



ARKANSAS RAILROADER



VOLUME 36 NUMBER 10 OCTOBER 2005



The Central Delta Depot Museum at Brinkley, Arkansas, on September 3, 2005. This historic depot was once the Cotton Belt/Rock Island Union Depot and is at its original location next to the very busy main line of the Union Pacific (ne. Cotton Belt), which has directional-south trains. Also, the busy former Rock Island line to Memphis to the east (now UP as well) merges with the UP line from the north at this depot. Great place to watch trains. I am now a volunteer at this museum on most Saturdays. It's located where US 70 crosses the UP tracks in downtown Brinkley, 100 West Cypress St.

The current Brinkley Union Depot was constructed after the devastating cyclone of March 8, 1909 and opened September 16, 1912. The depot was a hub of commerce for half a century. In 1911, Brinkley hosted 10 Rock Island passenger trains, 4 Cotton Belt passenger trains, 2 Arkansas Midland passenger trains and 2 mixed trains each day. Five hundred passengers passed through Brinkley daily. Passenger service ended in 1967, after which the depot fell into neglect, but was restored and reopened as a museum in 2003. *(Ken Ziegenbein photo)*

2005 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), cfillers@aol.com
BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cci.net
BOARD '09 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com

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

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$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 on **SUNDAY, OCTOBER 9, 2005** at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be given by club president **Robin Thomas** on his trip to Cass, Virginia. *(Just a note that I won't be at the meeting in case anyone had planned to bring me items for the newsletter. You can mail items to me or email me - Ken Ziegenbein)*

FUTURE PROGRAMS: NOVEMBER 13 (Sunday) - Outing at the newly renovated Bald Knob, Arkansas depot, now home to Arkansas Traveler Hobbies; **DECEMBER** - Annual Christmas party, Saturday December 10, 2005 at 6 p.m. at our usual meeting site, Pulaski Heights Presbyterian Church in Little Rock. It will be catered by Franke's Cafeteria like years past. Cost is \$15 per person, payable by noon on December 6 to Walter Walker (8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net)

I'd like to suggest a possible meeting place for one of our monthly meetings next year: The Central Delta Depot Museum (renovated Cotton Belt/Rock Island depot) in Brinkley, Arkansas (photo on cover). Since I'm now a volunteer there, I can arrange it. They have a nice meeting room in the old Rock Island baggage room, complete with a large table and chairs, plus when you slide the old baggage door open (it's glass covered), you can see the busy UP line just outside. Brinkley is exactly a one-hour drive from Little Rock on I-40.

NATIONAL NRHS DUES RISING - The national dues for the National Railway Historical Society will go up to \$22 a year, a rise of \$2 from the current \$20. So, when you renew your national dues next year, be sure to take that into account. LOCAL DUES WILL REMAIN THE SAME AT \$20. Paying local plus national NRHS dues will cost \$42 in 2006.

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 - Information on the pictured wooden handcar. This Fairmont Railway Motors, Inc. 13hp car was recently obtained as a loan from someone in Cotton Plant, Arkansas and is located at the Central Delta Depot Museum in Brinkley, Arkansas. A number on it read: 106014. Any ideas? Contact Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72116, trains@trainweather.com with information.



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/>

FOR SALE - Tom Duggan has MOPAC Employee Timetables for sale 1940-50s. All divisions except Texas. Tom Duggan, 479-756-1901.

WANTED - Help with Nashville, Arkansas peach industry spur lines. I am doing research on the once vibrant peach industry centered at Nashville, Arkansas. As the peaches were shipped via rail, I wonder if any of your members might have detailed

information about the spur lines in Howard and Hempstead Counties. If so, I would appreciate if you could put me in touch with the person. Best regards, Jim Jackson, Texas A&M University - Texarkana, Jim.Jackson@tamut.edu (Or, just write to Ken Ziegenbein, Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119)

RAILROAD HISTORY HELP WANTED FOR STATE CAPITOL DISPLAY - DAVID WARE, State Capitol Historian, Arkansas Secretary of State's Office, wants Arkansas railroad memorabilia, photos, stories, etc., for a State Capitol display on Arkansas Railroad history. This display will be done in the Spring of 2006 from mid-January through May. If you have anything to loan please contact him either by phone (501-683-3187) or preferably email him at: david.ware@sos.arkansas.gov

The Arkansas Railroad Club's official coordinator for this project is Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769, 501-664-0232. If you have any questions about what to donate and how secure the site will be, or other questions, contact Jim.

