a.m. North Platte
Arrive: 11:30 a.m. Level - service locomotive - Near Hwy. 71 crossing
Depart: 12:01 p.m.
Arrive: 4:00 p.m. Marysville, Kan. - Bestwall Spur

Wednesday, January 14

Depart: 8:00 a.m. Marysville
Arrive: 10:00 a.m. Topeka - service locomotive - Former UP depot - The Great Overland Station
Depart: 10:30 a.m.
Arrive: 1:00 p.m. Kansas City, Missouri - Union Station

Thursday, January 15

Depart: 8:00 a.m. Kansas City
Arrive: 11:00 a.m. Marshall - service locomotive - North Columbus St.
Depart: 11:30 a.m.
Arrive: 1:00 p.m. Jefferson City - service locomotive -UP depot - 301 State St.
Depart: 1:45 p.m.
Arrive: 4:00 p.m. St. Louis - 1200 Central Industrial Ave., Between Grand and Vandeventer.

Friday, January 16 and Saturday, January 17

Public Display
8:00 a.m. - 5:00 p.m.

Sunday, January 18

Depart: 8:00 a.m. St. Louis
Arrive: 11:30 a.m. Gorham, Ill. - service locomotive
Depart: 12:01 p.m.
Arrive: 3:00 p.m. Bernie, Mo. - Drake Street

Monday, January 19

Depart: 8:00 a.m. Bernie
Arrive: 11:00 a.m. Hickory Ridge, Ark. - service locomotive
Depart: 11:30 a.m.
Arrive: 3:00 p.m. Pine Bluff, Ark. - Michigan St. crossing

Tuesday, January 20

Public Display
8:00 a.m. - 5:00 p.m.

Wednesday, January 21

Depart: 8:00 a.m. Pine Bluff
Arrive: 10:45 a.m. McNeil - service locomotive
Depart: 11:15 a.m.
Arrive: 2:00 p.m. Omaha, Texas - service locomotive
Depart: 2:30 a.m.
Arrive: 5:00 p.m. Tyler - Old Cotton Belt Depot, East Oakwood and North Center Streets

Thursday, January 22

Depart: 8:00 a.m. Tyler
Arrive: 10:30 a.m. Corsicana - service locomotive - 7th and Beaton
Depart: 11:00 a.m.
Arrive: 2:00 p.m. Hearne - 2003 Market St. - Under Hwy. 79 & 6 viaduct

Friday, January 23

Depart: 8:00 a.m. Hearne
Arrive: 12:01 p.m. Houston - Holly Hall St. crossing , Near Reliant Stadium

Saturday, January 24 and Sunday, January 25

Public Display

8:00 a.m. - 5:00 p.m.

Saturday, January 31 and Sunday, February 1

Public Display

8:00 a.m. - 5:00 p.m.

Tuesday, February 3

Depart: 8:00 a.m. Houston

Arrive: 11:00 a.m. Crockett - service locomotive, Old UP Depot

Depart: 11:30 a.m.

Arrive: 3:00 p.m. Longview

Wednesday, February 4

Depart: 8:00 a.m. Longview

Arrive: 11:00 a.m. Hope, Ark. - service locomotive, Old UP Depot

Depart: 11:30 a.m.

Arrive: 3:00 p.m. North Little Rock - 1000 W. 4th St., Behind office building

Thursday, February 5

Public Display

8:00 a.m. - 5:00 p.m.

Friday, February 6

Depart: 8:00 a.m. North Little Rock

Arrive: 10:30 a.m. Russelville - service locomotive, UP Depot - 300 N. Denver St.

Depart: 11:00 a.m.

Arrive: 02:00 p.m. Van Buren , Second Ave.

Saturday, February 7

Depart: 8:00 a.m. Van Buren

Arrive: 11:00 a.m. Wagoner, Okla. - service locomotive, UP Depot - 302 S. Main St.

Depart: 11:30 a.m.

Arrive: 1:30 p.m. Coffeyville, Kan., Atlantic Street

Sunday, February 8

Depart: 8:00 a.m. Coffeyville

Arrive: 10:00 a.m. Durand - service locomotive

Depart: 10:30 a.m.

Arrive: 1:30 p.m. Kansas City, Missouri - Union Station

Monday, February 9

Public Display

8:00 a.m. - 5:00 p.m.

Tuesday, February 10

Depart: 8:00 a.m. Kansas City

Arrive: 10:30 a.m. Topeka - service locomotive, Former UP depot - The Great Overland Station

Depart: 11:00 a.m.

Arrive: 1:30 p.m. Marysville - Bestwall Spur

Wednesday, February 11

Depart: 8:00 a.m. Marysville

Arrive: 10:45 a.m. Level - service locomotive, Near Hwy. 71 crossing

Depart: 11:15 a.m.

Arrive: 2:30 p.m. North Platte - Front St. - between Chestnut and Poplar

Thursday, February 12

Depart: 8:00 a.m. CST North Platte

Arrive: 10:30 a.m. MST Sidney - service locomotive, 9th and Grant Streets

Depart: 11:00 a.m.

Arrive: 2:00 p.m. Cheyenne

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Cotton Belt's England, Arkansas depot, 4 September 1967 by Gene Hull

DEPOTS IN ARKANSAS - ENGLAND (Cotton Belt)

by: Gene Hull

Early in 1887, the Little Rock & Eastern built into Argenta (North Little Rock) from a connection with the St. Louis, Arkansas & Texas (Cotton Belt) at Altheimer, near Pine Bluff. Work was completed 4 March and connection was made with the St. Louis, Iron Mountain & Southern just east of the Little Rock & Fort Smith crossing at Main Street in Argenta.

Passenger trains ran over Iron Mountain rails to Little Rock. Prior to World War I, the Cotton Belt built a brick station in North Little Rock and ceased crossing the river. Passenger service to North Little Rock ended in early April 1927, after the Arkansas River flooded the depot. Passengers then got tickets to ride cabooses on freight trains.

This fine brick station at England was a regular stop for two mixed trains (passenger-freight) daily except Sunday in 1942 Official Guides. (*Earlier, in November 1929, train no. 753 toward Pine Bluff stopped here at 12:40 p.m. and train no. 754 toward North Little Rock stopped here at 9:56 a.m. - editor*) 🚂