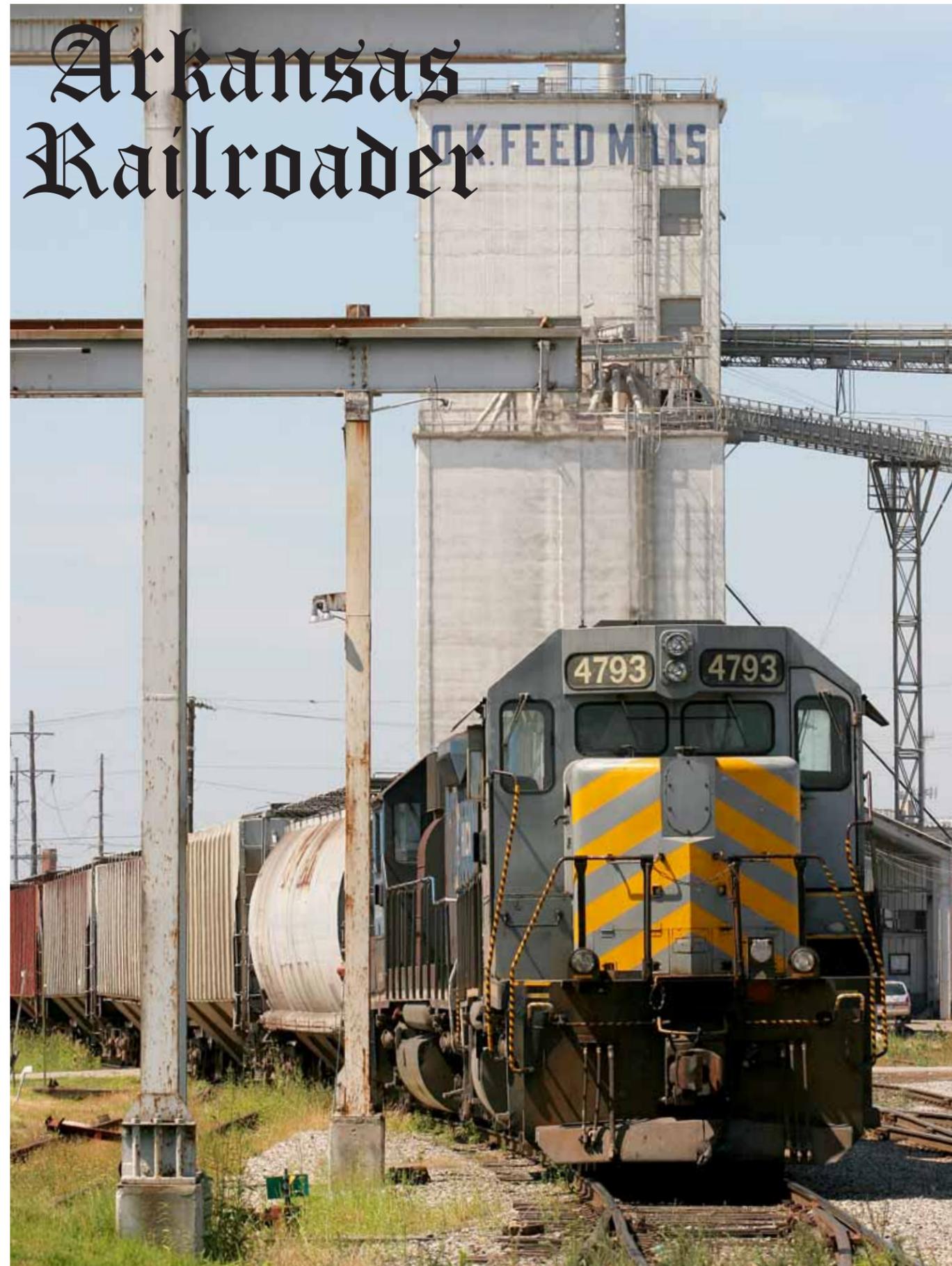


Arkansas Railroader



2008 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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EDITORS - Joe Roddy, PO Box 2495, Little Rock, AR 72203-2495, (501-221-9104) jroddy@WERarch.com or arceditor@trainweather.com
David Hoge, PO Box 1679, Little Rock, AR 72203-1679 (501-397-2552), davidhoge@mac.com or arceditor@trainweather.com
NRHS DIRECTOR - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock, AR 72212-1412 (501-225-1952)
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 '11 - Jim Wakefield, 316 Auburn Dr, Little Rock, AR 72205-2769 (501-664-0232)
BOARD '12 - Fred Fillers, 29009 Bandy Road, Ferndale, AR 72223-9720 (501-821-2026) CFFillers@aol.com

JOINING THE ARKANSAS RAILROAD CLUB & NRHS

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 Sunday 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 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 the:

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

NEXT MEETING

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be 2 pm, SUNDAY, March 9, 2008. It 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.

