



ARKANSAS RAILROADER



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Central Arkansas Transit Streetcar No. 410 at the Chamber of Commerce stop in Little Rock, Tuesday evening, December 6, 2005. Note the lighted, animated Polar Bears on top and all the lighted Christmas decorations. All three streetcars (built by Gomaco in Ida Grove, Iowa) had different decorations. This was a 2-second exposure from my Sony digital camera. During their first year of service, from November 1, 2004 to November 1, 2005, the streetcars carried nearly 180,000 riders. *(Ken Ziegenbein photo. I would have printed this cover in color but my large format inkjet printer is down for the count. However, you can still see the photo in color on the web at: www.trainweather.com/streetcarslittlerock120605.html)*

Reflection of a streetcar in a large Christmas Tree ornament at the Alltel Arena stop in North Little Rock.



2006 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), cfillers@aol.com
V-PRESIDENT - John Hodkin, Jr., 506 Gordon North Little Rock AR 72117-4713 (501-945-2128), nlrrailfan@sbcglobal.net
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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)
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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
BOARD '10 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)

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 \$22 a year more, bringing the total to \$42 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 held **SUNDAY, JANUARY 8, 2006, 2 PM** at our normal meeting place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be given by JOHN HODKIN, our new VP. He calls it "a photographic journey of train watching" (he added "by a mediocre photographer" but we all know better). Come and enjoy. Refreshments will be served. Peter Smykla, Jr will have the February program.

NEW MEMBER - Rejoining the Arkansas Railroad Club after many years, Jim Tatum, 112 Clear Creekside Dr, Hendersonville, NC 28792-7892, 828-692-3899, eldojim@hotmail.com

Also new this month: Joe Roddy, PO Box 2495, Little Rock, AR 72203. Joe is often at Union Station in Little Rock early Sunday mornings for our train watching

A ROUND OF THANKS to **Tom and Margaret Shook**, along with their helpers, who got the great turkey and dressing meal for the Arkansas Railroad Club's annual Christmas Party December 10. The meal was catered by Franke's Cafeteria. Also, for several years now, **Fred and Fern Fillers** have been getting great rail-oriented gifts for the Christmas party to give out as door prizes and decorate the tables. ALL of their gifts over the years have been 'keepers,' too. Thanks Fred (now the club's President for 2006) and Fern!

MONTHLY MEETINGS EVERY MONTH (except December) - Starting in January, the Arkansas Railroad Club will be having a meeting EVERY month except December, which will be the Christmas party. In the past, we've canceled our regular meetings when we did other things, such as go to Ron Esserman's or Peter Smykla, Jr.'s. Now we will do both, and always have our meetings on the second Sunday even if we have a club outing the day before. The board made this decision because every once in a while someone (more than likely a visitor) would show up on a Sunday at our regular meeting place only to find that no meeting would be held due to our having another event that month.

2006 DUES ARE DUE - It's for Arkansas Railroad Club dues again. They will remain the same \$20 a year as they have been now for several years. This \$20 means you are members of the Arkansas Railroad Club only which includes the monthly *Arkansas Railroader*. If you'd like to join the National Railway Historical Society (and thus be a member of the Little Rock Chapter NRHS), you must pay \$22 more (NRHS dues went up to \$22 from \$20). So...pay a total of \$20 for club only or \$42 for local chapter dues AND NRHS dues. Fill out the form elsewhere in this newsletter.

Look on your mailing label on the envelope - if it says 2005, your dues are due. Some of you have paid several years in advance, so check your label.

OFFICERS/BOARD FOR 2006 – The Arkansas Railroad Club officers and Board members for 2006 are as follows: **2006 OFFICERS: PRESIDENT**-Fred Fillers; **VICE-PRESIDENT**-John Hodkin, Jr.; **SECRETARY/TREASURER** (**note:** these positions have been combined for 2006)-Walter Walker. **OTHER 2006 POSITIONS:** EDITOR-Ken Ziegenbein; NRHS DIRECTOR-Tom Shook; PHOTOGRAPHER-John C. Jones.

BOARD OF DIRECTORS: 2006-Jim Wakefield; 2007-Ken Ziegenbein (filling Fred Filler's place); 2008-Ron Esserman; 2009-Douglas Harley; 2010-Robin Thomas.

ARKANSAS RAILROADERS IN 2006/MORE STORIES – I'm in the process, with the help of a professional secretary/typist, Terri Kuczynski, of putting all of Gene Hull, P. B. Wooldridge, Randy Tardy, John Martin, Jim Bennett, Jim Wakefield, Bill Church, Mike Adams, Bill Bailey, John Mills, Lynn Gaines, Jr, Bill Pollard and other rail history writer's stories in computer format for inclusion in future Railroaders and a possible booklet for the Hull and Wooldridge stories (*paid for by the authors and me, not the Arkansas Railroad Club*). So far as of this writing (mid December 2005), Terri (who also designed some brochures for Arkansas' state parks) has typed nearly THREE HUNDRED of Gene's and P. B.'s stories and dozens of others. There are still many stories to get logged. Terri and I then take the typed stories and add pictures and graphics and I will include them in the Railroaders. We will save the entire story to computer files for the possible future book (*what I have in mind is similar to what Bill Church got printed years ago for all his stories, except this booklet will have pictures*).

Terri and I will also go back to the very first Arkansas Railroader in January 1970 and scan that one plus all the rest into Adobe Acrobat PDF format, which I plan to put online for people to view on their home computers. PDF format preserves the entire newsletter, including pictures. I'll also put a content summary of each issue next to the filename so you can see what stories were inside. Believe me, some of those stories and news of the early days of our club are quite interesting! This scanning will not cost the club anything, as we have the required computer scanners.

With this said, beginning with the January 2006 issue, I guarantee at least one story by Gene Hull and P. B. Wooldridge in each issue, plus stories from others at times. Plus I've begun using Desktop Publishing Software (DTP) for the Railroaders, occasionally going back to Word or WordPerfect as needed. (*Ken Ziegenbein*)



Nelda Jones (wife of Club photographer John C. Jones) received a cupcake for her birthday at the Christmas party December 10. Tom Shook was the presenter. Club President for 2006, Fred Fillers, is to the right. (*Ken Ziegenbein photo*)

WANTED - FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

WANTED – Book titled “EMPIRE THAT MISSOURI PACIFIC SERVES, description of all stations on the Mo. Pac.” Gene Hull, 3507 E Washington Ave, Apt 31, North Little Rock AR 72114-6455.