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.

MARYLAND - CSX - To abandon an 8.54-mile line of railroad on its Southern Region, Huntington Division East, Georges Creek Subdivision, between milepost BAI 27.0 near Morrison and milepost BAI 18.46 at the end of the track near Carlos, in Allegany County, MD. Effective on September 24, 2005. (STB Docket No. AB-55 (Sub-No. 659X, decided August 18, served August 25, 2005)

SOUTH CAROLINA - NORFOLK SOUTHERN RAILWAY CO. - To discontinue service over a 9.8-mile rail line between milepost SB-12.20 at Foxville and milepost SB-22.00 at Hasskamp, in Sumter County, SC. Effective on September 29, 2005. (STB Docket No. AB-290 (Sub-No. 264X, decided August 23, served August 30, 2005)

CALIFORNIA - THE LOS ANGELES JUNCTION RAILWAY - To abandon a 0.46-mile line of railroad between LAJ milepost 2.21 and LAJ milepost 2.67, in Maywood, Los Angeles County, CA. Effective on September 30, 2005. (STB Docket No. AB-682X, decided August 22, served August 31, 2005)

TENNESSEE - THE CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY COMPANY - To abandon an approximately 1.1-mile line of railroad, extending from milepost 156.9-H to milepost 158.0-H in Rockwood, Roane County, TN. The line traverses United States Postal Service Zip Code 37854, and serves the station at Rockwood, where CNOTP will continue to provide rail service. A final decision will be issued by December 2, 2005. (STB Docket No. AB-290 (Sub-No. 236X, decided August 24, served September 2, 2005)

LOUISIANA - THE KANSAS CITY SOUTHERN RAILWAY COMPANY - To abandon a 3.16-mile line of railroad extending from milepost 144.64 to milepost 147.80, located near Winnfield, in Winn Parish, LA. Effective on October 4, 2005. (STB Docket No. AB-103 (Sub-No. 18X, decided August 24, served September 2, 2005)



ARKANSAS RAIL NEWS



None this month.

Arkansas Railroader - Little Rock Chapter NRHS

GENERAL RAIL NEWS

GEORGE BUSH PRESIDENTIAL LIBRARY RAILROAD EXHIBIT

Starting November 7, 2005, the George Bush Presidential Library in College Station, Texas will host a railroad and railroad history exhibit. It will last for several months. There will also be a special train trip to Dallas November 19 and 20. The man in charge of the exhibit is a railfan and here are the specifics, in case anyone is interested in attending. This was taken from a Yahoo computer group called Railspot:

"First, you are probably wondering why we are doing this exhibit at a Presidential Library. As a unit of the National Archives and Records Administration (NARA), we are charged with doing much more than handling documents and explaining the legacy of former President Bush. We are also a cultural institution that hosts a wide range of exhibits, most of them with little or no political content. NARA has an excellent museum at 700 Pennsylvania Ave. in Washington D.C. where the Charters of Freedom are housed. That said, we at the Bush Library decided to broaden our public appeal and begin producing in-house exhibits that are non-partisan and run for a longer period of time than traditional temporary exhibits (the upcoming railroad exhibit will run for nine months). As we discussed possible topics we batted around many appealing ideas and settled on railroads because railroading has a broad public appeal beyond enthusiasts; the presidency and railroads are topics that intertwine on many levels; and there was someone on staff with a background in railroad history (me). I volunteered to help select themes, select programs, contact potential lenders (public and private), and design the exhibit.

