



ARKANSAS RAILROADER



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LITTLE ROCK TROLLEY BUS, CIRCA 1948 - This picture was taken in early 1948 from the northwest corner of 6th and Main in Little Rock, looking toward the southeast corner. Pfieffers Home Center was on the S/E corner, with Standard Furniture Company next door to the south. This was a No. 8 Pulaski Heights Trolley Bus with the old streetcar tracks still visible and not yet paved over and even later removed. The person waiting to board the bus is my close friend Jim Wilkens, who is now 77 years old and lives in Banning, California. He, myself, along with Coy Davis and the late Roy Rinch sang together in the LRHS quartet and A Capella choir. The three remaining members along with Jim's brother Bill sang at the 50th reunion of the 1948 Senior Class in 1998. We still stay in contact.
(John A. Mills)

Arkansas Railroader - Little Rock Chapter NRHS



A northbound freight runs by the renovated Bald Knob, Arkansas depot at 9:19 a.m. on May 7, 2005. This depot is now a museum and home of Arkansas Traveler Hobbies.



Owner of Arkansas Traveler Hobbies, Craig Christiansen, stands behind the original bar from the old Wagonwheel Saloon in Bald Knob (the city is in a dry county now), where Elvis Presley and Jerry Lee Lewis once played in the 1950s. This bar will be part of the museum.



The original 1915 ticket counter where you can watch trains go by. Behind me is a large O-Scale model train layout. (Ken Ziegenbein photo)

SOME ARKANSAS HOBBY SHOPS

<p>ONE TRACK MIND 10524 Helm Dr Mabelvale, AR 72103 501-455-5050 onetrackmindtrains@hotmail.com http://www.arkansasweb.com/onetrackmind/</p>	<p>ARKANSAS TRAVELER HOBBIES 400 East Market Street Bald Knob, AR 72010 501-Railfan (724-5326)</p>
<p>MICKEY'S MODEL WORKS Village Mall 759 Hwy 62 E Ste 77 Mountain Home, AR 72653 870-424-5765</p>	<p>HOBBY SHOP DELUXE 119 North Front St Dardanelle AR 72834 479-229-5126 hsd@cox-internet.com</p>
<p>HOBBY SHACK 1200 John Harden Dr Jacksonville, AR 72076 501-982-6836</p>	<p>TRACTIVE EFFORT HOBBIES 3061 N. Market Ave. #7 Fayetteville, AR 72703 (479) 571-8722</p>
<p>EUREKA SPRINGS MODEL RAILROAD COMPANY 127 Spring St., Eureka Springs, AR 72632 479-253-2525 http://www.railroadtrain.com/</p>	



Sunrise about 5:40 a.m. Sunday, June 5, 2005 taken at Union Station in Little Rock. (Ken Ziegenbein photo)

NOTE: On Gene Hull's story "An Arkansas Railroad town Drowns" on the next few pages, I inserted a copy of Gene's handwritten text as the first page to show his great penmanship.

AN ARKANSAS RAILROAD TOWN DROWNS

Gene Hull

In the late years of the 19th century, northwest Arkansas was the scene where the existence of a town, a railroad and the hopes, dreams and lofty ambitions of an eccentric man became intertwined. The actual existence of the town and railroad were part and parcel of the consuming ambitions of the man; our story will begin with him.

He was a victim of a series of unfortunate circumstances due to misguided ambitions, but was unquestionably intelligent. William Hope "Coin" Harvey was born at Buffalo, West Virginia in 1851 and was educated at the Buffalo Academy and Marshall College. At age 16 he was teaching school and was a member of the legal profession before he was old enough to vote.

Harvey represented a wealthy client who became a victim of murder. From then on he mistrusted the effects of great wealth. He developed a strong belief in using silver to coin money by the U.S. Mints at $\frac{1}{16}$ of the value of gold, which was the basis of the nation's economy. Employment would increase through development of silver mines; people would be out of debt and would prosper. He abhorred the practice of charging interest on money loaned. He saw this as usury. This and

his idea of silver coinage earned him a nickname of "Coin."

