



# ARKANSAS RAILROADER



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Southern Pacific's Shasta Daylight's Coffee Shop in the late 1930s. See a story by Lynn Gaines, Jr inside regarding streamlined Daylight equipment being ferried to the west coast via Pine Bluff, also in the late 30s. (*Union Pacific historical photo collection, used with permission for this one time only - no reproduction allowed*)

### 2005 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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

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

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

The next program and meeting of the Arkansas Railroad Club won't be a meeting at all, but the annual picnic and train rides at Ron Esserman's Walden Too Railroad in near Dover, Arkansas. This will occur on **Saturday, June 11, 2005**. There will be a map to the site elsewhere in the Railroader. Ron usually has drinks and last year we had great stew and sandwiches. You can bring your own lunch if you want. Be there 930-10 or so.

**Looking ahead:** Saturday, September 3 will be the annual picnic and visit to Peter Smykla, Jr.'s Paperton Junction Southern in Pine Bluff (note that the date is September 3, NOT September 10 like was in the May Railroader). November 13 we'll meet at the recently restored Bald Knob depot, now a museum and home to Arkansas Traveler Hobbies. (Thanks to VP Mark Silverberg for getting these programs lined up)

**EMAIL ADDRESSES** - Since there are many problems with unsolicited email (SPAM), I'm asking a favor of everyone who has [trains@trainweather.com](mailto:trains@trainweather.com) or [ken@trainweather.com](mailto:ken@trainweather.com) in their email address books. Be sure your virus protection is up to date and your Windows operating system is up to date (Apple owners don't need to worry about this at this time) before you add any of the two addresses to your address book. Spammers are known to go people's unprotected address books and use those addresses for sending spam to other people. So, if you don't have your computer virus protection and Windows up to date, a spammer could use, say, [trains@trainweather.com](mailto:trains@trainweather.com) in your address book and send out email with that as a return address, unknown to you or me. This is happening on millions of computers worldwide to millions of email addresses, so be vigilant and keep your computer up to date. Thanks.

Longtime Arkansas Railroad Club member **Rick D. Higdon** of West Monroe, Louisiana died in January 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.

**NOTE ON BOOKS FOR SALE** - I've listed several railroad books for sale below and have included addresses and costs of each should you want to order one. But before you order one, you might check with your local railroad hobby shop to see if they can get it for you, possibly cheaper. One such shop is run by our VP, Mark Silverberg, who runs OneTrackMind in Mabelvale, Arkansas (501-455-5050, [onetrackmindtrains@hotmail.com](mailto:onetrackmindtrains@hotmail.com)). Also, member Douglas Harley helps run Hobby Shop Deluxe in Dardanelle, Arkansas, (479-229-5126, [hsd@cox-internet.com](mailto:hsd@cox-internet.com)), and the newly opened Arkansas Traveler Hobbies in Bald Knob, Arkansas 501-Railfan (724-5326), [cathy010@centurytel.net](mailto:cathy010@centurytel.net).) And charter member Jim Wakefield has been selling railroad books for years (501-664-0232). If you know of any others in our club who run hobby shops or sell railroad books, let me know ([trains@trainweather.com](mailto:trains@trainweather.com)). Thanks. And don't forget that our club still has copies of two books for sale: "Railroad Stations and Trains through Arkansas and the Southwest" and "Shortline Railroad of Arkansas" by Gene Hull. (Ken Ziegenbein)

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

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

**WANTED** - Photos of Little Rock's trolley buses of the 1940s and 1950s. Contact Ken Ziegenbein, [trains@trainweather.com](mailto:trains@trainweather.com) or write 1023 Claycut Cir, North Little Rock AR 72116.

**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](mailto:arkrail@arkansas.net))

**WANTED** - Information on a Baldwin Steam Engine. My name is Robert Hendrick and I live in Monroe, LA. At the local Zoo, a Baldwin steam engine is on static display. It has been there since being retired from service from the Arkansas, Louisiana & Missouri Railroad in the 1960's. It currently is in a sad state of disrepair. The Zoo Director goes to my church & has told me that the budget of the Zoo is so tight that there is no money to even sandblast & repaint the old engine. Do you think this is something anyone in the Arkansas Railroad Club might be interested in? That there might be any way of raising funds or getting a grant for preservation of this engine? It is a link to the steam age of Arkansas shortlines. (*Anyone in the club knowledgeable on getting grants?*)

I realize I'm probably grasping at straws, but I thought I'd at least float the idea. I'll be at the zoo and take some e-photos, including one of the builders plate if I'm allowed to get close enough, to send to you. (April 28 2005 email from Robert Hendrick, [rshendjr@bellsouth.net](mailto:rshendjr@bellsouth.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.