WANTED – Photo of depot at Lavaca, on old Arkansas Central. In February 1899, 98.6 percent of the AC stock was controlled by the St. Louis, Iron Mountain & Southern. Gene Hull, 3507 E Washington Ave, Apt 31, North Little Rock AR 72114-6455.

HOBBY SHOPS IN ARKANSAS - Here are a few Arkansas hobby shops that you might use when ordering any commercial books or commercial railroad stuff that you see listed in these Want Ads. Here, in plain text form, are those hobby shops: **ONE TRACK MIND**, 10524 Helm Dr, Mabelvale, AR 72103, 501-455-5050, onetrackmindtrains@hotmail.com, <http://www.arkansasweb.com/onetrackmind/> ** **ARKANSAS TRAVELER HOBBIES**, 400 East Market Street, Bald Knob, AR 72010, 501-Railfan (724-5326) ** **MICKEY'S MODEL WORKS**, Village Mall, 759 Hwy 62 E Ste 77, Mountain Home, AR 72653, 870-424-5765 ** **HOBBY SHOP DELUXE**, 119 North Front St, Dardanelle AR 72834, 479-229-5126, hsd@cox-internet.com ** **HOBBY SHACK**, 1200 John Harden Dr, Jacksonville, AR 72076, 501-982-6836 ** **TRACTIVE EFFORT HOBBIES**, 3061 N. Market Ave. #7, Fayetteville, AR 72703, (479) 571-8722 ** **EUREKA SPRINGS MODEL RAILROAD COMPANY**, 127 Spring St., Eureka Springs, AR 72632 479-253-2525, <http://www.railroadtrain.com/>

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.

TEXAS – UNION PACIFIC/BROWNSVILLE & RIO GRANDE INTERNATIONAL RAILROAD CO. For UP to abandon, and for B&RG to discontinue service over, 2.2 miles of railroad between milepost 0.00, near UP Main Switch, and milepost 2.20, near Arthur Street, in Cameron County, TX. Effective on December 16, 2005. (STB Docket No. AB-33 (Sub-No. 226X), decided November 4, served November 16, 2005)

CALIFORNIA – UNION PACIFIC – To abandon segments of the Holtville Industrial Lead from milepost 711.90 near El Centro to milepost 703.26 at Holtville, and from milepost 702.72 to milepost 703.46 near Holtville, for a total distance of 9.38 miles, in Imperial County, CA. Effective on December 30, 2005. (STB Docket No. AB-33 (Sub-No. 228X, decided November 22, served November 30, 2005)

TEXAS – UNION PACIFIC – To abandon a 4.57-mile line of railroad known as the Waxahachie Industrial Lead extending from milepost 798.03, near Waxahachie, to milepost 802.60, near Nena, in Ellis County, TX. Effective on January 6, 2006. (STB Docket No. AB-33 (Sub-No. 229X), decided November 30, served December 9, 2005)



ARKANSAS RAIL NEWS



LIGHT RAIL IN NW ARKANSAS?

(Springdale, AR) – On Wednesday, November 16, 2005, more than 200 people went to a meeting in Springdale to learn more about a light-rail system in northwest Arkansas to discuss light rail. At the Northwest Arkansas Convention Center, 30 speakers discussed the benefits and drawbacks of a lightrail system here. They talked about federal regulations, funding, ridership, location and future economic development around transit stops. They agreed that a successful bus route is important in order to support a lightrail system in the future.

Keynote speaker Rodney Slater, a former U.S. secretary of transportation, offered an inspirational speech over lunch. "You've got everyone you need here in this place to move this dream," he said. "This is a region of no small dreams, so this particular project fits rather nicely." Slater encouraged his listeners to consider light rail as more than just a concrete and steel project — it would be a way for folks to get to work, the hospital or a library. "The question is, is this going to be a cost

or an investment? You'll have to make that case," he said. The light-rail possibility is simply about giving people transportation choices, he said, and choice is the basis of democracy.

Rail experts applauded the cooperative perspective of Reilly McCarren, chairman of the Arkansas and Missouri Railroad. Depending on the type of rail cars used, a passenger rail system could use A&M right of way or even share the existing tracks.

During his presentation, McCarren said he is "generally supportive" of a light-rail system and is willing to cooperate on it, but stressed that he must continue making his freight runs on the 149-mile-long line from Monett, Mo., to Fort Smith, Ark. "We must look for mutually beneficial solutions," he said. McCarren even mentioned that the railroad could potentially operate a light-rail system, which would help keep operating costs down. "We can help make this a more feasible project than it would be otherwise," he said, emphasizing that the railroad wants to be involved in the process. (*Northwest Arkansas News*)

NATIONAL REGISTER OF HISTORIC PLACES NOMINATED PROPERTIES

Here are 29 properties in Arkansas nominated for the National Register of Historic Places in November 2005:

* Pottsville Dipping Vat at Pottsville in Pope County * Sumner-White Dipping Vat near Hamburg in Ashley County * **St. Louis Southwestern Railway Caboose #2325 at Pine Bluff in Jefferson County** * Army and Navy Hospital Historic District at Hot Springs in Garland County * Jack Tar Resort Hotel and Bathhouse at Hot Springs in Garland County * Kerr-Booth House at Searcy in White County * Earl and Oza Brown House at Damascus in Faulkner County * Arkansas Highway 7/51 Bridge at Arkadelphia in Clark County * Old U.S. 64-Menifee Segment near Menifee in Conway County * Hickman House near Camden in Ouachita County * Amendment to the Marianna Commercial Historic District at Marianna in Lee County * Henry and Cornelia Ford Farm near Lexa in Phillips County * Turner Historic District at Cypert in Phillips County * Hardy Cemetery, Historic Section, at Hardy in Sharp County * George Ray's Dragstrip near Paragould in Greene County * Selma Rosenwald School at Selma in Drew County * Portland Methodist Church at Portland in Ashley County * Hamburg Fire Tower near Hamburg in Ashley County * Chicot County Courthouse at Lake Village in Chicot County * Bates School at Bates in Scott County * Dodson Avenue Methodist Church at Fort Smith in Sebastian County * South Side Baptist Church at Fort Smith in Sebastian County * Echols Memorial Christian Church at Fort Smith in Sebastian County * St. Scholastica Convent at Fort Smith in Sebastian County * Clack House at Fayetteville in Washington County * St. Joseph Catholic Church at Tontitown in Washington County * **Kansas City Southern Railway Locomotive #73D and Caboose #385 at Decatur in Benton County.**