MEETING MINUTES

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 Railroader* 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 as long as you include your return address. If you have questions about submitting digital images please contact an editor.

BACK ISSUES ONLINE

Past issues of the *Arkansas Railroader* are online at: <http://www.thundertrain.org/road>. This includes past issues from 1970 to the present which are being scanned as time permits. If you're reading the past issues online, you might want to consider becoming a member. Membership dues help keep the *Arkansas Railroader* going.

everyone was responsible for their own tickets. The sale price is only good until Feb. the 29th too. At least according to the Amtrak web site.

TRAIN SHOWS

ANNUAL RAILROADIANA & MODEL TRAIN meet will be held Saturday April 5, 2008 at the Arkansas Railroad Museum. Prices are \$5 for adults, \$2 for children 6-12 and children under 6 are free. The Arkansas Railroad Musuem is located in Pine Bluff, Arkansas at 1700 Port Road. Model train layouts, door prizes and railroad memorabilia. Call 870-535-8819 for more information.

COVER PHOTO

The Kansas City Southern's Fort Smith dodger switches the OK Feed Mills complex in Fort Smith, Arkansas in July 2005. David Hoge photo

ARKANSAS RAILROAD CLUB NEWS

VCR DONATION ACKNOWLEDGED. The Arkansas Railroad Club's recent donation of a surplus TV/VCR combo was acknowledged by the Cotton Belt Historical Society in Pine Bluff by a letter received January 27, 2008.

UNION PACIFIC CALENDARS FOR SALE The Arkansas Railroad Club is selling official 2008 Union Pacific calendars as a fund-raiser for the club. The calendar this year features photos of UP's SD70ACe Heritage units, steam locomotives 844 and 3985 plus the 2002 Olympic units and the George Bush unit. Arkansas Railroad Club member Ken Ziegenbein has a photo in the calendar. Cost is \$10 plus \$3 for shipping. Order from the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

SHORTLINE RAILROADS OF ARKANSAS by Gene Hull is still available for \$20 plus \$2 postage per book. Orders may be sent to the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

RAILROAD CHARTERS

NORTH TO ALASKA The Southern Appalachia Railway Museum is operating a private charter on the Alaska Railroad, September 15-18, 2008. The four day charter passenger train will cover the entire Alaska Railroad, including all of the branch lines.

Each day will feature rare mileage, visits to various railroad facilities, and several photo runbys. The train will consist of coaches and dome cars with lunch provided each day in the dining car. The charter includes visits to several railroad museums, a private steam charter at Fairbank's Pioneer Park, and numerous other special opportunities.

The trip is sponsored by the Southern Appalachia Railway Museum of Oak Ridge, Tennessee. Check out the website at www.southernappalachia.railway.museum for details and a reservation form.

RAILROAD NEWS

HAPPY BIRTHDAY SSW 819 (better late than never). We let slip by the birthday of the last steam locomotive built in Arkansas. A 4-8-4 Northern type locomotive, SSW 819 was built and released from the Cotton Belt Shops at Pine Bluff, Arkansas, in February 1943, 65 years ago. According to the Winter 2008 issue of the *Cotton Belt Star*, the publication of the Cotton Belt Historical Society, Baldwin provided the boilers, General Steel Casting the frame and Timken the roller bearings. The Cotton Belt shop forces then assembled the locomotive in their shop. The locomotive resides today in the very building where she was built which is now the Arkansas Railroad Museum in Pine Bluff.

TEXAS EAGLE LOSING ITS DINING AND SIGHTSEER CARS? Amtrak is planning to replace the dining and sightseer cars with what Amtrak terms a "cross country" cafe car. The new cafe car has been in service on the City of New Orleans in recent months.