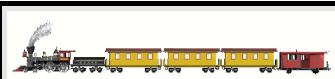
**INDIANA - THE INDIANA RAIL ROAD COMPANY** - To abandon a 2.44-mile portion of its Ellettsville Branch from milepost Q216.13 near Loesch Road to the end of the line at Ellettsville, milepost Q213.69, in Monroe County, IN.

Effective on May 17, 2005. (STB Docket No. AB-295 (Sub-No. 6X), decided April 6, served April 15, 2005)

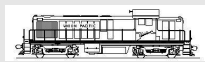
**MISSISSIPPI - COLUMBUS AND GREENVILLE RAILWAY COMPANY (C&G)** - To acquire from the City of Greenwood (City) and operate approximately 2.99 miles of newly constructed bypass rail line, extending from C&G milepost 113.59 to C&G milepost 116.57, in Leflore County, MS. C&G's main line runs through the City. C&G intends to file for abandonment authority over a portion of that line, between milepost 112.67 and milepost 114.26, and, once abandonment has been authorized, it intends to deed the abandoned segment to the City for public use. C&G states that the City intends to deed the bypass track and attendant properties to it, which will be an equal exchange and allow the City to reach its goal of moving rail operations out of the City's central commercial area. C&G also states that it will gain a more efficient and safer main line operation over the bypass track. (STB Finance Docket No. 34666, decided April 18, served April 22, 2005)

**NORTH DAKOTA - DAKOTA, MISSOURI VALLEY & WESTERN RAILROAD, INC** - To abandon an approximately 32.3-mile portion of the McKenzie-Linton Line between milepost 13.0, a point south of Moffitt, Burleigh County, ND, and milepost 45.3, in Linton, Emmons County, ND. Effective on May 31, 2005. (STB Docket No. AB-933X, decided April 22, served April 29, 2005)

**WISCONSIN - WISCONSIN & SOUTHERN RAILROAD CO./ UNION PACIFIC** - Union Pacific Railroad Company (UP) and Wisconsin & Southern Railroad Company (WSOR) have jointly filed a notice of exemption under 49 CFR 1152 Subpart F--Exempt Abandonments and Discontinuances of Service for UP to abandon and WSOR to discontinue service over a 4.4-mile line of railroad, known as the Central Soya Line, Harvard Subdivision, between milepost 85.5 in the City of Madison and milepost 89.9 in the City of Fitchburg, in Dane County, WI. Effective on June 1, 2005. (STB Docket No. AB-33 (Sub-No. 251X) and STB Docket No. AB-383 (Sub-No. 4X)] and Union Pacific Railroad Company--Abandonment Exemption--in Dane County, WI; AB-383 (Sub-No. 4X, decided April 21, served May 2, 2005)



## ARKANSAS RAIL NEWS



### **BALD KNOB DEPOT RESTORED - and more!**

*(Bald Knob, May 1, 2005)* - The former Missouri Pacific depot in Bald Knob is being given a new life, thanks to Craig Christiansen, owner of Arkansas Traveler Hobbies. He spent 18 months renovating this historic depot and has moved his hobby shop from Pine Bluff into the renovated Bald Knob depot. The grand opening was Saturday, May 7. "We want to make it a living breathing functioning entity again," said Mr. Christiansen of the depot that was built in 1915. The depot will also house a museum, a mini-theater and a photograph display.

They went back through eleven layers of paint to be as close to the original color as they could. The depot originally had wooden floors, with concrete later on. The roof was tile at first, but was replaced with composition in

the '70s when a storm hit the building. Missouri Pacific sold the depot to Union Pacific in the early '80s. The depot was "built to last, was tough," Christiansen said, with 14-inch thick walls. The depot was first with the St. Louis Iron Mountain & Southern Railroad, then became a part of Missouri Pacific in 1917.