BNSF PROJECTS ARKANSAS/TENNESSEE

(From Jim Johnston via Don Weis) – The Thayer South Expansion on the BNSF will soon be completed (as of November 30, 2005). The capacity expansion projects were needed on the Springfield Division to handle growing volume, especially coal. Four projects were selected to address key operational constraints:

* Extending the existing Baker, Ark., siding for longer coal trains. * Constructing a siding at Marked Tree, Ark. * Extending double track 3.25 miles at Critco, Ark., and
* Improving the interlocker just east of the Mississippi River Bridge at Memphis, Tenn. (allowing for the elimination of the stop sign at the railroad crossing between BNSF and the Canadian National/Illinois Central (CN/IC) railroads and increase the

velocity for all railroads in the vicinity including Union Pacific, Norfolk Southern, CN/IC and BNSF).

The goal was to complete as many projects as possible by year-end, and thanks to the combined efforts of many, the team is well on its way. The Baker project was placed into service Sept. 14, and Critco Nov. 29. The Marked Tree project will be placed into service January 2006, and the Memphis Interlocker project will be placed into service March 2006, pending further discussion with other railroads involved.

When the other two projects are placed in service, the Springfield Division and the construction team will have made a significant contribution to increasing velocity and line capacity on the Thayer South Subdivision.

1929 ASSESSMENT OF THE LOUISIANA & ARKANSAS RAILWAY

(1929 news article sent in by Lynn N. Gaines, Jr with comments)

On September 2, 1929, seven railroads were assessed in Arkansas, the largest assessment being the Louisiana & Arkansas Railway company, owned by H. C. Couch. The L&A was assessed at \$731,000, an increase in value of \$30,000 over 1928.

Lynn N. Gaines, Jr. amplified the story with the following comments:

“Harvey C. Couch started his financial career when he and his partner Dr. Longino began operation of a telephone company in Southwest Arkansas and Northwest Louisiana. This company was sold for one million dollars to begin a new venture which later became the Arkansas Power and Light Company, and was later expanded to the Louisiana Power and Light Company, etc. These companies are now known by their new name “Entergy.”

It is said Couch got his idea for the phone company while riding a train, seeing linemen at work.

By 1929, Couch and associates had purchased the Louisiana and Arkansas Railroad, and later the Kansas City Southern, then merged the two companies. Couch masterminded the concept and design of the streamlined “Kansas City Belle,” “Flying Crow,” etc, through trains Kansas City/New Orleans (usually diesel powered).

The small assessment of the value may be explained as follows: railroads, then and now, are taxed on their holdings in a different way from other companies. This helps explain why they are able to hold real estate for longer times than might otherwise occur.

(As an interesting aside, Couch’s granddaughter, Kathy R. Matthews, heads the Arkansas Heritage Department.)”

GENERAL RAIL NEWS

NEW CEO FOR UNION PACIFIC

Union Pacific Corp. said November 17 the man who has led the company's railroad for nearly two years will succeed Dick Davidson as corporate president and chief executive officer in January. James R. Young, 53, will remain president of Union Pacific Railroad when he assumes control of the corporation as part of a previously announced succession plan. Davidson will remain chairman of the board. "As I approach retirement, I

know I will be leaving Union Pacific in good hands," Davidson said in a news release

PEACOCK CRASHES INTO TRAIN

(Madurai, India) – A passenger train in Tamil Nadu, India was hit by a bird, damaging the train and the driver suffered bleeding injuries when the winged visitor attacked him in a panic. According to official sources, a peacock smashed

through the windscreen of the engine of Madurai-Tenkasi Passenger Train and landed in the cabin. Later, it clawed and pecked the driver before flying out of the cabin by another windscreen. Despite bleeding badly, driver Panneerselvam carried on running the train till the next junction, Virudhunagar. As he felt giddy, the driver informed officials through the Virudhunagar station master and got himself admitted to a hospital, the sources said. (*Via the Internet*)

TYLER COTTON BELT DEPOT CHRISTMAS WISH

(*Tyler, Texas*) – The Tyler Cotton Belt depot was decorated for the Christmas holidays this year. Miniature trains from the Clyde Bragg collection in the depot were decorated for the Christmas season. The model trains will remain in the depot year-round. The exhibit features hundreds of model trains donated to the city in 2004 by Sharon Bragg in memory of her late husband. Viewing hours are 9 a.m. to 4 p.m. Monday through Friday. The depot is located at 201 E. Oakwood in Tyler.

The Cotton Belt Depot was constructed in 1905 and began serving passengers in 1907. Service continued until the mid-1950s when the railroad began using the structure for offices and storage. In 1988, Southern Pacific Railroad donated the building to the city of Tyler. Using federal transportation grants, half-cent sales tax revenue and a grant from the Vaughn Foundation, the city pursued restoration of the historic site, which was reopened in 2003 to serve as offices for the Tyler Transit bus system.

KANSAS CITY SOUTHERN'S HOLIDAY EXPRESS

Kansas City Southern's (KCS) Holiday Express is a volunteer project made possible by the charitable contributions and volunteerism of KCS' employees, vendors and friends. The festive train brings Santa Claus and his elves to visit children in communities throughout KCS' U.S. operation. Beyond serving as a spectacular holiday attraction for young and old alike, the Holiday Express has a charitable component that provides warm clothing for children in need.

At each Holiday Express stop, visitors can board the train, visit with Santa Claus and walk through three rail cars that house intricate displays. Before exiting the train, children are given a small gift bag. The event is open to the public. There is no charge and reservations are not required. In 2005, the Holiday Express visited 22 communities in eight states, including Illinois, Missouri, Kansas, Arkansas, Oklahoma, Texas, Louisiana and Mississippi.

In 2004, KCS' Holiday Express train succeeded in topping its previous records for attendance and charitable contributions with its annual run. More than 38,396 visitors boarded the train in 2004, a 65 percent increase in visitors through the train over 2003. Additionally, approximately \$80,000 was raised to purchase Wal-Mart gift cards in increments of \$25.00 each that were donated to the local Salvation Army in 29 communities. The overall contribution is approximately 25 percent higher than in 2003.