INSTALLING CAMERAS. Union Pacific hopes to have cameras installed in 90 percent of its locomotives by the end of 2008. The cameras will record views of the tracks, crossings and signals in front of the train. Five days of video can be stored and will be used in the investigation of grade-crossing incidents. (from *Progressive Railroading*)

HOW MUCH DOES \$2.45 BILLION BUY? BNSF Railway will spend that amount on its capital improvement program in 2008. \$400 million will be used to lease 200 locomotives with track improvements costing \$200 million. Memphis will receive a new intermodal facility. Maintenance will account for another \$1.8 billion. (from the *Memphis Business Journal*)

KANSAS CITY SOUTHERN HAD RECORD EARNINGS in the fourth quarter of 2007. The KCS reported revenue of \$460.3 million with an all-time record profit of \$108.7 million. The growth was fueled by an increase in chemical and petroleum business along with a boost in intermodal traffic in Mexico. KCS' operating ratio decreased to 76.4. Quarterly traffic declined 2.5 percent over 2006 to 481,998 units. (from *Progressive Railroading*)

INFORMATION NEEDED

1960'S ARTICLE ON LITTLE ROCK HOUSE WANTED. I'm looking for information on an old house on Battery Street (410 South Battery) in Little Rock. I just learned that an article in a Trains magazine from the 1960s featured Julian Bunn Davidson, an architect and train enthusiast, about the house he built for his family overlooking the Missouri Pacific train tracks. Anyone have information on this house or which Trains Magazine it was in? Thanks. Ken Z. at trains@trainweather.com

KCS OPERATIONS AT EAGLETON, ARKANSAS. I am in need of photos, area map, or operation details on the Kansas City Southern Railway's "Y" wye at MP 369.5, fourth district, southbound at Eagleton, Arkansas. Send email to billnancykim@sbcglobal.net or 501-224-6228. Bill Bailey, Little Rock, Arkansas.

PHOTOGRAPHS WANTED Photographs or scans of ore cars used by Malvern Gravel Company, also want photos of Rock Island ore cars used in Malvern service in 1950s-mid 1970s. Bill Pollard, 3005 Baxter, Conway AR 72034 or email <arkrail@arkansas.net>

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 discussed. 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. Family dues, at-large memberships and student dues have also changed.

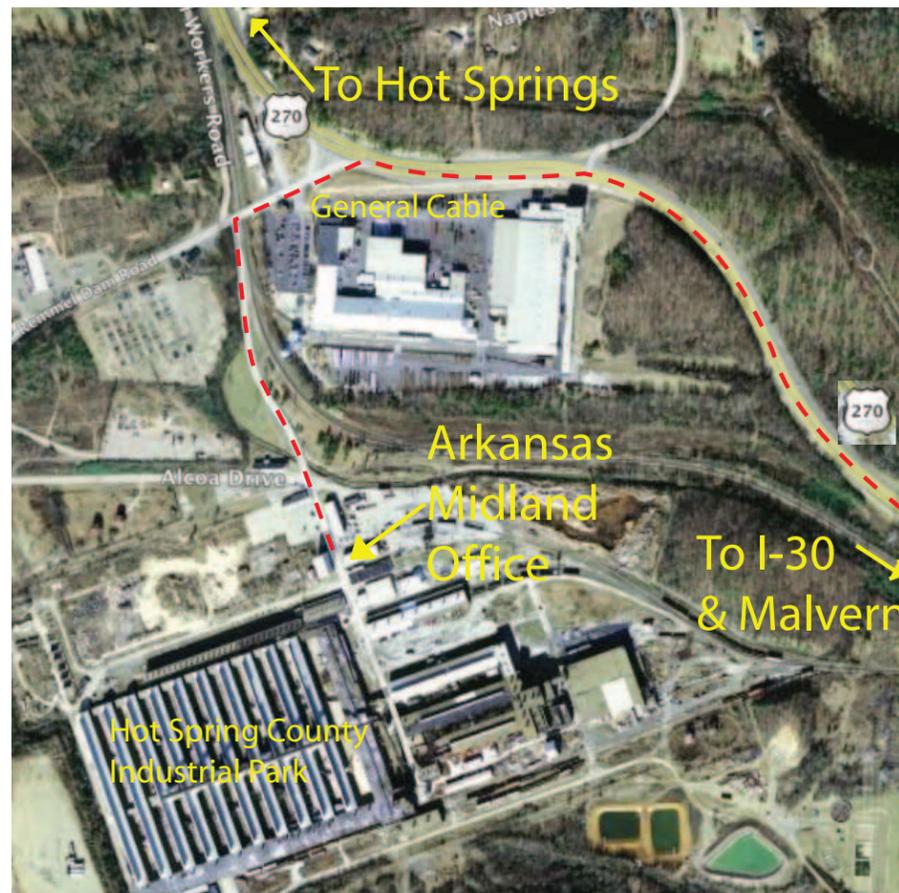
Another change to the dues will be that the members will now receive a bill for their NRHS dues directly from the NRHS. The members will still pay their NRHS and ARC dues to the Arkansas Railroad Club who will then remit the NRHS dues to the national organization.