Many of his ideas were adopted by the political Populist Party. The "silver tongued" orator Wm. Jennings Bryan became their candidate for president in 1896, and Harvey became campaign manager. Wm. McKinley was elected with electoral vote of 271 to 176. Unfortunate incidents became more frequent. He separated from his wife of 30 years. A divorce followed. Leaving all family scenes, he retired to a more pleasant surroundings, where he had visited a few times, he came to a sanctuary in the beautiful Ozark Mountains of northwest Arkansas near Rogers, Benton County, Arkansas in 1900.

As the world entered the 20th century, "Coin" meditated upon the evils of the American monetary system - no nation could survive a prolonged system of high interest rates and low prices for farm products.

Southeast of Rogers was the tiny settlement of Silver Spring, nestling in a hollow among the rolling hills. A meandering stream, fed by the large spring, ran through the valley. Harvey bought a large, rambling home, including the spring, from Reverend J. G. Bailey. On this 325 acres the cold, cruel world was kept remote from the sensitive soul of "Coin" Harvey. He bestowed the name of Monte Ne to his new home. This seems to have been a combination of Latin and Omaha Indian languages, meaning "Mountain Water," which was most appropriate.

In April 1929, Harvey married Mrs. May Leake of Springfield, Missouri. She had been his secretary 27 years. Harvey's eyes were failing, he couldn't read even with a magnifying glass. Otherwise, his health was good at his age of 77. He had four children, two sons and two daughters. The boys, Tom and Halliday, were with "Coin" in Monte Ne.

Plans were made to create a summer resort, the likes of which people in the area had never seen. On 13 December 1900 the Monte Ne Investment Company was formed to develop the resort area. The first building was the Hotel Monte Ne, later named the St. Francis Hotel. Built on a sloping hillside, three stories high, of wood frame and native stone. His grandiloquent dreams included a series of luxurious hotels and cottages, both houses, dance hall, bank, general store, post office, a railroad and probably more magnificent of all, a series of canals, supplied by the huge spring, upon which guests would be borne by fine gondolas to their hotel or cottage.

Harvey still had to deal with misfortunes. On 14 December 1901, fire consumed his large home named Monte Ne. Everything was destroyed. Rebuilding began immediately.

Getting guests to his resort town was a problem. Harvey spent a few months in early 1902 trying to interest the hill folks in helping build an improved gravel road between Rogers and Monte Ne. Nothing doing.

The Arkansas Railroad Commission granted a charter on 26 April 1902 for the Monte Ne Railroad. This came by the efforts of W. H. Harvey, Carl A. Starck, P. G. Davidson, A.

L. Williams, B. R. Davidson, J. H. McIlroy, J.W. Kimmons, F. F. Freeman, J. F. Felker, Robert H. Harven and Thomas W. Harvey - eleven men to build a five-mile railroad. The project was financed by a brother of "Coin" Harvey, who was a banker at Huntington, West Virginia. He furnished \$25,000, although 240 shares of a total of 250 were registered in "Coin" Harvey's name.

To serve travelers nationwide, the rails joined those of the Frisco at Lowell, five miles west of Monte Ne and the same distance south of Rogers. The track was 4' - 8 ½" gauge with steel rail of 56 pounds per yard. The track followed the undulating terrain through Cross Hollows (two distinct ravines crossed) and Limedale, terminating at an impressive log depot above the big spring at Monte Ne. Service was provided by one locomotive and one passenger car leased from the Frisco.

The first train ran 19 June 1902. The ceremony featured William Jennings Bryan. Passengers were met by gondoliers dressed in colorful costumes, ushered aboard a long gondola and leisurely taken to the dwelling of their choice.

In 1904, the Monte Ne Club House, Hotel and Cottage Company was formed to build a stone hotel and four log cottages (called rows) to be named Arkansas, Texas, Louisiana and Missouri Rows. They were to be from 300-350 feet long. The first large foundation was under way when trouble developed between Harvey and labor organizations. All work ceased. One huge cottage finally was completed and named Oklahoma Row in honor of the booming oil fields. A similar Missouri Row was built later. There were two rows of rooms back to back with wide porches on both sides of the long structures. A huge fireplace was designed to heat groups of four rooms each. Those were the only two "rows" ever built.