Obviously, the exhibit will not please everyone. We are aiming at an audience that will know little or nothing about railroads. That said, I have tried to include content (both written and objects) that will appeal to the most knowledgeable historian, railfan, or railroad employee. Will the whole exhibit appeal to Railspotters? Probably not, but I am sure you will find something of interest. All told, we will display more than 2,000 individual items, including many never before seen items from private collections from as far away as Baltimore. Union Pacific Railroad has also agreed to be our gold sponsor and has been very generous with items from their museum at Council Bluffs, Iowa.

So what is the exhibit about? All told, the exhibit will occupy approximately 4,500 square feet of space in both of our temporary galleries. The main gallery will be divided into six sections addressing the following issues: a) contemporary railroading; b) railroad time; c) railroad technology; d) traveling/dining on trains; e) railroads and the presidency; and f) working on the railroad. The second gallery will focus on model railroading and railroad history (using a time line).

Specific items of interest to list members

- a) A full scale GE Evolution Series locomotive cab complements of GE. Guests will be able to enter the cab and sit at the controls.
- b) A full scale mock up of the observation platform and rear 15 feet of the UP business car "Lone Star" complete with drumhead courtesy of UP. Guests can have the picture taken while on the platform.
- c) A comprehensive display of railroad time pieces courtesy of the National Association of Watch and Clock Collectors.
- d) The gold spike (March 2006 only) complements of Stanford University.
- e) A large collection of N, HO, and O scale brass steam and diesel locomotives complements of Overland Models.
- f) A large collection of historic and contemporary photos by noted railroad photographers.
- g) A G scale layout will be operating through the exhibit gallery.

We are also hosting a full slate of programs including

- a) a free movie program (one movie per month) featuring railroad related movies.
- b) a free speakers program (we call it an Issues Forum) featuring speakers (one per month) discussing railroad topics, answering questions, and socializing with our guests. Richard Davidson will kick off the program on the evening of October 18th.
- c) Twelve modular railroad clubs have agreed to set up and operate their railroads in the rotunda of the library on a rotating basis. There will be Z, N, HO, S, and O scale and tinsplate layouts from as far away as Corpus Christi. The layouts will operate on weekends and remain as static displays during the week.
- d) A railroad excursion from College Station to Dallas (overnight) on November 19-20, 2006. To purchase tickets please call 979 691-4016 and leave your name, address, and phone number. The Bush Library will mail you a registration form that should be included with your payment.
- e) Modeling seminars

Obviously, this is a sampling of what we have planned. Some programs have not been finalized, however, we are planning a major web update within the next week. You can check in at <http://bushlibrary.tamu.edu/trains/index.php> to find information about programs, events, and speakers.

I hope you will consider coming. It is always nice to meet fellow railfans and get your feedback. The exhibit will open on November 7th with former President Bush, Speaker of the House Dennis Hastert, and Richard Davidson doing the honors. The public is invited.

Bob Holzweiss, Supervisory Archivist, George Bush Presidential Library

AMTRAK USED TO HELP EVACUATE NEW ORLEANS - FREIGHT RAILROADS SEVERELY DAMAGED BY HURRICANE KATRINA

From my own memory of the time period from the time Hurricane Katrina struck the New Orleans area on August 29 through September 14, here are some news items of interest in summary form:

Amtrak got several evacuation trains ready for use and actually used one to evacuate about 100 persons from New Orleans to Baton Rouge a few days after the hurricane. They used both Superliner equipment and single level equipment (the latter being brought in from California). Unfortunately, after the first run, they ran out of spaces for evacuees in Baton Rouge and the trains sat and waited for instructions from those in charge of evacuation (*which turned out to be basically nobody for the first few days!*). Amtrak also says it offered to take evacuees out of New Orleans hours before Katrina hit, but city officials turned them down. So, they ran 20 Superliner cars EMPTY up to Jackson, Mississippi to get them out of the way of flooding (*and the Amtrak station did flood - it's next to the Superdome*).

The storm destroyed the CSX bridge into Bay St Louis, Mississippi plus highway and railroad bridges over Lake Pontchartrain. Plus the CSX line along the Mississippi Gulf Coast was partially washed out. Giant storm surges wiped out thousands of houses along the coast. And the levees protecting New Orleans broke in at least 3 places, flooding 80 percent of New Orleans (which sits below sea level), some water as high as housetops. The famous Canal Street streetcar line was flooded with streetcars still underwater more than 2 weeks after the storm left.

