PHOTOGRAPHS WANTED

If you’d like to join the NRHS through our club (thus being a member of both the Little Rock Chapter NRHS and national NRHS), you must pay $33 a year more, bringing the total to $53 a year for both. Dues are always payable on January 1st of each year, but you may join at any time (membership will extend through the following year). To join or renew, send your name, address and phone number plus dues to:

ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information.

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be on Tuesday, March 11, 2008. We will be held at Curtis H. Stout, Inc., 2400 Cantrell Rd Suite 100, Little Rock, Ark., in the same complex that has Cajun’s Wharf. Ed Painter will present the program. In April, David Strauss will give the program and in May, Bill Bailey will present the program.

There were no official minutes taken at the February 2008 meeting. But here are some brief notes.

No reports from UP or any other railroad. No treasurer’s report since the treasurer was absent.

One visitor: Steve Gladden of the Bryant Historical Society. He spoke to our group about their plans of building a replica of the depot that once stood in Bryant for a museum.

The Arkansas Midland trip was announced. Everyone should meet at Jones Mill at 9:00 AM on the 8th.

The Amtrak trip was moved to April the 19th. It was mentioned that

Back issues online

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be on Tuesday, March 11, 2008. We will be held at Curtis H. Stout, Inc., 2400 Cantrell Rd Suite 100, Little Rock, Ark., in the same complex that has Cajun’s Wharf. Ed Painter will present the program. In April, David Strauss will give the program and in May, Bill Bailey will present the program.

There were no official minutes taken at the February 2008 meeting. But here are some brief notes.

No reports from UP or any other railroad. No treasurer’s report since the treasurer was absent.

One visitor: Steve Gladden of the Bryant Historical Society. He spoke to our group about their plans of building a replica of the depot that once stood in Bryant for a museum.

The Arkansas Midland trip was announced. Everyone should meet at Jones Mill at 9:00 AM on the 8th.

The Amtrak trip was moved to April the 19th. It was mentioned that

Deadline

Deadline for submitting material to the Arkansas Railroad is the meeting date of each month. We go to press a day or two after the meeting to ensure that members receive their newsletter before the next monthly meeting. You may submit articles, artwork and photos which will be returned in long as you include your return address. If you have questions about submitting digital images please contact an editor.

Cover photo

The Kansas City Southern’s Fort Smith dodger switches the OK Fred Mills complex in Fort Smith, Arkansas in July 2005. David Hoge photo
NRHS NEWS

THE NRHS BOARD OF DIRECTORS MEETING AT DALLAS.
The Arkansas Railroad club sent a representative to the board of
directors meeting in Dallas in late January. If you would like a
detailed report please email David Hoge at davidhoge@mac.com. To
summarize the meeting, the board discussed several problems with
the new dues system, formulated a mission statement, and discussed
changing the structure and governance of the board of directors. Their
was also a discussion about the library and its future status. The
change over of the office functions to Fernley & Fernley were dis-
cussed. With the change over to Fernley & Fernley, the NRHS will
have a full-time office staff available to answer the phone and route
questions.

NRHS DUES INCREASE. The NRHS voted to increase dues $11 to
$33 per year at its business meeting at the 2007 convention. Any
Arkansas Railroad Club member wishing to maintain his membership
in the NRHS will owe $53 per year for the combined ARC and
NRHS dues. Family dues, at-large memberships and student dues
have also changed.

Another change to the dues will be that the members will now receive
a bill for their NRHS dues directly from the NRHS. The members will
still pay their NRHS and ARC dues to the Arkansas Railroad Club
who will then remit the NRHS dues to the national organization.

NRHS CONVENTION IN 2008 will be held June 16-22, 2008 at
Fort Worth, Texas. Class 1 and shortline trips are being planned. For
cost and more details see http://www.LoneStarRall2008.com

NEW NRHS ADDRESS as of February 1, is 100 North 20th Street,
4th Floor, Philadelphia, PA 19103-1443. Phone numbers and email
will remain the same. While the society makes some decisions, the
library will be in storage. However, they should be able to fulfill any
library request from members.