In the restored depot, you can sit at the original 1915 ticket counter and watch through large windows while up to three trains at a time go by, whistles blowing, or you can watch model trains run on a large layout of a town, complete with scenery, buildings and cars. The ticket counter will soon be outfitted with a working telegraph from the era, which will transmit throughout the building. "I want people to sit at the ticket counter and go back into a time capsule," Christiansen said.

The original bar from the old Wagonwheel Saloon in Bald Knob and a store counter from the old Pearrow Antique Shop, which will be used to display both local memorabilia and historic railroad memorabilia, are on loan from Barth Grayson, owner of Wagon Wheel Publishing Company in Bald Knob. You might want to lean against the Wagonwheel bar and imagine yourself in the company of Elvis Presley and Jerry Lee Lewis, who are among those who visited and performed at the Wagonwheel on Highway 367, where Temple Baptist Church is located, according to Grayson.

Among other historic items in the museum area are old timetables from all the major passenger-carrying railroads operating in the United States, displayed in a rack out of the old Rock Island Railroad Depot in Little Rock, according to Christiansen. The museum will consist of changeable displays so it is constantly fresh, Christiansen said, and will tell the history of railroading in Bald Knob, the history of the agriculture of the area, and local history, as well as the history of railroads in general. (Arkansas Traveler Hobbies, LLC, 400 East Market Street, Bald Knob, AR 72010, 501-Railfan (724-5326)

## GENERAL RAIL NEWS

### MAJOR JAPAN TRAIN WRECK

In one of the safest railroad countries in the world, a high-speed Japanese train wrecked after a curve on April 25, 2005, killing at least 73 people. People were trapped alive in the wreckage of the train which left the tracks and slammed into an apartment building near Osaka in western Japan. Investigators suspect speed and driver inexperience may have been the cause of the accident but are not ruling out other explanations.

Railway officials said the driver had been on the job less than a year, but was accompanied by a conductor, who was a 15-year veteran. The train overran the stop line at the last station before the wreck, and the driver had been given a warning after overrunning a station in June 2004. **The railway is investigating reports that the train was running more than a minute late** on the Japanese train system that normally functions like clockwork, before partially overshooting the final station before the accident (*emphasis mine - can you imagine if we'd investigate each time Amtrak is only one minute late?*). Japan Rail West representatives said they were not sure how fast the train was going at the time it derailed, but noted it would have to be traveling at more than 83 mph to derail due to excess speed.

Passengers said the train had been late leaving the previous station. "The train over-ran a stop at the previous station and so it backtracked," a visibly shaken man in his 20s, his face bloodied, told Japanese broadcaster NHK. "So I guess the driver was in a hurry because the train was running late. (*Thanks to Darrel Stout for the news item*)

*The following was sent to me by member George Schmidt, formerly of Stuttgart, Arkansas now living in Virginia Beach, Virginia. It's from "Portals of Prayer" put out by the Missouri-Synod of the Lutheran Church and has relevancy to trains:*

"A difficult task for many is that of trusting another person in the midst of unknown, difficult circumstances. With no assurance that another human can help us, we face fears with the desire to solve the problems ourselves, rather than trust another.

A Nazi concentration camp survivor once said, "When a train goes through a tunnel and it gets dark, you don't throw away the ticket and jump off. You sit still and trust the engineer."

The Father in heaven desires and invites our trust. He calls us to seek Him and His wisdom. As our "engineer," He knows the

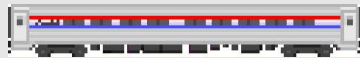
tracks well and has promised a safe journey. In His Son He offers the free ticket of salvation, based on His love alone. While the tracks of life may follow hills and valleys, turns and tunnels, we discover peace and power in His presence. He delivers safe passage through this life and to eternity."