As of mid September, over 500 were confirmed dead. Many died in their attics trying to escape the rising waters due to the levee breaks. Bodies were seen floating in the polluted water for days. All in all, it was probably the most destructive storm in U.S. history. It reminded me of scenes of Bangladesh after a typhoon. There was looting and killings on the streets of New Orleans with stores being robbed of all their guns. There was even talk of not rebuilding New Orleans at first, but things were looking up by mid September with the levees fixed and water receding and the criminal elements having been rounded up and dealt with.

Since a third of oil refineries are based on the Gulf Coast, the price of gas shot up to over \$3 a gallon days after the storm, up from about \$2 a gallon before. However, by the time I'm writing this, prices had gone down to about \$2.87 a gallon, at least here in North Little Rock. Some refineries were already starting production again as well.

By mid September, Arkansas had an estimated 70,000 New Orleans refugees, some housed in camps and some in dorms and individual houses. I heard Texas had over 200,000, some of which were sent to the Astrodome. Refugees were sent as far away as Utah and California. A few rode Amtrak's Texas Eagle from Little Rock to Chicago.

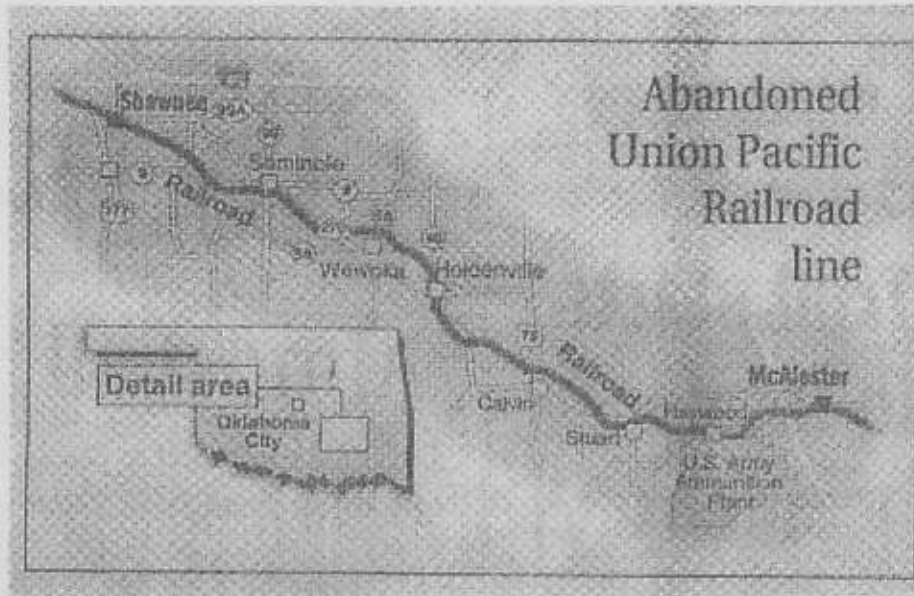
UP, BNSF and other railroads had a heads up move of much of their equipment out of the hurricane's path days before it hit land. We noticed the increased trains and reroutes through Little Rock a few days before. Smart thinking on the railroad's part.

I know this is sort of old news to those of us reading this in 2005. However, 10 years from now when you pick up an archived copy of the Railroader, you can read about the great storm of 2005, sort of like we now read about the great flood of 1927. It was history in the making, depressing history at that. But things will get back to 'normal.' They always have.

STATE OF OKLAHOMA TO BUY FORMER ROCK ISLAND SEGMENT?

The state of Oklahoma is once again (September 2005) negotiating to buy a 66-mile abandoned rail line from Union Pacific. The line, which runs from near McAlester (Haywood) to Shawnee, is part of the Rock Island's 'Sunbelt' line that ran from Memphis to Tucumcari, New Mexico. It was abandoned by the Rock in 1979 and was shut down by the UP in the mid 1980s. For the past 20 years, communities along the line have lobbied the state to try to buy it. UP is asking \$10.8 million for it.