Finally, the many guests became too rowdy for Harvey, who ordered all lights turned off at 9:00 o'clock every night. Monte Ne's popularity began to fade.

Adversity seemed determined to haunt "Coin" Harvey in every way possible. His oldest son, Halliday, had obtained a job as brakeman on the Frisco. He had been a law student in Chicago when his father had sought solace in the Ozark Mountains recent-wilderness area of Arkansas. Halliday received word that he was being appointed to the Railway Mail Service. Two days later he was on his last trip on a freight train as a brakeman. His train was wrecked. Halliday was killed. It is easy to understand why "Coin" Harvey was disillusioned with the world.

The most well-known facet of Harvey's life was his plan to construct a concrete monument in which he would preserve artifacts of civilization as it was known in the 1920s, since he was firmly convinced that the civilized world could not survive with the monetary system in practice then. He proposed to preserve mementos so that future races of people could see "how it used to be."

The foyer of his pyramid was constructed as an unsymmetrical mass of concrete and stone to form seats and platforms, from

under which flowed the beautiful Silver Spring. Seating was provided for 1,000 persons. This would be the base for the pyramid, which would begin 40 feet square and 10 feet high. It then would reduce to 32 feet square and rise 35 feet. The next segment would be 22 feet square and would rise 85 feet to become six feet square at the top. The total height would be 130 feet. In the pedestal there would be 300 square feet of floor space.

Only the intriguing amphitheater was built. Misfortune defeated "Coin" Harvey a final time. At the age of 85, with eyesight nearly gone, he died at home in Monte Ne 11 February 1936. His mortal remains, along with those of his son Halliday, who died in a train wreck in Oklahoma, were sealed in a large concrete monolithic vault.

The little Monte Fe railroad finally went broke. Harvey's banker brother paid off the debts and gave it to Tom Harvey and Tony Le Blanc, "Coin's" secretary. They took turns being engineer and conductor. It went from nowhere to nowhere and finally gave up and died.

In 13 February 1907 the Arkansas, Oklahoma & Western Railroad was formed to build from Rogers to Siloam Springs, about 30 miles. It was opened for traffic New Year's Day 1908, connecting with the Frisco at Rogers and the Kansas City, Pittsburg & Gulf (KCS) at Siloam Springs. They planned to build eastward to the resort town of Eureka Springs. The idle Monte Ne began to look good. On 1 December 1909 the AO&W purchased the Monte Ne railroad. Maybe it wasn't dead after all.

To connect the AO&W and the Monte Ne a track would have to be laid from Hazelwood on the AO&W to Lowell. The Frisco would not allow a connection. A very expensive underpass of the Frisco finally was built. It can be seen today.

The same monster which destroyed many other shortline railroads attacked the AO&W - no money.

Another little road took up the gauntlet. On 17 December 1910 the Kansas City & Memphis filed for a charter. It would build from Cave Springs, a few miles west of Rogers, through Fayetteville and head toward Memphis. A survey party soon was locating the alignment east from Monte Ne, crossing the White River and winding through the Ozarks.

Early in 1911, the Kansas City & Memphis bought the Arkansas, Oklahoma & Western. The first regular train entered Fayetteville on 22 August 1912. A new steel bridge spanned the blue-green water of White River east of Monte Ne. The rails never reached the bridge. Financial troubles appeared in 1914. On 18 July the road was in the hands of receivers.

When the federal government took control of all railroads in the U. S. During World War I the KC&N was abandoned. Thus, the Monte Ne Railroad finally disappeared.

Misfortune dealt for a last time with even the memory of "Coin" Harvey. It seems the cruel hand of Fate was determined to wipe from the face of the earth the final vestige that William Hope "Coin" Harvey ever existed. The author of this account became involved in the final act, but not in a vengeful manner.

In September 1958 I was employed by the Little Rock District of the U. S. Army Corps of Engineers as a draftsman. We were in the process of developing the Arkansas River for navigation (not a very popular project with the railroad industry). Through study courses from the officer candidate school at Ft. Belvoir, Virginia, I was promoted and reclassified as Outdoor Recreation Planner. My duties included planning and designing recreation areas (parks) on the White River and Little Red River in the Ozark Mountains.