The Holiday Express premiered in 2001, after KCS employees dedicated more than 8,000 hours to the rigorous transformation of a retired freight train to its present day grandeur. In 2003, a sixth car, the snow covered reindeer stall was added to the train's consist which includes "Rudy" the smiling tank car, a ginger bread box car, a flat car carrying Santa's sleigh, reindeer and miniature village, the elves' workshop and a little

red caboose. Visitors can tour the inside of three of the cars to see intricate train displays. Led by the Southern Belle business train, Santa Claus, his elves, festive music and 10,000 lights complete the package.

The Holiday Express train was built on the tradition of the former Gateway Western Santa Train, which made stops in small towns from East St. Louis, Ill. to Blue Springs, Mo. (GWWR was purchased by KCS in 1997.) In 2000, KCS employees noticed that the Santa Train was the only Christmas some kids had, and that some did not even have essential items like coats, hats and gloves. The employees were so touched that they committed to elevating the project to the experience that communities throughout KCS' service area enjoy today. For more information, contact doniele.c.kane@kcsr.com.

BUSH 4141 SPECIAL TRAIN

On November 19 and 20, 2005, a special train was run from College Station to Dallas, Texas and return. The train was pulled by Union Pacific locomotive 4141, painted in the colors of Air Force One to honor former President George H. W. Bush. It carried 380 passengers, who paid hundreds of dollars for a seat. The passengers had events and tours in Dallas after the train got there November 19, and spent the night in Dallas before returning to College Station November 20.

Assisting the passengers was a group of volunteers from the George Bush Presidential Library and Museum in blue shirts along with a contingent from the Gulf Coast Chapter of the National Railway Historical Society from Houston in yellow shirts. A yellow-shirted monitor was stationed between each of 14 passengers cars.

The trip was the brain child of Robert Holzweiss, supervisory archivist for the library.

"I used to work at the Baltimore & Ohio Museum [the same B&O that is between Illinois Avenue and Atlantic Avenue on a Monopoly board], and we did a lot of trips," Holzweiss said. "I thought it would be great to do a trip in conjunction with our exhibit 'Trains: Tracks of the Iron Horse.' This exhibit is supposed to run 9 months, through mid Summer 2006. We wanted to appeal to more than just railroad buffs, and I'm very pleased that we have a lot of families on board.

For more information, visit www.bushlibrary.tamu.edu/trains

RAILROAD STATIONS RENOVATED IN IRAQ

(*U.S. Army Corps of Engineers – Baghdad, Iraq*) – As of December 1, 2005, workers have modernized twenty-eight railroad stations in the Iraq's southern provinces, starting at Iskandariyah Station in Northern Babil, just south of Baghdad, and reaching south into Thi-Qar province. Residents living in Babil, Qadisiyah, Muthana and parts of Thi Qar provinces can now catch the train at their local train station and travel to destinations within the region, boarding and exiting at clean, safe, healthy, remodeled railroad stations. Workers have performed numerous tasks at the southern province rail stations such as repairing, plastering, painting, and restoring electricity, water, and toilets.

Thi-Qar has two of nine renovations completed. Thi-Qar and Basrah Province rail stations are scheduled to have renovations finished by spring of next year. Rail station renovations provide community residents with safe and healthy access to the rail transportation system. Passengers can use the stations to access travel

within their local area and eventually to travel throughout Iraq and destinations beyond. Local businesses can now use the renovated rail stations to ship and receive commodities by scheduling freight movement with their local stationmaster. This will make it easier for business professionals and farmers to ship their products to regional and global markets. The U.S. Army Corps of Engineers completed the rail station renovations by using Iraq Relief and Reconstruction Funds.

The existing railroad stations were neglected for decades and previously were in unsafe, unsanitary, and unprofessional condition. The renovation work began with cleaning, removing garbage and demolishing unsafe structures. Then, terrazzo floor tiles were replaced, plaster was repaired, walls were painted, ceramic tile added to bathrooms, new windows and screens, septic and water systems were replaced, electricity was upgraded and backup generators were installed to provide completely refurbished railroad stations.

(Public Affairs Officer for the Gulf Region South, U.S. Army Corps of Engineers, Iraq)

NORFOLK SOUTHERN 175 YEARS

(Via George W. Schmidt, member in Virginia – December 3, 2005) – Norfolk Southern unveiled a new 1,600 square-foot museum on December 3 in Norfolk, Virginia to celebrate its 175th year of railroad operation. Exhibits highlight some of the company's history and artifacts: sections of Civil War-era track, vintage hand tools and diagrams to teach hand signals to railroad trainees. There's a locomotive simulator, a ringing bell and a railroad car coupler that weighs more than 900 pounds.

The exhibits are free, but for this Fortune 500 company, which had a \$301 million profit last quarter, there's a business angle, too. Some exhibits may be tweaked to appeal to visiting clients such as lumber companies or automotive parts suppliers.

Norfolk Southern is one of the latest companies seeking to put its history to use. Motorola opened an electronics museum in 1991 at its Schaumburg, Ill., headquarters. The Coca-Cola Co. has a museum in Atlanta, and railroad operator Union Pacific Corp. features one of the country's oldest corporate collections in Council Bluffs, Iowa.

Visitors to the Norfolk museum can trace the evolution of the company from its earliest ancestor in 1830 to the present day. A

"link and pin" coupler dating from 1880, encased in glass at the museum, is about the size of a flattened professional football. A Norfolk Southern coupler now weighs more than 900 pounds and looks more like a burly tree stump. Locomotives that once resembled horse-drawn wagons now can pull mile-long trains loaded with coal. *(The Virginia Pilot)*

HIGH SPEED 'SILK ROAD' RAIL LINE?

(Beijing, China) – Work has begun (as if December 6, 2005) on a high-speed rail link that is expected to rejuvenate the ancient Silk Road trade route between East and West.

The Iron Silk Road joins other transcontinental lines, such as the Trans-Siberian, completed more than 100 years ago; The Canadian Pacific runs from Montreal to Vancouver; Amtrak runs from Chicago to the Pacific Ocean; South Africa's luxurious Blue Train still makes regular runs from Pretoria to Cape Town; and the Ghan, which crosses the Australian desert from Adelaide to Darwin.

When completed in 2010, the \$5 billion Iron Silk Road project will take freight, and eventually passengers, from China to Europe via Kazakhstan, Turkmenistan, Iran and Turkey in just 10 days. Today most of the estimated \$120 billion of goods traded between China and Europe is transported by sea, which usually takes 40 days, or on the Trans-Siberian railway, which takes 15 days.