### NEW LOCOMOTIVE REBUILD FACILITY

(Albia, Iowa) - RELCO Locomotives, Inc. announced April 28, 2005 the completion of its new locomotive rebuild and service facility located in southeastern Iowa. The facility, which has been under construction since the second quarter of 2004, will dramatically increase RELCO's manufacturing capacity and will complement RELCO's smaller Minooka, IL location. The 95-acre site contains a main locomotive shop, a self-contained blast and paint shop, office space, and over 10,000 feet of track. The 90,000-sq. ft. main locomotive shop houses five tracks, six overhead cranes with a capacity of up to 50 tons, two raised rail pits, a drop-table, state-of-the-art fabrication and component rebuild areas, and nearly 30 miles of track available for locomotive run-in and testing. The facility has direct interchange with the BNSF, and IC&E railroads and close interchange with the Union Pacific. Corporate operations will remain in Minooka, IL. The new facility makes RELCO one of the largest locomotive rebuilders in North America. (Relco: 800-435-6091)

### RECORD BNSF INCOME

Net income at BNSF rose 66.3 percent to \$321 million in the first quarter of 2005. Freight revenue reached a first-quarter record of \$2.9 billion as each of the company's four business groups achieved double-digit revenue increases. The results easily surpassed Wall Street analysts' expectations. "We continue to see unprecedented demand for rail transportation," Matthew Rose, BNSF's chairman and chief executive, told Wall Street analysts on April 28. **Revenues in March 2005 surpassed \$1 billion for the first time in the railroad's history.** And surging imports from China and a shortage of truck drivers, among other factors, is making demand stronger this year than expected.



## AMTRAK NEWS

### AMTRAK'S NEW REFORM PLAN

(Thanks to Daryl Stout for forwarding) - **News Release**, National Railroad Passenger Corporation, 60 Massachusetts Avenue NE, Washington, DC 20002, www.amtrak.com

WASHINGTON - Amtrak Chairman David Laney and President and CEO David L. Gunn announced April 21, 2005, a series of bold and comprehensive strategic reform initiatives the railroad is undertaking as corporate actions and pursuing in legislation to revitalize U.S. passenger rail service. Additionally, the railroad will seek \$1.82 billion in federal funding to support critical FY '06 capital investment programs and to support national operations.

The initiatives seek to transform the funding and development of passenger rail service, and introduce competition,

efficiency and cost-savings. "These are dynamic measures to strengthen passenger rail service at a time when our nation needs it most," said Laney. Together, they advance four fundamental objectives:

Development of passenger rail corridors utilizing a federal/state matching approach common to all other modes (generally 80/20). States, not Amtrak, would lead the development of the corridors, a number of which have already been federally designated, and Amtrak may, among others, competitively bid to provide the service.

Return of the Northeast Corridor infrastructure to a state-of-good-repair and operational reliability, with phased-in financial responsibility for capital and operating costs assumed on a proportionate basis by all users, including Amtrak, freight and commuter railroads.

Establishment of phased-in financial performance thresholds for Amtrak's existing 15 long-distance trains and any future similar proposed service. Amtrak is initiating a series of actions to improve the financial performance of these trains. Services falling below the thresholds could be continued through support by states or other authorities, reconfigured or eliminated.

Creation of markets for competition, private commercial participation and industrial reforms in various rail functions. This includes competition among operators, including Amtrak, for new corridor routes.

"Business as Usual Cannot Continue"

"Despite the record number of passengers being served by the railroad

today, Amtrak cannot continue business as usual, nor can the snail pace of passenger rail development continue to lag behind the growing need in high-demand regions of the country," said Laney. "These initiatives will both continue fundamental reform at Amtrak and help spur a rational and much-needed growth of the passenger rail network. It is Amtrak's belief that the leadership of such development is the role of states and the federal government - not Amtrak. Instead, Amtrak must in the long run transform itself to a competitive provider of passenger rail services, with the recognition that in the near term it will remain the steward of the national passenger rail system as it is today."

#### Amtrak Reforms

In 2002, Amtrak eliminated its unwieldy business-unit structure and began a series of other reforms: reduction of management layers, zero-based budgeting, strict GAAP accounting and other cost controls, including the reduction and elimination of several routes. Amtrak also returned its focus to the railroad's core business of passenger service and asset rebuilding. More than 5,000 positions were eliminated and the growth in operating costs was brought under control.

Building on these efforts, Amtrak will for FY '06 align financial accounting, planning and management accountability along five business lines to facilitate future decision-making. The five business lines are:

Amtrak-owned infrastructure management (principally the Northeast Corridor (NEC)); NEC operations; state corridor operations; national long-distance operations and ancillary businesses. These lines are not a return to the business unit structure and do not separate NEC operations and capital project management. Amtrak has reviewed various proposals to separate the management of NEC operations and infrastructure, but concluded that complexities and risks of separation outweigh the benefits, and therefore that such a separation is not

advisable at this time.