On the upper reaches of White River in Benton County, Beaver Dam was authorized in September 1943. Construction was begun in 1960. Maximum elevation (flood control) of the lake was 1,130 feet above sea level. Water would reach this elevation in all the tributary streams, one of which was the Monte Ne Branch, five miles southeast of the town of Rogers. This branch was fed by the large, beautiful Silver Spring. With the lake at elevation 1,130 feet, the length of the shoreline was 483 miles. All land to be flooded was purchased by the government, including the town of Monte Ne. All buildings were demolished, except Oklahoma Row, which was purchased and moved by an individual.

The townsite of Monte Ne doomed to a watery grave. The concrete burial vault of "Coin" Harvey (1851-1936) and his son Robert Halliday (1879-1903) was moved to the crown of a nearby hill which would be above lake level. During my inspection trips I had the opportunity to make several photos, which are shown with this story.

Perhaps, with a bit of imagination, one could pause on the sloping hillside and, in them mellow glow of a harvest moon, behold the shadowy ghost of old "Coin" Harvey sorrowfully watching over the watery grave of his greatest and final dream. Misfortune had struck its last and victorious blow.

An Arkansas Railroad Town Had Drowned.

REFERENCE

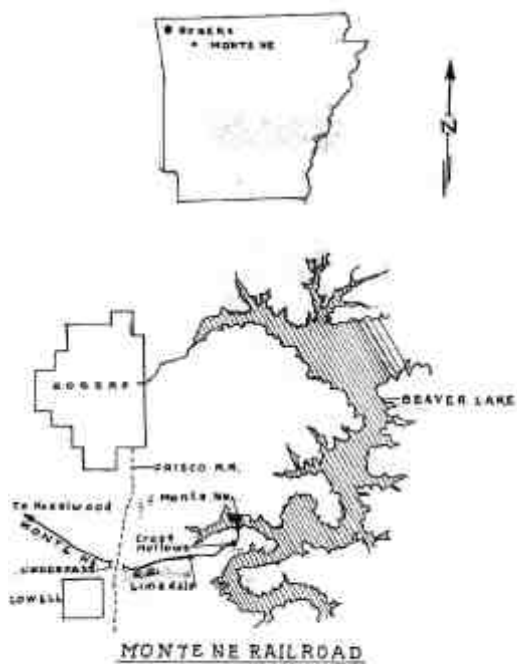
For the story of the northwest Arkansas shortline railroad empire, see *SHORTLINE RAILROADS OF ARKANSAS* by Clifton E. Hull, pg. 241.



W. H. "Coin" Harvey
(Gene Hull collection)



Senator "Jeff" Davis (front center) in a political gathering at the Frances Hotel. When this photo was made about 1900, Jeff Davis was governor of Arkansas. (Gene Hull collection)





Tomb of "Coin" Harvey and his elder son, Halliday at Monte Ne. (*Gene Hull photo*)



Bank at Monte Ne, Arkansas (*Photo by Gene Hull*)



Monte Ne, Arkansas (*Gene Hull collection*)



General Store at Monte Ne (*Photo by Gene Hull*)



The original Missouri Hotel at Monte Ne (*Corps of Engineers photo, Gene Hull collection*)



"Missouri Row" hotel at Monte Ne, Arkansas (*Gene Hull collection*)



Oklahoma Row cottage, built in 1904 at Monte Ne, on a knoll overlooking Silver Spring. (*Corps of Engineers photo, Clifton E. Hull collection*)



Amphitheater which was to form the base of the 130-foot high pyramid, a monument by "Coin" Harvey to a doomed civilization. It now is under the lake created by Beaver Dam. (*Photo by Gene Hull*)



Monte Ne Railroad depot (*Gene Hull collection*)

2005 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
V-PRESIDENT - Mark Silverberg, 10524 Helm Dr., Mabelvale AR 72103, (501-455-5050), onetrackmindtrains@hotmail.com
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PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729), johnphotonut@aristotle.net
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), cfillers@aol.com
BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net
BOARD '09 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com

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

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

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

The next meeting of the Arkansas Railroad Club will be on **SUNDAY, JULY 10, 2005** at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be presented by **Gene Semon** of Cabot who will talk and give a program on St. Louis Railroad Action. The public is invited and light refreshments will be served.