The only snag in the plan is the route west from Kazakhstan. The favored route now is to go south into Turkmenistan, through Iran and into Turkey, which offers the added advantage of a potential link to the Persian Gulf. That depends to a large extent on the questionable political stability of Iran and Turkmenistan. *(Via the Internet)*

NORFOLK SOUTHERN FIXES NEW ORLEANS BRIDGE FAST

Norfolk Southern repaired the heavily damaged Lake Pontchartrain bridge on only 16 days! Nearly 5 miles of track were washed away from the 5.8 mile bridge by Hurricane Katrina on August 29, 2005. They did this so quickly because a decision was made to recover the rail that was washed into Lake Pontchartrain instead of rebuilding from scratch with new rail. Nine cranes were used to lift the now-underwater rails on top of the bridge, resulting in replacing a mile of track per day. *(NS newsbreak via Randy Tardy)*

AMTRAK NEWS

SUBWAY SANDICHES ON SOME AMTRAK TRAINS

(November 17, 2005) - Starting November 17, Amtrak Empire Service between New York City and Albany will offer a new on-board food service operated by the SUBWAY® restaurant chain. Currently, trains that run exclusively between New York City and Albany do not provide food service.

The new feature will test the feasibility of vendor-operated on-board food service. "In response to our passengers who have previously indicated in research an interest in branded food items, we are pleased to conduct a pilot of the world's largest sandwich and salad franchise and brand, Subway," said Barbara Richardson, Amtrak Vice President, Marketing and Sales. "With so many of our passengers already familiar with Subway, we expect this pilot will be a positive first for Amtrak""

"We at Subway restaurants are proud to team up with Amtrak to offer Subway sandwiches to hungry travelers," said Paul Landino, a Development Agent for the SUBWAY® restaurant chain. "Subway restaurants have a reputation for maximum flexibility and being able to operate in areas that traditionally many other restaurants can't operate in. This is a perfect partnership for both of our companies, who each serve customers that are accustomed to fast, accurate service""



The SUBWAY® menu will feature a selection of the franchise's famous sandwiches, along with soups, salads, pizza, beverages, desserts and other items from the train's food service car. A SUBWAY® employee will also walk through the train, offering at-seat delivery to Business class and Coach passengers.

The new SUBWAY® food service will begin with a single round-trip on November 17 between New York Penn Station and Albany-Rensselaer and be expanded to all trains on the route (not including those that serve points north and west of Albany and already feature Amtrak food service).

Operating under a license agreement during the four month pilot, SUBWAY® will pay Amtrak a portion of gross receipts. From the knowledge gained through the pilot experience, in 2006 Amtrak plans to seek competitive bids from qualified vendors. (However, a

EVENTS OF OTHER ORGANIZATIONS

PINE BLUFF, ARKANSAS - Saturday, April 1, 2006 - The Cotton Belt Rail Historical Society's annual RAILROADIANA SHOW AND SALE at the Arkansas Railroad Museum, 1700 Port Road in Pine Bluff. Hours will be 9 AM to 4 PM. Admission: \$5 adults, \$2 children 6-12, children under 6 free. There will be railroad memorabilia, model trains all scales, and door prizes each hour. Information" 870-535-8819.

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 **\$22** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$42 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.

GREAT GRANDFATHER INFORMATION SOUGHT - Dale Gatewood, 3310 Jacqueline Drive, Rockford IL 61109 is seeking information about his wife's great-grandfather. Any help would be appreciated:

"We are researching for information concerning the death of my wife's great grandfather. His name was FRED FEY. There is a family story that Fred Fey worked for a railroad, maybe as a fireman and may have died as the result of a railroad accident in Arkansas.

The information we have is that Fred Fey came from Germany to Illinois in 1872. He married Anna Katherine Schafer in 1873. They bought a farm in Ford County Illinois near Piper City and lived there.

One account says Fred Fey left Illinois in 1899 for Arkansas County, Arkansas. His wife's obituary says Fred died in 1901. We have been unable to find any record of his death or burial in Illinois.

We would appreciate any information you may have on Fred Fey or any suggestions as to what railroad operating in Arkansas at that time that we might contact for information. A self-addressed envelope is included and we will appreciate any information. Thanks you. - Dale Gatewood"



A MISSOURI PACIFIC MIXED TRAIN

Gene Hull



St. Louis, Brownsville & Mexico 4-4-0 No. 952 with mixed train at Weslaco, Texas, 18 miles west of Harlingen, about 1925. The road was controlled by New Orleans, Texas & Mexico, of which 51% was owned by Missouri Pacific. NOT&M (St.LB&M) merged with Mo.P. on 3 March 1956. (*Gene Hull collection*)

Yes, the Missouri Pacific ran mixed trains as well as the Sunshine Special, Scenic Limited and the Southerner. The one shown here was at Weslaco, Texas, 18 miles west of Harlingen, near the Mexico border, on what was known as the Hidalgo Branch, in about 1925.

This was part of the St. Louis, Brownsville & Mexico, one of the Gulf Coast Lines in Texas and Louisiana. The St. LB & M was chartered in Texas 5 January 1903 and was opened for business on 4 July 1904 between Brownsville and Robstown, 141 miles. Various extensions were added until 1 July 1914. As of 29 February 1916 it was controlled by the New Orleans, Texas & Mexico. The NOT & M absorbed a few other roads to form the Gulf Coast Lines. In turn, the Mo. Pac. acquired 51% of the stock of NOT & M on 2 June 1924 and in March 1956 the NOT & M merged with the Mo. Pac.

Usually, people think of mixed trains in association with bucolic shortlines. But, at the time this photograph was made, the Missouri Pacific still had many appendages which qualified as shortlines, especially since President Lewis W. Baldwin made the road known as a "Service Institution".

Why does the shortline exert such disproportionate appeal? Its trains do not set the ground to quivering when they pass at a blurring speed. A shortline does not have a fancy red carpet for a crowd of sophisticated nabob passengers willing and able to pay an extra fare for the privilege of bragging about traveling aboard the Limited. It is more likely passengers were clad in denim overalls or calico dress and carried an ex-shoebox containing a savory chicken leg, a couple of hard-boiled eggs and a wedge of real fruit apple pie.