With an ultimate goal of a vibrant passenger rail system with multiple service options and a competitive supply industry, Amtrak will undertake a wide range of reforms, including the clarification of individual business activity costs, increased outsourcing, and the initial facilitation of competition for selected routes and functions.

#### Public Sector and Legislative Reforms

While internal reforms at Amtrak will help provide a foundation for a competitive and efficient national passenger rail system, strong federal and state leadership is essential if passenger rail is to meet the demand for service. Among the legislative changes called for to accomplish the reform objectives are:

Establishment of a federal/state capital match program for passenger rail development, comparable to other modes of transportation. This long-proven federal transportation funding mechanism through which the U.S. Department of Transportation annually provides more than \$40 billion for highway and transit projects.

Designation of a federal agency to oversee the transition to a competitive passenger rail environment, including the distribution of federal funding, selected assets and rights of access. Revisions allowing the transition to a method by which all users of the NEC fund their proportionate share of its costs. Ultimately, extension of Amtrak access rights on freight railroads to qualified competitors for state-managed services. Targeted revisions to allow labor agreements to terminate at the conclusion of the term of their agreement.

#### Federal Funding for Fiscal Year 2006

As Amtrak will undertake the internal reforms addressed earlier and pursue public sector and legislative reforms, little reduction in the need for federal support will be realized in FY '06. In fact, funding

for operations, critical assets such as the Northeast Corridor and other needs are essential to the success of the reform initiatives Amtrak has outlined. Consequently, Amtrak is seeking federal funding in FY '06 of \$1.82 billion. This request includes \$787 million for capital infrastructure projects, \$560 million to support train operations, \$278 million for service on existing debt, \$175 million in working capital and \$20 million for transition costs associated with the reforms previously outlined. Current federal Amtrak funding (FY '05) is \$1.2 billion. However, Amtrak cautioned that an appropriation at this level would be insufficient in FY '06 to sustain operations and the backlog of capital projects the railroad is working to erase. Amtrak's Board and management want to emphasize that Amtrak cannot continue to operate at the current funding level of \$1.2 billion in FY06.

#### DRIVING IS NOT CHEAP

Most people equate the \$2.40 per gallon as being the cost of driving a car. Unfortunately, as high as gas is, the cost is really one of the smaller parts of driving a vehicle. The American Automobile Association has prepared a booklet with some detailed information on what it really costs to drive a car and the picture is not good. The AAA took three different 2005 model cars and projected total operating costs for driving them 10,000, 15,000 and 20,000 miles per year. The cost per mile goes down as the number of miles goes up because the fixed costs can get spread over more miles. The three cars used were a Chevrolet Cavalier, a Ford Taurus and a Mercury Marquis. To keep this simple, we'll quote from the Taurus with the 3.0 liter, 6-cylinder engine. And, we'll base everything on a motorist who drives 15,000 miles per year.

Gasoline costs are 8.5 cents per mile, maintenance is another 5.8 cents and tire wear is seven-tenths of a cent, bringing the operating costs to 15 cents per mile. Now the fun starts. The cost of full coverage

insurance was estimated at \$1,195 per year, license, registration and other taxes is \$390, depreciation of that new car is \$4,005 and the finance charge (based on 10 percent down and 6 percent interest for five years) is \$740. Add those up and you have \$6,330 per year or \$17.34 per day. Based on that information, the cost of the car would be \$2,250 per year for the costs per mile plus \$6,330 for the ownership costs or a total of \$8,580 per year. So,

based on the 15,000 mile per year scenario, you'd have a cost per mile of 57.2 cents.

Now, let's say you want to go a distance of 46 miles. That's 92 miles round trip and that multiplied by 57.2 cents per mile and you just made a \$52.62 trip. It's not too bad if you have four people in the car sharing expenses, but if it's just you or you and your spouse for example, travel is not a cheap thing. These numbers underscore

why this country must get moving on improving our mass transit, especially the trains that are under the umbrella of Amtrak. We also have to move into vehicles that operate far more efficiently and ultimately without the need for gasoline. When you look at these costs, alternate sources of fuel are looking better all the time.