Our Vice-President and program director Mark Silverberg lined up the following programs for the rest of the year: **AUGUST 14 (Sunday)**- Central Florida Phosphate Mining: Bone Valley Railroading with Daryl Connor, Lonoke (Hobby Shack owner); **SEPTEMBER 3 (Saturday)** - Annual picnic and outing at Peter Smykla's Paperton Junction Southern in Pine Bluff; **OCTOBER 9 (Sunday)** - Robin Thomas on his trip to Cass, Virginia; **NOVEMBER 13 (Sunday)** - Outing at the newly renovated Bald Knob, Arkansas depot, now home to Arkansas Traveler Hobbies; **DECEMBER** - Annual Christmas party, date to be announced.

CORRECTIONS FROM JUNE 2005 RAILROADER - (Thanks to John A. Mills for the following corrections and information regarding "Shasta Daylight" photos in the June Railroader) - "The interior pictures of the "Shasta Daylight" cars on page 1 and 11 of the June 2005 issue are not in context with the story on Page 10 and the exterior pictures of the Coast Daylight. The Shasta Daylight cars were not constructed until 1948-49 and the train was place into service between Portland and Oakland on July 10, 1949. The extra high windows of the cars in the pictures do confirm they are the Shasta Daylight cars. The original Coast Daylight trains did not have the extra high window cars until after the Shasta Daylight was discontinued and some of the equipment transferred to Coast Daylight service. Also, some of these Shasta cars came over to Amtrak and at one time operated on the Inter-American through Arkansas.

Joe McCullough, longtime Arkansas Railroad Club member, died in early 2005.

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.

Arkansas Railroader - Little Rock Chapter NRHS

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

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.

ILLINOIS - UNION PACIFIC - To abandon a 9.87-mile line of railroad known as the Westville Industrial Lead, extending from milepost 164.87 at Villa Grove to the end of the track at milepost 155.0 near Broadlands, in Douglas and Champaign Counties, IL. Effective on June 3, 2005. (STB Docket No. AB-33 (Sub-No. 219X, decided April 26, served May 4, 2005)

NEBRASKA - UNION PACIFIC - To abandon a 0.74-mile portion of its Kearney Industrial Lead from milepost 3.01 to the end of the line at milepost 3.75, near Kearney, in Buffalo County, NE. Effective on June 3, 2005. (STB Docket No. AB-33 (Sub-No. 224X, decided April 26, served May 4, 2005)

FLORIDA - FLORIDA EAST COAST RAILWAY, L.L.C. - To abandon a portion of its South Little River Branch Line, extending from milepost LR 13.0 to milepost LR 18.0, a distance of approximately 5 miles in Miami-Dade County, FL (the line). A final decision will be issued by August 5, 2005. (STB Docket No. AB-70 (Sub-No. 4X, decided April 27, served May 6, 2005)

NORTH CAROLINA - ATLANTIC & WESTERN RAILWAY, L.P. - To abandon a 0.74-mile line of railroad extending from milepost 3.76 (V.S. 198+37) to milepost 4.50 (V.S. 237+47) in Jonesboro, Lee County, NC, constituting the easternmost portion of ATW's approximately 10-mile line between Cumnock and Jonesboro, NC. Effective on June 14, 2005. (STB Docket No. AB-646X, decided May 9, served May 13, 2005)

GENERAL RAIL NEWS

VIETNAM RAILWAY HANOI TO SAIGON

The passenger train schedule for Hanoi-Saigon (Ho Chi Minh City) in Vietnam has recently been changed so that specific trains arrive at their destinations in the early morning. Starting May 16, all

passenger trains encoded SE1, SE2, E1, E2, S1 and S2 linking Hanoi and HCMC will now depart in the evenings in order to arrive at their final destinations in the early morning of the day after the following. Previously, some trains had departed in the afternoon. The Hanoi - HCMC trains will take about 32 hours to get to their destinations. Also, from May 6 to Dec. 31, Vietnam Railway Corporation is offering

a 20 per cent discount for students traveling to Hanoi or HCMC to take their

direct rail link between the two cities).