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.LoneStarRails2008.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.

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

ARKANSAS RAILROAD CLUB OUTING TO AKMD

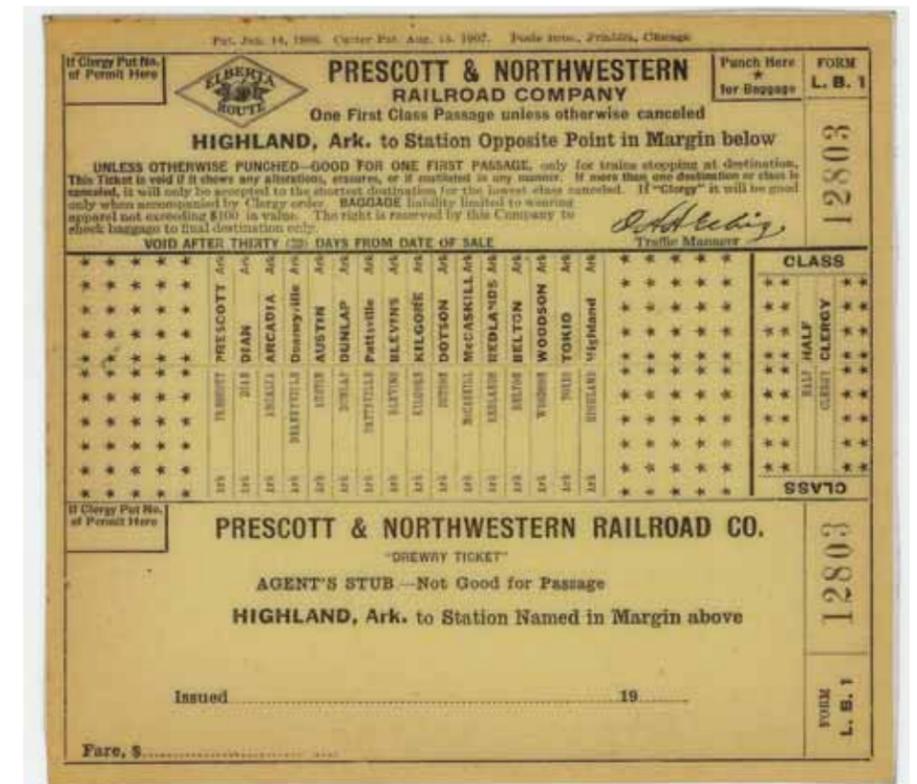
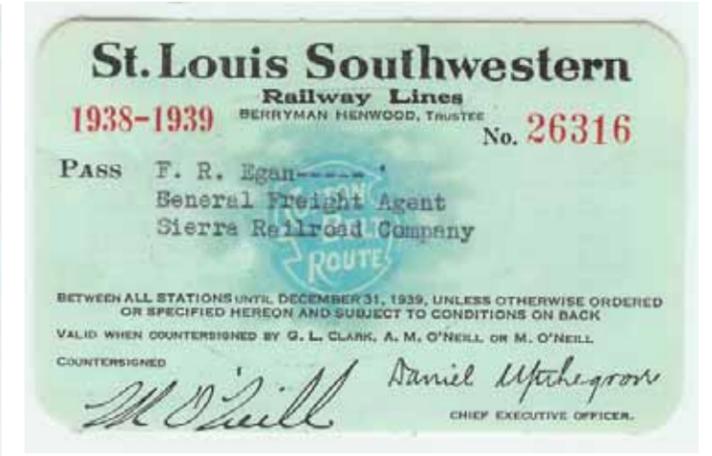
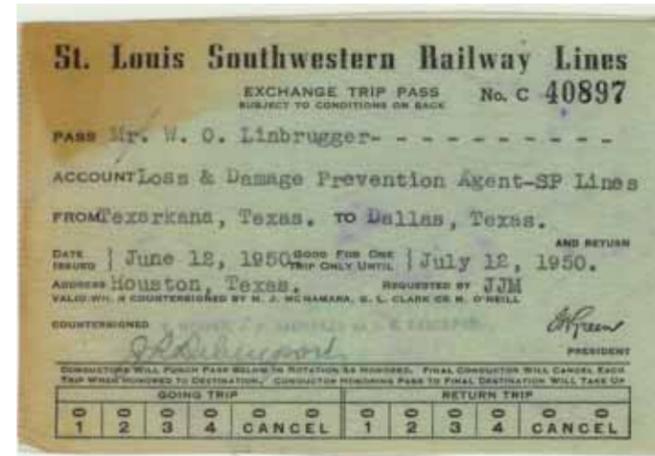