ARKANSAS RAILROAD CLUB OUTING TO AKMD

ARKANSAS RAILROAD CLUB OUTING
Tom Harst with the Arkansas Midland Railroad has invited the Club to tour their
office and shop at 9 am on Saturday, March 8, 2008. We will meet at the railroad's office
which is located in the Hot Spring County Industrial Park at Jones Mill off US 270. Their
physical address is 314 Reynolds Rd, Bldg 41, Malvern, AR 72114. However that is not in
Malvern but actually Jones Mill. And neither Yahoo or Google Maps locate the site accu-
rately. Please see the map provided. If you have any questions, need a ride or become lost
on the way, please contact David Hoge at 501-
590-5172. Be prepared to sign a release and
wear proper shoes such as boots or other stur-
dy footwear. No flip flops or other open-toed
shoes.

NEWS FROM THE PAST

Many newspapers run yesteryear type articles, the Cleveland County Herald
being one of them. In a recent article the newspaper noted the
following:

On November 1, 1967, the Cotton Belt railroad closed it depot in Rison, the last of six depots in Cleveland County, Arkansas. The other six
depots had been at Kedron, Cabool, Clio, Draughun and Kingsland. J.H. Yaney had been the agent at Rison since 1942. (Thanks to Lynn
Gaines for sending us this.)
Jefferson Avenue footbridge at Springfield, Missouri.

**Rail-Fanning is Alive and Well in Springfield, Missouri!**

*Article and Photos by Joe Musgrove*

Both my wife and I love the Northern Arkansas and Southern Missouri area and take our annual holiday vacation to this area every mid-November. This gives us a chance to take in the holiday decorations and feel of areas like Branson before the onslaught of visitors hits in December!

About three years ago my wife advised including Springfield, Missouri on our list of stops. Business travel requires her to visit Springfield several times a year and she has come to enjoy what the city has to offer. I was impressed with the “progressive” feel of the city and the variety of restaurants which is worth the trip alone. “Ocean Zen” is especially recommended if you enjoy gourmet seafood dishes!

Being a rail fan, what impressed me the most was a great train watching location at the Jefferson Avenue Footbridge located at Jefferson Avenue and Commercial Street. The bridge, which itself displays a unique architectural design, is one of the oldest and longest foot bridges in the country. Built in 1902 the bridge underwent restoration in 2002.

The bridge spans 13 tracks, (2 main-lines), of the former Frisco yard which now belongs to Burlington Northern Santa Fe. Both the bridge and surrounding area offer great photo taking locations although you need to remain aware of railroad property boundaries when off the bridge. Many areas are not fenced and a small sign is your only warning you are approaching railroad property.

While this area sees a lot of coal traffic, other trains including mixed freight can also be seen along this line. During my last visit traffic was busy and included a local coal train, (bound for the Springfield Lake Power Plant according to a local rail-fan), several intermodal trains, and an excessively long mixed freight.

Train pictures are not the only attraction, the bridge is located in the old downtown section of Springfield and the area offers an opportunity to take pictures of older historical buildings many still bearing painted advertising. One wall advertisement that caught my attention advertised “Mail Pouch” tobacco claiming “Anti Nervous Dyspeptic properties!” Advertising claims have certainly changed over the years!

Stopping by a local chocolate maker located in one of these buildings, the owner told me the city has required preservation of these wall advertisements during structure restoration. With many of these wall signs disappearing, it was refreshing to see attempts at preserving early advertising history.

Many times it is difficult for rail-fans to learn about a great train watching location. Most communities don’t have official train watching locations and in today’s age many discourage the hobby including reported incidents of what could be considered police harassment.

Springfield is very proud of their historical and current place in railroading and openly advertises the Jefferson Avenue Footbridge as a great place to view trains. Monuments are also present paying tribute to the St. Louis San Francisco railroad or “Frisco” who originally owned the line. So rail-fans are made to feel welcome when visiting the area.

The bridge is advertised as a 24/7 train watching location, although normal caution should be taken if visiting at night as with any area. The cold and wind can also be more intense on the bridge so dressing accordingly is highly recommended.

So if you are in the Springfield area and have some time, a rail-fan trip to the Jefferson Avenue Foot Bridge and surrounding area is certainly worth a visit. Who knows, if you listen closely on a quiet day, you might still hear the ghostly whistle of a Frisco train from decades past!

Local coal drag approaches the bridge at Springfield, Missouri.
Once dry I am ready to move on to my last step of cleaning the track and railcars. With my test run free of problems my track installation project is complete and I am ready to run my trains!