WARREN SUNKEL DIES

Some of our members may have known Warren Sunkel. He was an avid railfan living in Kansas but traveled all over taking railroad photos. He also did a lot of computer work for the National Weather Service. He died May 12 in Kansas City.

MORE GREYHOUND CUTS

(Vincennes, Indiana) - Greyhound Bus Lines stopped service to the small town of Vincennes, Indiana June 20, 2005. The line once had several routes in and out of this city, but like elsewhere, Greyhound is cutting service to many small towns, leaving no transportation alternative except driving your own car. (*Not exactly the time to cut Amtrak, right? - Editor*)

said Greyhound received a 50 percent subsidy to operate the route that passes through Bloomington on its way from Louisville, Ky., to Indianapolis. "We hate to see the service ended, but from their end, they see it as not profitable even with the subsidy," he said.

Duane Chattin, both Vincennes University's director of Public Information and a city council member, called the company's decision "alarming" in that it would restrict transportation options for those in the community who can't otherwise drive themselves. Long an advocate for Amtrak, the federally-subsidized passenger train service, Chattin believes it's time to look to expand that service to include cities like Vincennes. "I think that with the loss of Greyhound service to the community, the state needs to look into passenger rails

rail lines are already here and it's just time to utilize them for passenger travel instead of just freight."

IRAN LINKED TO IRAQ BY RAIL?

The Iraqi State Television said May 30 that Iran and Iraq are to be linked by railroad. It added that a short-term plan envisions a 60 km-long railroad between the cities of Khorramshahr in Iran and the southern Iraqi port of Basra. Once operational the railroad will reduce the cost of travelling for the citizens of these countries and boost economic and trade relations among them.

Commerce Minister Mohammad

Shariatmadari said here in March that volume of Iran-Iraq transactions would reach one billion dollars in the current year. Shariatmadari said in the first 10 months of the year, export of goods to Iraq earned the country about \$650 million. Shariatmadari said that about \$95 million worth of goods have also been imported from Iraq in the said period.

TYLER COTTON BELT DEPOT CELEBRATING 100 YEARS

(Tyler, Texas - May 31, 2005) - A celebration was held June 4, 2005 at the

honoring the depot's 100th year. Tyler's Cotton Belt Depot was constructed in 1905 and began serving passengers in 1907. Service continued until the mid-1950s and the railroad used the structure for offices and storage until it was boarded up in 1987. Southern Pacific Railroad donated the building to the city in 1988. Using federal transportation grants, half-cent sales tax funds and a grant from the Vaughn Foundation, the city had the building restored.

The site opened as offices for the Tyler Transit bus system in

 **AMTRAK NEWS**

NEW ROOF ON POPLAR BLUFF DEPOT

(Poplar Bluff, Missouri) - One of Amtrak's Texas Eagle stops at Popular Bluff, Missouri may be getting a new roof soon. The Butler County Commission and the Poplar Bluff Historic Depot Restoration Corporation are co-sponsoring an application for a Transportation Enhancement Fund Program grant to replace the roof on the 1910 depot and correct drainage problems. The corporation is seeking a \$114,075 grant from the Missouri Department of Transportation and a \$60,925 grant from the Rural Development Office of the U.S. Department of Agriculture.

Enhancement grants are included in the Transportation Efficiency Act of the 21st Century and are designated to improve historic depots that are still being used for train stations. The Poplar Bluff Depot is listed on the National Register of Historic Places. The Union Pacific Railroad donated the depot to the PBHDRC in 2003 so it could be restored and continue to be used as a station for Amtrak passengers. The 95-year-old depot was built by St. Louis, Iron Mountain and Southern Railroad that became known as the Missouri Pacific Railroad in 1917. It was used for passenger, mail and freight service for many years before it became Union Pacific property.

ACTIVITIES OF OTHER RAIL GROUPS

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.