The abbreviated, bobtail train does not depart from, or arrive at, and awesome, flamboyant marble station, with a uniformed agent calling out the names of stations over a public address system.

In spite of all these don't-haves, the shortline is a microcosm of the Class 1s. They are a condensed version of their big brothers. The small can of condensed milk contains the same ingredients, plus a sweetener, as does the regular milk container. The shortline "sweetener" is service on a personal basis.

(Perhaps, in this age of mergers and amalgamations we should be speaking of the shortline as “was” instead of “is”.)

All the above is quite evident in the scene in the accompanying photograph. The 1905-model Baldwin 4-4-0 was an oilburner (in Texas, it better be), but it still was a locomotive. Its offbeat cadence of exhaust was caused by simple, out-of-adjustment valve motion, giving a personal and intimate impression, because some of the passengers probably needed some simple, physical adjustments.

Freight customers were served by the two boxcars, just on a smaller scale than the interstate lines. The wooden clerestory-roofed coach served the neighbor who wanted to go to town, but did not own an automobile. The autos shown were not indicative of long-distance travel. The casually dressed group suggests a personal conviviality.

Yes, this was a typical shortline, mixed train era in the South.†

REMEMBERING

P.B. Wooldridge

Back in the 1930s and 1940s imagine yourself as a newly hired Telegraph Operator being sent as your first assignment to a remote intermediate station such as Faith, Rone, Gravel Pit, Kent or Genoa, all in Arkansas. These small stations measured 10 x 10 ft., sentinels alongside the railroad out in the wide open spaces, but very important especially in an emergency.

With train crews one had 5 other members with whom to consult whenever a problem arose, but with the lone Telegraph Operator in the event of a crisis there was NO ONE with whom to consult. In handling speeding trains split second decisions had to be made, the Operator realizing that one mistake could prove fatal. He stood alone in those small distant outposts. Without those small intermediate stations the Cotton Belt could not have handled the huge volume of traffic it did during World War II.

At Faith I worked from 7 a.m. until 10 pm, 13 hours, 7 days a week. The principal disadvantage was that when I got off duty at 10pm, I had to walk a mile thru dense pine woods, carrying only a kerosene lantern to where my family lived, past an old abandoned cemetery. Although I put up a brave front, I wasn't that brave, with shadows dancing all around me, and owls hooting.

The Train Dispatcher at Pine Bluff Shops had a complete knowledge of train movements. But especially when going on duty an operator had no idea of what was transpiring. One morning at 7 a.m. I arrived at the station with a northbound freight speeding half-way past. I looked down the track and saw another northbound approaching. We were supposed to block trains 10 minutes apart.

I made out a block clearance and asked the Dispatcher to identify the train. When I explained that the first train's engine was already out of sight when I arrived, and couldn't give him the engine number, he was unable to do so. Three more freights were closely following that first train. They were all about 8 minutes apart and I did what all operators did on many occasions: I held my two hands close together, perpendicular, spaced several inches, and held up 8 fingers, to indicate they were 8 minutes behind the proceeding train.

And then there was the day that the Dispatcher called me, and informed me that Mr. G. B. Matthews, Supt. of Transportation on the Cotton Belt, was en route to Faith to watch the Blue Streaks pass. No. 43, the Blue Streak, was running in 3 sections that day, all pulled by 800 class engines.

Shortly a car parked at the road crossing 40 yards north of the station, but Mr. Matthews never came down to the small depot.

First 43 roared down Sorrells Hill at more than 70 mph, and 9 minutes later Second 43 did the same. Now I wasn't about to hand up a block clearance at that speed, knowing that Third 43 was on his tail. A missed hoop meant that Second 43 would have to stop a mile down the track, and back up, with Third 43 approaching at 70 mph. So I gave him my hand block signal, holding up 9 fingers. Third 43 did likewise and again I held up 9 fingers.

I heard later that Mr. Matthews had made the statement: “Those trains were mighty close.”

What would he have done?

THE NIGHT THEY STOLE NO. 3

Gene Hull

The year of 1911 was dying peacefully in Western Arkansas. A light blanket of snow covered the countryside. A not-quite-full moon floated in a black, cloudless sky, bathing the little town of Van Buren in a luminous glow. Down in the freight yards of the St. Louis, Iron Mountain & Southern a switch engine chuckled softly as it rearranged some cars. The fluffy snow seemed to soak up much of the sound.

In the little office next to the roundhouse a lamp showed faintly through a smudged, never-washed window. A pool of soft, yellow light had spilled out onto the ground, the edges rather ragged and uneven, quickly fading in the shadows.

A dark, shapeless figure moved silently through the night. The door of the office opened abruptly, and the night roundhouse foreman stepped and quickly closed the door against the invading cold air.

He kicked the clinging snow off his heavy brogans. Crossing the worn, uneven floor, he dropped into a creaking swivel chair. Propping his elbows on a battered desk, much the worse for years of wear, he laid his eyes against the figure of a man resting in a cane-bottom chair titled back against the wall.

The swinging heavy brass pendulum of the big clock on the wall, winking in the glow of the lamp, softly ticked off the minutes. The graveyard shift engine hustler was enjoying the luxury of a few minutes of "spot".

"Tom", said the foreman, "why don't you go wash your face before you're fired for carryin' off company fuel?"

The only response from the back-titled figure was the slight lifting of one corner of his mouth and the twinkle of soft blue eyes, sharply contrasting with the soot blackened face.

The foreman leaned his chair back, and lifted his feet up on the edge of the weary old desk.

"Tom, you better go get th' Three Spot ready to roll. We're gonna use her southbound on No. 105 tonight."

"You mean you're gonna put a hog on th' varnish?"

"Yeah, th' reg'lar engine's gotta leakin' valve, an' th' Three Spot's all we got."

Tom reluctantly got up, struggled with a bulky, heavy coat, and headed for the door, grudgingly leaving the enveloping

warmth radiating from the big pot belly stove. In a few minutes No. 3, a 1905-model Baldwin 2-8-0, was sitting on the ready track, her fire banked along the sides and back of the firebox. She waited, simmering proudly. She wasn't a long-legged fancy lady, like a 7500 - class Ten-Wheeler, but she was going to pull the HOT SPRINGS SPECIAL tonight.