ARKANSAS RAILROAD CLUB OUTING
Tom Harst with the Arkansas Midland Railroad has invited the Club to tour their office and shop at 9 am on Saturday, March 8, 2008. We will meet at the railroad's office which is located in the Hot Spring County Industrial Park at Jones Mill off US 270. Their physical address is 314 Reynolds Rd, Bldg 41, Malvern, AR 72104. However that is not in Malvern but actually Jones Mill. And neither Yahoo or Google Maps locates the site accurately. 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 sturdy footwear. No flip flops or other open-toed shoes.

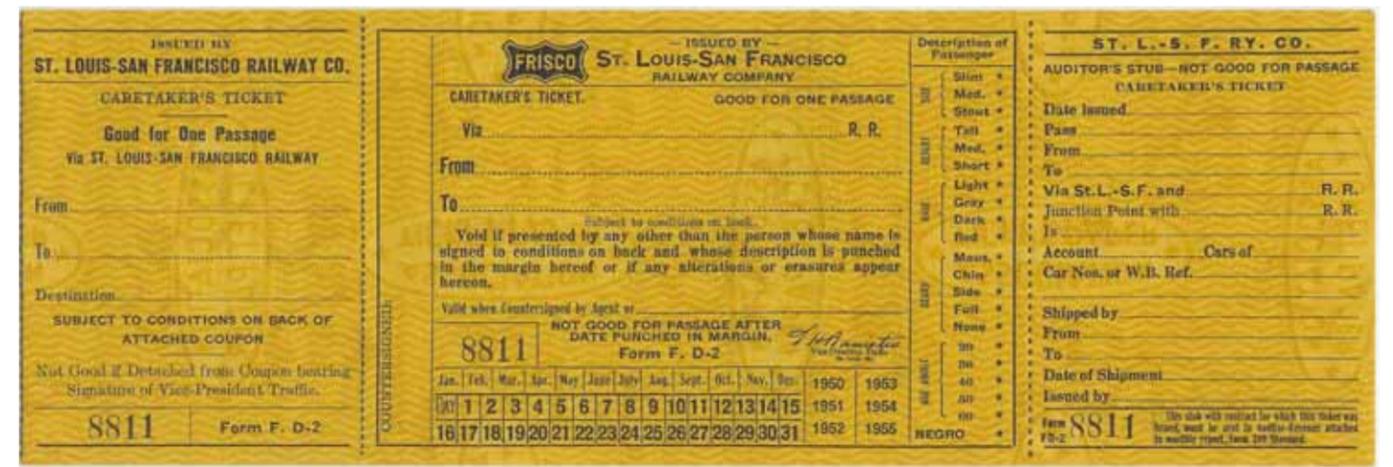
NEWS FROM THE PAST

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 its depot in Rison, the last of six depots in Cleveland County, Arkansas. The other six depots had been at Kedron, Cabool, Clio, Draughton and Kingsland. J.H. Yaney had been the agent at Rison since 1942. (Thanks to Lynn Gaines for sending us this.)



Various passes, tickets and a caretaker ticket from the Frisco from the collection of Philip Moseley.





Missouri & Northern Arkansas 4010 with Lease Locomotive Partners 2040 heads south after switching at Guion, Arkansas, in January 2006. The Missouri & Northern Arkansas operates the former Missouri Pacific White River Route. David Hoge photo



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

freights 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 rail-roading 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.