In 1993, a deal between UP and the state of Oklahoma to buy the line for \$4.4 million fell through mainly because UP wanted to keep track at both ends of the line to control access to competing lines (this according to Phil Tomlinson, Oklahoma Secretary of Transportation). The same issued may prevent the state from buying it this time as well since UP once again doesn't want to sell the end points. Cost of renovation could amount to \$40 million. (*Via Phil Moseley, from The Oklahoman*)



AMTRAK NEWS

AMTRAK PASSENGER TRAIN HURRICANE DISRUPTIONS

As of mid September, Amtrak was working to restore some service to the Hurricane ravaged Gulf Coast regions of Louisiana, Mississippi and Alabama. "Rail lines and facilities are pretty badly beaten up, but the freights and Amtrak are working hard to restore service," said Amtrak President and CEO David Gunn, including the routes used by Amtrak and owned by freight railroads.

The City of New Orleans (trains 58 & 59). Normally providing daily service between New Orleans and Chicago this train currently operates between Jackson, Miss., and Chicago. Starting with the southbound departure on Sept. 12 and the northbound departure on Sept. 13, the train's southern terminus will be extended to Hammond, La. **** The Crescent (trains 19 & 20).** Normally operating daily service between New Orleans and New York, this train presently operates between Atlanta and New York. Starting with the southbound departure on Sept. 12 and the northbound departure on Sept. 14, the train's southern terminus will be extended to Meridian, Miss. **** The Sunset Limited (trains 1 & 2).** Usually serving passengers between Los Angeles and Orlando, Fla. through New Orleans on a three-day-per-week schedule, the Sunset Limited now operates between Los Angeles and San Antonio. **There are no plans presently to extend the train's eastern terminus or to initiate service east of New Orleans.** *(Could this be the end of the Sunset Limited forever?) - Thanks partially to Daryl Stout for relaying this information.*

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.



Missouri Pacific depot at Atkins, Arkansas in 1955, taken by Gene Hull.

DEPOTS IN ARKANSAS - ATKINS (Missouri Pacific)

by: Gene Hull

The town of Atkins, 63 miles west of Little Rock on the Van Buren Subdivision, was named for Alice Atkins, who directed the construction of the original railroad, Little Rock & Ft. Smith. The road was absorbed by Jay Gould's St. Louis, Iron Mountain & Southern in 1906.

The red brick depot replaced a small wood one in about 1915. It saw its last passenger train in March 1960. 🚂



AMERICA'S MOST INTERESTING CITY...