Weathering can make your track a realistic part of your layout

Model Railroad Tip:
Track installation, ballasting, and weathering can be a tedious process. Take your time and work in sections to avoid getting tired and making mistakes.

I would really like to hear from you. If any members have ideas, questions, or suggestions you would like to see in a future article you can contact me by phone or email.

Joe Musgrove
501-833-8050
jdmusgrove@ualr.edu

Paint is applied to the rails with a small brush.

I will start with weathering the rails on the mainline using Polly Scale's "Roof Brown" color. Taking a small brush I carefully apply the paint to the sides of my rail. Remember you only need to weather parts of the track that will be visible including the rails. Don't worry about getting a little paint on the top of the rails, this will be removed in our final step. The color of wooden ties will depend on factors such as age, frequency of track maintenance, and amount of traffic. New wooden ties will have a black/brown color and older ties brown/grey.

I am going to simulate mainline ties that have been in place for a few years and will use a mixture of black and brown paint. To avoid a uniform look I will use a slightly different mixture on each tie. After dipping my brush in both colors I swirl the brush around on my plate to get a mixture and then apply to each tie.

Mixture of Plaster of Paris and powdered tempera paint simulate dirt and grime along track.

For mainline track I use a 1 to 1 mixture of black tempera paint and Plaster of Paris. Mix the two parts in a bowl and apply along the middle and sides of the track with a brush. Once applied, take a spray bottle and apply water until the area is soaked.

I will use different colors and mixture on my passing siding to simulate track that is less used. For my siding I will mix 2 parts Plaster of Paris with 1 part yellow tempera paint and 1 part brown tempera paint. The method for applying is the same I used for my mainline track. Once I am satisfied with the look I will let the application dry for at least 12 hours.

These John Deere tractors were photographed passing through Union Station, Little Rock, Arkansas on January 11, 2008. Ken Ziegenbein photo
Arkansas Railroad Club member Ken Ziegenbein’s photo (above) is featured in the official 2008 Union Pacific calendar. Union Pacific’s 844 is greeted by school children at the old Texas & Pacific depot in Marshall, Texas in May 2006.

Visit to the Arkansas Midland Railroad
March 8, 2008

Tom Harst with the Arkansas Midland Railroad has invited the Club to tour their office and shop at 9 am on Saturday, March 8, 2008. We will meet at the railroad’s office which is located in the Hot Spring County Industrial Park at Jones Mill, Arkansas, off US 270. Their physical address is 314 Reynolds Rd, Bldg 41, Malvern, AR 72104. However that is not in Malvern but actually Jones Mill. And neither Yahoo or Google Maps locates the site accurately. If you have any questions, need a ride or become lost on the way, please contact David Hoge at 501-596-5172. Be prepared to sign a release and wear proper shoes such as boots or other sturdy footwear. No flip flops or other open-toed shoes.

See page 4 for a map.

Outing on Amtrak to Marshall, Texas
April 19, 2008

The Arkansas Railroad Club is planning an outing on Amtrak to the Texas & Pacific depot at Marshall, Texas, April 19, 2008. Our plan is to board the south bound Texas Eagle at Union Station, Little Rock. We will ride to Marshall, tour the depot, photograph and watch trains. Then that evening we will board the north board Texas Eagle for the return trip to Little Rock. Remember that Amtrak often runs late so plan accordingly. Cost should be around $72 round-trip. Contact Amtrak at 1-800-USA-RAIL for tickets.

Depart Little Rock, Arkansas 3:10 am
Arrive Marshall, Texas 8:09 am
Depart Marshall, Texas 7:31 pm
Arrive Little Rock, Arkansas 11:31 pm

Everyone will be responsible for purchasing their own tickets.

Time to Pay Your Dues!!

Your Arkansas Railroad Club dues were due by January 1, 2008. Dues are still $20 per year.

If you are renewing for the NRHS you need to pay an additional $33. All NRHS members should receive a bill from the NRHS which they should then remit along with their payment to the Arkansas Railroad Club.

Also include any address changes

Send your payment to:
Arkansas Railroad Club
PO Box 9151
North Little Rock, AR 72119

The Arkansas Railroad Club is selling official 2008 Union Pacific calendars as a fund raiser. Order today! See Page 3