## ACTIVITIES OF OTHER RAIL GROUPS

**DAY OUT WITH THOMAS THE TANK ENGINE SCHEDULE** - Here's the schedule of Thomas The Tank Engine rides for the rest of the year. Since we have club members in 26 states, I've put in the entire schedule. The list is also a good way to see the web addresses of various tourist railroads around the country. The Official Website for this tour:

<http://www.hitentertainment.com/thomasandfriends/usa/homepage.html>

Day Out with Thomas is an exciting way for children and grown-ups to enter the world of Thomas & Friends. The event provides an opportunity for kids to ride on board a train pulled by Thomas and have their pictures taken with Sir Topham Hatt, the Controller of Thomas' Railway.

Each of the events offers visitors a fresh and unique experience that distinguishes host U.S. railroads. Different forms of entertainment - from petting zoos and pony rides to face-painting and magic shows - make each Day Out with Thomas event special. In addition, every location includes a special viewing station for Thomas & Friends videos, story time and temporary tattoos of the Island of Sodor friends.

Further information about a specific event is available only from the host railroad. There are at least two sets of equipment running around the country, so that's why there are overlapping dates.

**June 3-12, 2005:** Tweetsie Railroad, Blowing Rock, NC, [www.tweetsie.com](http://www.tweetsie.com)

**June 3-5 & 10-12, Branson Scenic Railway, Branson, MO,** [www.bransontrain.com](http://www.bransontrain.com)

**June 10-12 & 17-19,** West Coast Railway Association, Squamish, BC, [www.wcra.org](http://www.wcra.org)

**June 11-19,** Strasburg Rail Road, Strasburg, PA, [www.strasburgrailroad.com](http://www.strasburgrailroad.com)

**June 15-19,** National Railroad Museum, Green Bay, WI, [www.nationalrrmuseum.org](http://www.nationalrrmuseum.org)

**June 17-19 & 24-26,** Whitewater Valley Railroad, Connersville, IN, [www.whitewatervalleyrr.org](http://www.whitewatervalleyrr.org)