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FLORIDA

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The Pan-American

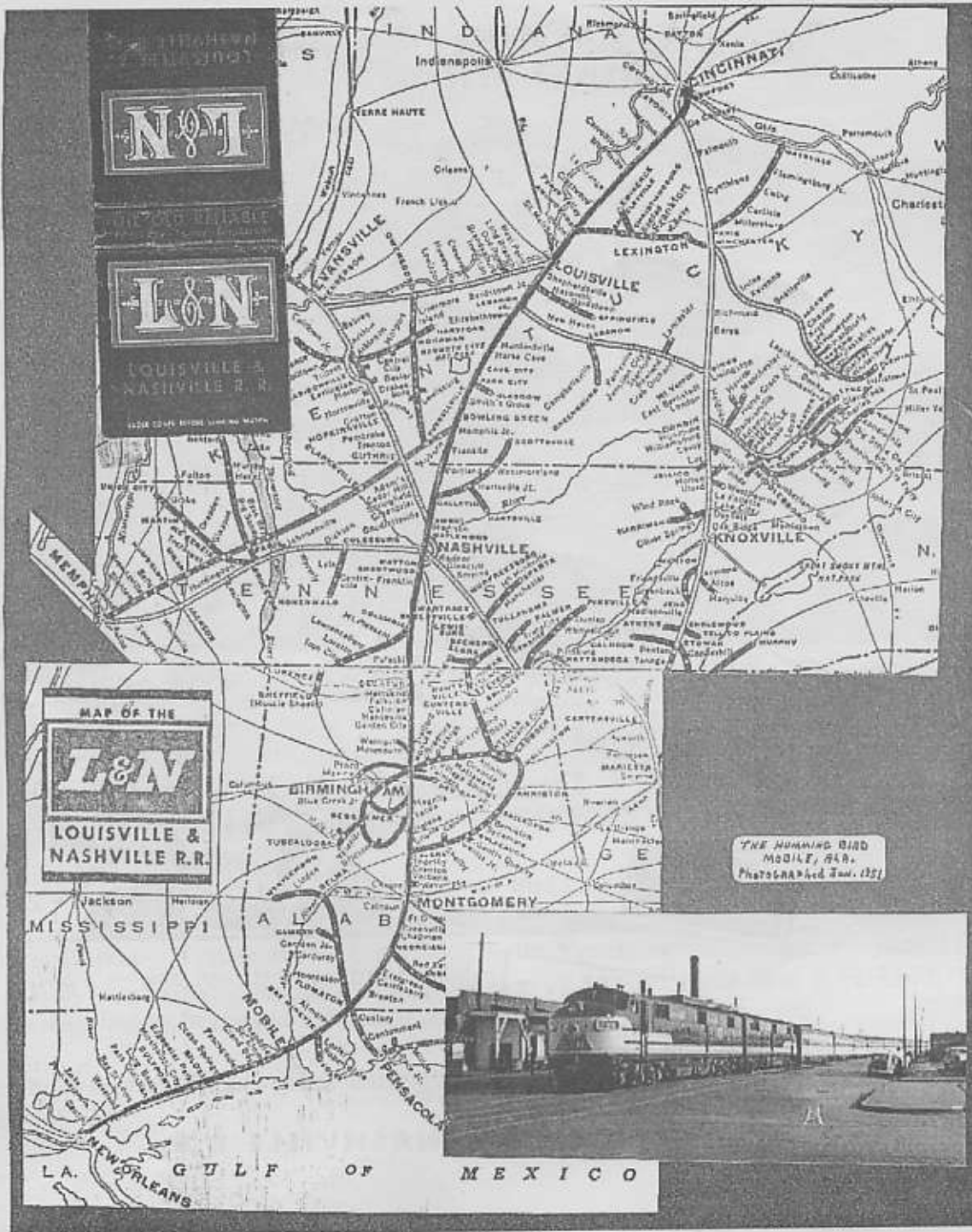
L&N



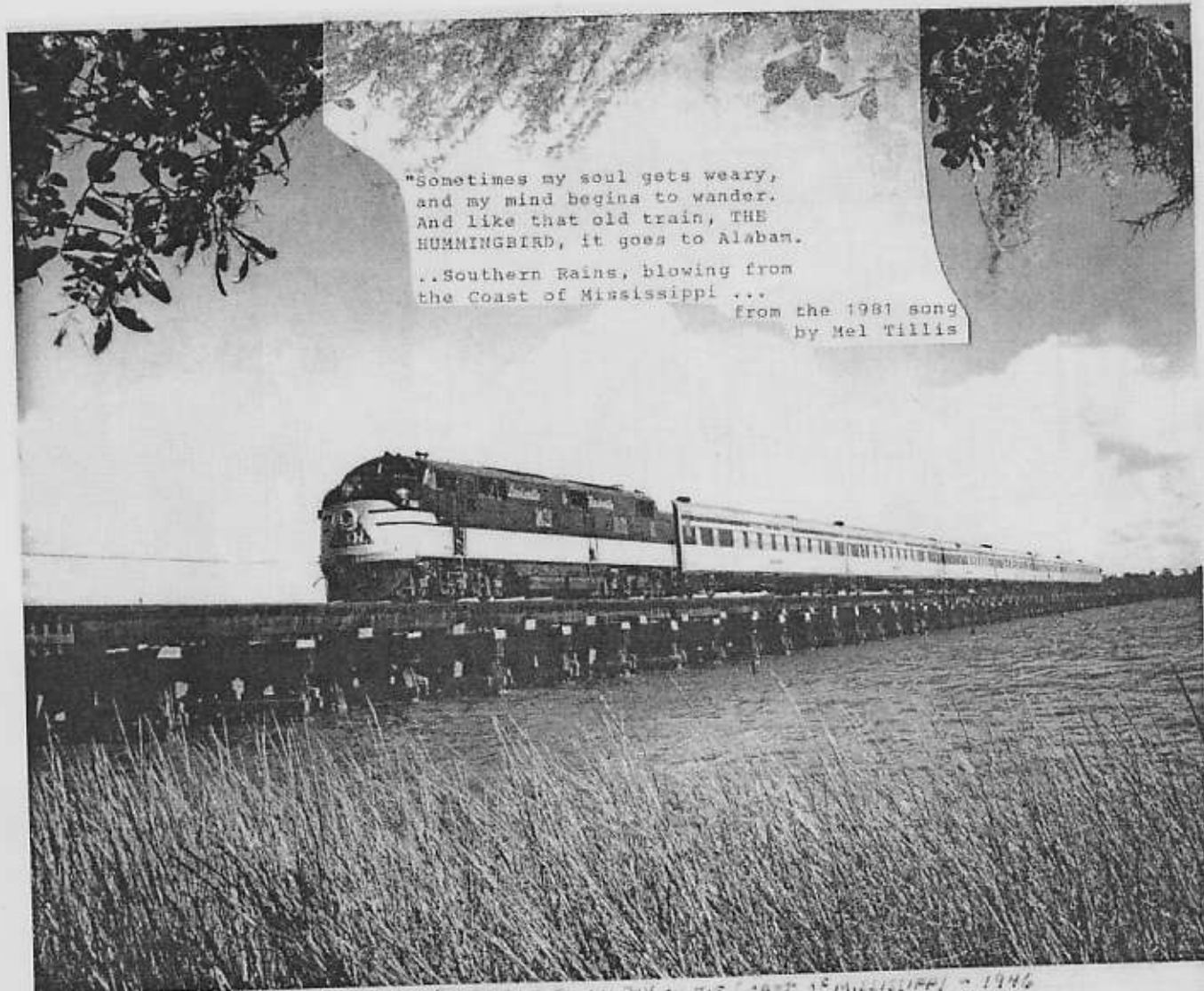
THE
GULF COAST

THE MISSISSIPPI GULF COAST—great any season
of the year—with popular resort cities...
Pascagoula, Ocean Springs, Biloxi, Gulfport,
Pass Christian, Bay St. Louis.
STOP-OVER to or from Texas, New Mexico,
Arizona, California

In honor and memory of the great Louisiana, Mississippi and Alabama Gulf Coasts, a lot of it being destroyed or severely damaged by Hurricane Katrina on August 29, 2005, the following pages remembers the L&N Hummingbird passenger train and others that used to serve this thriving part of the U.S. All ads and photos are from Randy Tardy.



L&N route map around 1950. The picture insert was taken in Mobile, Alabama by Randy Tardy in June 1951, shortly after he ended his sophomore year in college. The train is the L&N's Hummingbird.



"Sometimes my soul gets weary,
and my mind begins to wander.
And like that old train, THE
HUMMINGBIRD, it goes to Alabam.

..Southern Rains, blowing from
the Coast of Mississippi ...

From the 1981 song
by Mel Tillis

"The Hummingbird" crossing Biloxi Bay on the coast of Mississippi - 1946

L&N's "Hummingbird" crossing Biloxi Bay on the coast of Mississippi - 1946. The photo courtesy of L&N Railroad, Randy Tardy collection, is a reminder of how the Gulf Coast looked before Hurricane Katrina devastated much of the area August 29, 2005. Randy remembers riding the Hummingbird several times while in college from Mobile to Gulfport and return. He was a student at Spring Hill College in Mobile and had relatives - a great aunt and uncle - who had retired to Gulfport after living in Wheatley, Arkansas.

The song was added to the picture at some point by Randy Tardy.