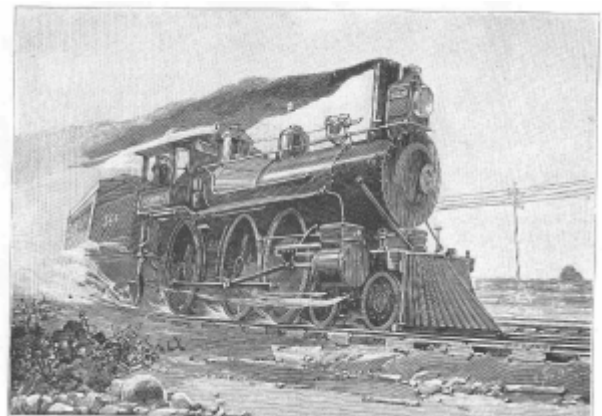
The final day of the year was in its last minutes, and was ready to expire quietly in the bone-chilling cold of midnight. The mercury was huddled down in the bulb of the thermometer, as if to preserve a tiny bit of warmth.

A call was put out for Delmar Coffman to report for duty at 11:59 p.m. at the roundhouse office. He and his helper were instructed to drain the water from the tenders of all engines not subject to call. They went trudging away across the yard. Red and green switch lamps glittered in the crisp darkness, clearly speaking their silent language of safety. All was quiet.

Coffman and his helper soon discovered that all might be quiet – but all was not right. They quickly surveyed the yard, and verified their first assessment.

NUMBER THREE WAS GONE!

Coffman rushed back to the office, just as the brass pounder burst in to report a call from the station at Greenwood, Ark., about five miles west. A maverick locomotive had roared past the station at full gallop!



This meant the Three Spot was on the main line headed west, unauthorized and unannounced. Tension built in the dimly lit office until it could be felt like static electricity before a summer storm. Several pairs of eyes came to rest on the big clock on the wall. Each swing of the pendulum brought tragedy closer at a rapid pace.

Here in the roundhouse office at little Van Buren were all the ingredients of a hair-raising fiction tale by author Harry Bedwell in the pulp pages of Railroad Stories. But, this wasn't fiction. This was reality. This was human drama with the finality of death.

The old iron horse No. 3 had been called for the southbound Hot Springs Special. In unrestrained eagerness she had turned around and was snorting along the main to meet the train.

The frantic dispatcher called the operator at the next open telegraph office to the west, Muldrow, Okla., just 19 miles away. The op had not yet o.s.'ed the express.

In spite of nerves drawn tight as fiddle strings, the dispatcher's fingers were steady on the key as he sent the Morse Code flashing along the wire.

"Has southbound Express passed?"

Within seconds the answer came.

"No. Working mail car."

The dispatcher felt a weakening wave of relief sweep through him head to foot.

"Hold her. Put runaway engine over south derail!"

The hogger on the Hot Springs Special dimmed the headlight of Ten wheeler No. 7511. The op grabbed his white lantern, a red lantern wouldn't stop a wild engine, and rushed out of the station. The feeble rays of the oilburner was of very little benefit as he stumbled over rough, uneven ballast. His floundering gate seemed agonizingly slow. The frigid air soon sent stabs of pain through laboring lungs. Surely he must be running in-place. The winking switch lamp was a mocking green eye.

The nearly-full moon now hung low in the west, its flood of silvery light growing faint, as if to prepare for a time of mourning. Shadows were quickly thickening.

That devilish, deceptive green light still was winking, rude and derisive. The struggling op had not taken time to grab his coat. The white shirt and black sleeve protectors were scant protection from the piercing, pre-dawn cold.

Suddenly that cursed green light was directly in front of him. Still there was no reflection from a headlight down the track. Only the pale sheen of the westering moon bouncing off the light mantle of snow gave shape to the tall switch stand against darkening shadows.

The op held the lantern, with his forearm thrust through the bail, and in his trembling right hand was a bulky brass key.

Muted sounds of an engine's exhaust came from out of the darkness. The dreadful sound became loud and distinct for a few seconds, then nearly faded away, caught up by errant air currents.

The key stabbed into the heavy lock, a weak and trembling hand twisted the key, and the lock sprang open and was flung away, restrained by its anchoring chain. A groping hand grasped the weighted end of the lever, lifted and heaved left to right. Sharp switch points slid smoothly and silently.

The operator stumbled away from the track. He had won the race. The wild maverick engine was doomed.

The barking exhaust suddenly was sharp and clear. The op then realized why the rushing engine was accompanied only by sound. She was racing through the night without her headlight. With a sobbing breath whistling between his lips, the op dropped to the frozen ground, weak and trembling from relief of disaster averted.

The flanges of the spoked pilot wheels caught the switch points, forcing the whirling driving wheels to follow. The bulk of the engine jerked and staggered as it swung through the turnout and onto the passing track. At the point of clearance between the passing track and the main, the pilot wheels slammed against the locked steel derail.

The wheels hit the back side of the derail, but this was sufficient. The pilot lifted, the boiler tilted its nose upward, and the engine seemed to struggle. Surely the many tons of surging locomotive could defy this little piece of iron lying across a rail. The engine staggered to regain her footing. The driving wheels crashed against the obstruction, lifted, surged forward, and dropped to continue the headlong rush. But, the wheels missed the rails.

Number Three seemed to realize her flight of freedom was over, and with resignation she leaned over, paused for a second, then plunged her pilot into the snow-covered ground. She slid and twisted forward, piling several tons of rocky dirt high in front of the smokebox. She came to rest many yards from the main line.

The passengers resting and sleeping in comfort aboard the Kansas City – Hot Springs express were unaware of the narrowly averted catastrophe, as the train rolled southward. In the darkness two shadowy figures staggered away from the partially buried engine. One headed west, and the other went south, quickly fading away in the pre-dawn shadows.

At Muldrow, tragedy wasn't really averted, it just relocated. About three miles from the wreck, a light glowed in a window of Bob McKinney's home. There was a knock at the front door. When Bob opened the door, a negro man told him there was an engine on the ground at Muldrow, and that Bob and his son could make \$10 each to help re-rail it. McKinney wasn't interested and wouldn't let the fellow in.

As dawn came slowly across the rolling black-jack covered hills, there was a loud knock on the door of a small cabin a couple of miles farther down the road. George Cason, groggy with sleep, opened the door. A poorly dressed negro man said he would cut some wood and start a fire if Cason would let him come in from the cold. An unemployed negro was uncommon at that time of year. Carson told him to go ahead.