**June 17-20,** Durango & Silverton RR, Durango, CO, [www.durangotrain.com](http://www.durangotrain.com)

**June 17-19 & 24-26,** Edaville USA, Carver, MA, [www.edaville.com](http://www.edaville.com)

**June 25 - July 3,** Mt. Hood Railroad, Mt. Hood, OR, [www.mthoodrr.com](http://www.mthoodrr.com)

**July 1-3 & 8-10,** Kentucky Railway Museum, New Haven, KY, [www.kyrail.org](http://www.kyrail.org)

**July 8-10 & 15-17,** Northwest Railway, Snoqualmie, WA, [www.trainmuseum.org](http://www.trainmuseum.org)

**July 8-10 & 15-17,** Midland Railway, Baldwin City, KS, [www.midland-ry.org](http://www.midland-ry.org)

**July 22-24 & 29-31,** Elgin County Railway Museum, St. Thomas, ON, [www.ecrm5700.org](http://www.ecrm5700.org)

**July 23-31,** Great Smoky Mountains Railway, Dillsboro, NC, [www.gsmr.com](http://www.gsmr.com)

**July 29-31 & Aug 5-7,** Roaring Camp Railroads, Felton, CA, [www.roaringcamprr.com](http://www.roaringcamprr.com)

**Aug. 5-7 & 12-14,** Railroad Museum of New England, Waterbury, CT, [www.rmne.org](http://www.rmne.org)

**Aug. 19-21 & 26-28,** Delaware & Ulster Rail Ride, Arkville, NY, [www.durr.org](http://www.durr.org)

**Aug. 19-21 & 27-28,** Illinois Railway Museum, Union, IL, [www.irm.org](http://www.irm.org)

**Sept. 3-4 & 10-11,** Tennessee Central Railway, Nashville, TN, [www.tcry.org](http://www.tcry.org)

- Sept. 9-11 & 16-18, Cincinnati Railway Company, Lebanon, OH, [www.cincinnati-railway.com](http://www.cincinnati-railway.com)
- Sept. 17-25, Strasburg Rail Road, Strasburg, PA, [www.strasburg-railroad.com](http://www.strasburg-railroad.com)
- Sept. 17-18 & 23-25, Boone and Scenic Valley, Boone, IA, [www.scenic-valley-rr.com](http://www.scenic-valley-rr.com)
- Sept. 17-18 & 23-25, Edaville USA, Carver, MA, [www.edaville.com](http://www.edaville.com)
- Sept. 30-Oct.2 & 7-9, North Carolina Transportation Museum, Spencer, NC, [www.nc-trans.org](http://www.nc-trans.org)
- Oct. 7-9 & 14-16, Mount Dora & Lake Eustis Railway, Taveres, FL, [www.mtdora-railway.com](http://www.mtdora-railway.com)
- Oct. 13-16, Austin Steam Train, Austin, TX, [www.austin-steam-train.org](http://www.austin-steam-train.org)
- Nov. 5-6 & 12-13, Essex Steam Train, Essex, CT, [www.essex-steam-train.com](http://www.essex-steam-train.com)
- Nov. 11-13 & 18-20, Orange Empire Railway, Perris, CA, [www.oerm.org](http://www.oerm.org)
- Dec. 2-4, Strasburg Rail Road, Strasburg, PA, [www.strasburg-railroad.com](http://www.strasburg-railroad.com)

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](mailto:trains@trainweather.com).



The former Rock Island Choctaw Route passenger station in Little Rock, Arkansas (left) is now part of the Clinton Presidential Center as the Clinton School of Public Service. I'm standing on the old right of way that used to be the Rock Island Sunbelt Route. To the right is the Clinton Library. Straight ahead is the Rock Island bridge over the Arkansas River. (March 4, 2005 photo by Ken Ziegenbein)

## "DAYLIGHTS" Sighted on Cotton Belt



by Lynn N. Gaines Jr.

On two successive Saturdays in December, 1939, "Million Dollar" 14 car streamlined, orange and silver trains, which became the third and fourth Southern Pacific "DAYLIGHTS" on the San Francisco to Los Angeles run, passed through Pine Bluff via Cotton Belt, enroute Shreveport for delivery to SP (T&NO). These beautiful "DAYLIGHT" cars were built by the Pullman Co., Pullman, Illinois.

The first train enroute, December 23rd, 1939, made about a 30-minute stop, Pine Bluff, 10:00 until 10:30 a.m. and was viewed by hundreds. It was pulled out of Pine Bluff by Cotton Belt steam engine 777 with Conductor Louie Gordon and Engineer J.T. Dowis(?), in charge.

The second train, December 29th had in addition to 4 streamlined cars, two regular pullmans for attendants and officials. Its outbound crew consisted of Conductor J. L. Hamilton, Engineer U. E. Stevens, and Fireman B. H. O'Brien.

Sources:

"Pine Bluff Commercial, Pine Bluff, AR, Saturdays Dec. 23rd, 1939, and Dec. 29th, both articles on page one of issue.

"Cleveland County Herald", Rison, AR, Jan. 3rd, 1940, as reported by "Cleveland County Herald", Rison, AR, "Other Days" Feb. 9, 2005, pg. 7 col. 4.

Special thanks to Jana Blankenship, Reference Librarian, Pine Bluff/ Jefferson County Library, Pine Bluff, AR.

Joe and Maryann Garrett, Rison, AR.

My wife, Elizabeth B. Gaines.

**(Related photos to go with this story on next page)**



Coast Daylight leaving San Francisco in the late 1930s. Could this set of equipment have gone through Pine Bluff on its way west? (*Union Pacific historic photo used with permission one time only - no reproduction allowed*)



Coast Daylight near Santa Barbara, California in the late 1930s. (*Union Pacific historic photo, used with permission one time only - no reproduction allowed*)



Shasta Daylight coffee shop, late 1930s. (*Union Pacific historic photo used with permission one time only - no reproduction allowed*)



Inside a Shasta Daylight diner, late 1930s. (*Union Pacific historic photo used with permission one time only - no reproduction allowed*)



A Cotton Belt caboose was moved to Russellville, Arkansas across from the restored Russellville Depot on March 31, 2005. It had been stored on the D&R in Dardanelle since June of 1999. (Doug Harley photo)



Former Arkansas Railroad Club member Jim Bennett (center wearing vest) riding a Little Rock trolley in March 2005.