Philip Moseley sent in this clipping from the Kansas City Southern’s *Newsfolder* of December 1954. The article is about the abandonment of a part of the Arkansas Western line that once ran east from Waldron to Forester, Arkansas, to service a Caddo River Lumber mill at Forester. The line opened in 1929 with the building of the sawmill. When the sawmill at Forester was closed the reasoning behind the line was gone. The Arkansas Western line was operated as a subsidiary by the Kansas City Southern. It is now operated by a WATCO operation, the Arkansas Southern and connects Waldron with the Kansas City Southern at Heavener, Oklahoma.

The article misspelled Forester. Although named for Charles Forrester of Waldron, the town was spelled with a signal “r”.

Today the site of this trestle is grown up but there are still bridge piers in the ground. Part of the right-of-way in this area north of Parks is now a forest service road and you can drive over massive fills, through several cuts and even a horseshoe curve.



Picturesque Trestle on AW to Be Abandoned

SIX MONTHS ago, or even three months ago, our branch line, the Arkansas Western, extended from Heavener in an easterly direction for 56 miles to the railhead at Forrester, Ark. Today it extends only slightly more than half that distance to Waldron.

In November nearly 21 miles of trackage on the AW from Waldron to Forrester were removed, and the roadway abandoned.

The picture, made by engineer J. H. Babcock, Heavener, shows extra 1310 passing over trestle A-45 at Hazel Creek. This structure was included in the roadway that was abandoned.

The reason for the abandonment, obviously, was a lack of traffic over it. About a year ago the sawmill at Forrester stopped operating and its equipment sold. With the sawmill went what probably was its chief industry and source of rail traffic.

The job of rail removal went to I. D. Allinder, roadmaster for the district,

and his crew. At various times as many as 50 men were at work pulling spikes and loosening fishplates. Allinder and his crew were able to take up an average of 1½ miles a day, and reached a maximum of 2.3 miles in a single day.

To load the rails Allinder fashioned a small conveyor track placed on saw horses in the drop end gondolas of the work train. As a length of rail was unfastened a small air-operated crane powered from the end car would hoist the rail joint onto a special dolly which ran on the small track. The dolly was pulled manually through the succeeding cars until it reached the empty one nearest the engine. Here the rail was removed and the dolly returned to the end car for another load. As each gondola became full the conveyor track was shortened until the end car was reached.

Paul Spikes and Roy Noel of the division engineer’s office in Pittsburg inventoried the salvaged material.

Removal of ties and other wooden structures was handled by contract.

PROTOTYPICAL TRACK PART-III

Article and Photos by Joe Musgrove

In my last article I finished ballasting the track on my project layout. For many modelers ballasting completes track installation but I like to go one step further and weather my track to get the best prototypical look possible. This month I will finish up our three part track installation series by demonstrating techniques for weathering track.

In the real world it does not take long for rail to start oxidizing after exposure and wear on ties to begin. This look can easily be achieved by painting the rails and ties. I recommend using a non-toxic paint such as Polly Scale brand which I have had good experience with. Do use caution when weathering turnouts to avoid painting contact points and moving parts.



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.



Weathering the ties to simulate age and wear is easily achieved with a mixture of colors.

On my passing siding I will use the same weathering techniques but use different colors to simulate rail and ties that have experienced a little less maintenance and care which is normal for non-mainline track. For the rails I will apply a mixture of brown and red rust paint. For the ties I will apply a mixture of brown and grey.

Once finished I will let the paint dry for 8 hours and then go back and check and correct missed spots. Once I am satisfied with the look I am ready to move on to my final weathering step of using powdered tempera paint and Plaster of Paris to simulate grime and dirt that collects along track. This type of paint can be found in retail stores that carry children's art supply.



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.



Once dry I am ready to move on to my last step of cleaning the track and rails. First I use a shop vacuum along my track and surrounding area to remove any loose material that might cause operating problems. Once complete I clean the rails using a commercial track cleaning eraser followed by another cleaning with the vacuum. After the final vacuum I check the moving parts of the turnout and do a close inspection to insure all paint and material has been removed from the rail. If everything looks and operates well, I will apply a liquid track cleaner followed by a test run using a locomotive 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



These John Deere tractors were photographed passing through Union Station, Little Rock, Arkansas on January 11, 2008. Ken Ziegenbein photo

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 501-590-5172. 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 bound 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!!!



Arkansas Railroader



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 the:
Arkansas Railroad Club
PO Box 9151
North Little Rock, AR 72119



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.

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