George's wife and five children, the oldest being 10 years old, were still snug in bed. George crawled back under the covers. Soon a fire was burning briskly in the stove, and the little cabin was beginning to warm. The visitor brought in another armload of wood, and leaned the axe against the wall.

Placing the wood in a box behind the stove, the fellow picked up the axe, and ordered George and his wife to pull the blankets over their heads. Fearfully they complied. A quick blow of the axe killed George.

The man pulled a pistol from his pocket and ordered the frightened woman to get a bottle of whisky and drink with him. She managed to swallow very little of it. He soon was in a drunken stupor, and Mrs. Cason ran from the cabin in her nightgown. Making her way barefoot across a snow covered field, she ran to the home of Jasper Owen, where she collapsed.

Owen called the woman's brother, George Rogers, nearby, and Oliver Mathews at Muldrow. There three fellows rushed into the quiet little cabin. The intruder was in a drunken sleep, sprawled across the bed beside the body of the man he had ruthlessly murdered. The frightened kids still covered in their beds.

The killer was locked in the Muldrow jail early on New Year's morning. News of the killing spread quickly, and by 9:00 o'clock a crowd of 50 men had gathered at the jail. In the meantime, the prisoner had managed to pick the lock on the cell door, and rushed out the jail and almost through the crowd.

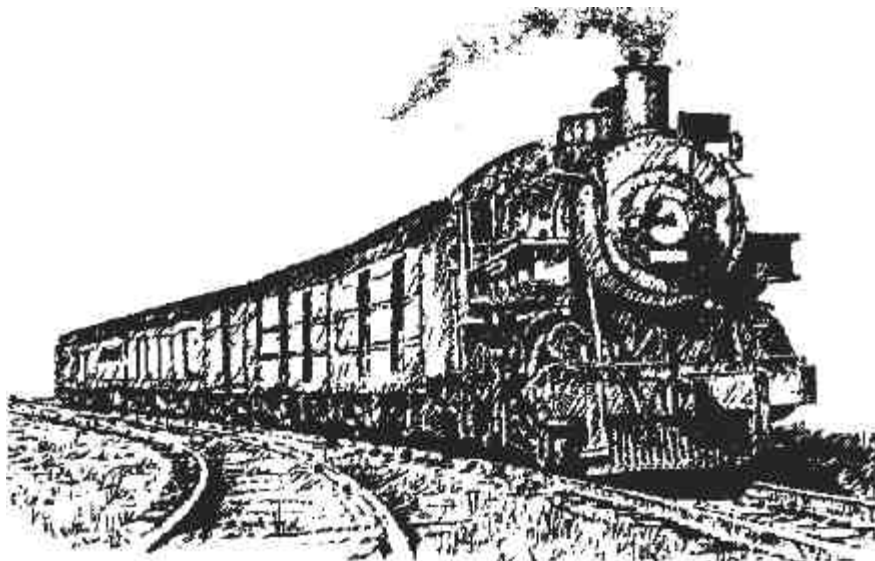
A blow on his head with a hammer steeled his flight. A few minutes later he was hanging from a tree near the jail.

A note was found in the jail cell, written to the prisoner's wife at Eufala, in which he said he was going to die. His name was Bob Turner, and he had been an engine watchman.

The county attorney said no action would be taken against the vigilantes, and District Judge John Pitchford of Tahl-equah said the man had received the punishment he deserved.

Justice was simple and direct.

The second man who fled the wrecked engine was thought to be a St. Louis, Iron Mountain & Southern telegraph operator who had been fired a few days previously. This never was verified. No one ever knew why they stole No. 3.



P. B. WOOLDRIDGE

RAILROAD: St. Louis Southwestern Railway-Cotton Belt, Southern Pacific; **POSITION:** Train Order telegrapher, freight agent.; **PERIOD OF SERVICE:** 44 years, 1937-1981; **LOCATIONS:** All branches of the SW including Shreveport, Lewisville, Scott, England, Ilmo, Stuttgart, Gillete, Caruthersville, McNeil, Sherill, Stamps, Camden, Bearden, Kent, Faith, Fordyce, Jonesboro, Gideon, Trumann, and DeWitt. Mr. Wooldridge retired in Lewisville. **COMMENTS:** Found the railroad a challenge with every day different. Seconds could mean difference of disaster and success.

Paul was born in Hampton, Arkansas. He learned railroad telegraphy in 1933 while working as a hired hand on a farm in the boot heel of Missouri. Cotton Belt railroad agent. Guy Chrisman taught him telegraphy. He had previously learned Continental Morse and earned the radio call W5FOX in 1932. In 1935 Paul joined the CCC, working at five camps repairing old railroad tram lines for sawmills. While at this noble job, Paul served as wireless operator at two of the CCC camps. He graduated from Port Arthur Radio College in Texas in 1941. Meanwhile, he worked as a train order telegrapher and freight agent for 44 years, 1937 to 1981.



This recent December 10, 2005 photo of a former SP locomotive passing Brinkley, Arkansas' Depot Museum may bring back some Southern Pacific/Cotton Belt memories to Mr. Wooldridge, who's short biography is above. P. B. Wooldridge lives in Lewisville, Arkansas and is a frequent writer of stories remembering the Cotton Belt.

This Union Pacific, former Cotton Belt rail line is UP's directional-south line from St. Louis to Texas and is very busy. Trains pass this depot at track speed, usually 55-60 mph.

NOTE-This is the first of hopefully many biographies of our members I plan to print as they become available. Next month will probably be Gene Hull. *(Ken Ziegenbein, editor)*

Want to share your life's story with the Arkansas Railroad Club? Here's your chance. Just copy and fill out this questionnaire and mail to: Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119 or email to: trains@trainweather.com . All questions except 'name' are optional. However, if you only put your name and nothing else, there won't be much of a biography. You may list your age, address, email or anything you'd like to share with our members. Remember that this information will be published in the Arkansas Railroader, which also goes on the Internet.

NAME:

RAILROAD OR OTHER COMPANY YOU WORKED FOR:

POSITIONS IN THE COMPANY:

PERIOD OF SERVICE:

JOB LOCATIONS:

COMMENTS:



The abandoned Missouri Pacific Junction Bridge over the Arkansas River between Little Rock and North Little Rock will soon become a pedestrian walkway between the two cities. Union Pacific gave it to the city of Little Rock in 2001. Work has begun on the conversion - no track remains outside the bridge. (*John C. Jones photo, November 2005*)