



ARKANSAS RAILROADER



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L&N 6287, SCL 906, 834, L&N 2068, 2225, Southern 8292, 8247, 8291 in Atlanta, Georgia, November 11, 1979. (Peter Smykla, Jr photo)

2005 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
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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>



DECEMBER 10 CHRISTMAS PARTY - We'll have our 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)

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. If you can afford it, I do recommend joining the NRHS - their Bulletins have been improving for years and there's always great stories (including some by our very own Gene Hull and others). Very entertaining railroad-related reading. 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 Railroad Club members enjoyed a day at the Bald Knob Mopac depot (now Arkansas Traveler Hobbies) on Sunday afternoon, November 13, 2005. (John C. Jones photo)





The Central Delta Depot Museum at Brinkley, Arkansas (in the renovated Cotton Belt/Rock Island Union Depot) had its annual Christmas Open House Sunday, November 13. I was there to help if needed. (Ken Ziegenbein)

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.

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) ** **MICKY'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 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.

CALIFORNIA – UNION PACIFIC - To abandon a 1.46-mile line of railroad known as the Tustin Industrial Lead from milepost 514.84 to milepost 516.10 and from milepost 514.70 to 514.90 in the City of Orange, Orange County, CA. Effective on November 17, 2005. (STB Docket No. AB-33 (Sub-No. 232X), decided October 7, served October 18, 2005)

NEW JERSEY – CONSOLIDATED RAIL CORPORATION - To abandon a 1-mile portion of a line of railroad known as the Clayville Industrial Track, extending from milepost 0.0+ to milepost 1.0+ in Vineland, Cumberland County, NJ. Effective on November 19, 2005. (STB Docket No. AB-167 (Sub-No. 1186X), decided October 13, served October 20, 2005)

NEW YORK – CSX - To abandon a 1.1-mile line on its Northern Region, Albany Division, St. Lawrence Subdivision, between milepost 1.5 and the end of the track, milepost 2.6, near Watertown, in Jefferson County, NY. Effective on December 3, 2005. (STB Docket No. AB-55 (Sub-No. 663X), decided October 27, served November 3, 2005)

ARIZONA – SAN PEDRO RAILROAD OPERATING COMPANY, LLC – To abandon approximately 76.2 miles of railroad in Cochise County, AZ, as follows: (1) the Bisbee Branch, between milepost 1085.0 at Bisbee Junction and milepost 1090.6 at Bisbee, a distance of 5.6 miles; and (2) the Douglas Branch (a) between milepost 1097.3 near Paul Spur and milepost 1106.5 near Douglas, a distance of 9.2 miles, (b) between milepost 1055.8 near Charleston and milepost 1097.3 near Paul Spur, a distance of 41.5 miles, and (c) between milepost 1040.15 near Curtiss and milepost 1055.8 near Charleston, a distance of 19.9 miles. A final decision will be issued by February 3, 2006. (STB Docket No. AB-1081X, decided October 28, served November 4, 2005)



ARKANSAS RAIL NEWS



Nothing this month.



GENERAL RAIL NEWS



TRACK JOINT BARS RULE

According to a November 4, 2005 Federal Railroad Administration news release headline, "Train Derailments Lead to More Detailed and Frequent Inspections of Railroad Track Joint Bars." The U.S. Department of Transportation will require railroads to inspect certain types of track joint bars more frequently using new uniform standards to help prevent train derailments, U.S. Secretary of Transportation Norman Y. Mineta announced.

Noting that better inspection of continuous welded rail (CWR) joint bars is essential to improving rail

safety, Mineta detailed the new joint bar inspection standards that railroads must incorporate into their track maintenance plans. Unlike conventional track that has short sections of rail bolted together, CWR consists of long continuous rails that may extend for a mile or more between joints.

Specifically, the interim final rule states that railroads must inspect CWR joint bars for visible or detectable cracks, loose or missing bolts, other damage and evidence of any rail movement. In addition, special on-the-ground visual inspections of the joint bars must be conducted on a regular

schedule. As a result of the regulation, FRA estimates that the number of detailed inspections of CWR joint bars will increase by at least 11 percent per year, Mineta added.

'NEW' OLD BRIDGE OVER TRACKS AT KANSAS CITY

An old 1892 Kansas City Southern bridge, which once was used to join Kansas City's east and west bottoms, will be moved in January and put up over the railroad tracks between Kansas City Union Station and the Crossroads entertainment district. KCS is donating the bridge, last used in the 1960s. The goal is to have it in

place by next spring. 2006 is also the 150th anniversary of the Kansas City Terminal Railway, and to mark that event, both sides of the bridge will

bear the original logos of the 13 railroads that formed the company.

Combined weight of the bridge is 137 tons with the longest span 142 feet. It will be moved by a special

truck through downtown Kansas City on some Sunday in January 2006. The bridge is known as the Penncoyd bridge. (*Kansas City Star via Jim Johnson*)



AMTRAK NEWS



AMTRAK FINANCIAL CRITICS DON'T HAVE THE FACTS RIGHT

AND, they refuse to open their minds to honest dialog and continue to stick their heads in the transportation subsidy Black Hole. They all say that highway and airport subsidies are 'investments' yet always say Amtrak and passenger trains are 'subsidies' and 'money losers.' Using this analogy, automobiles and highways are the biggest 'money losers' of all. Gas taxes and user fees pay less than half of those costs (in many states, Arkansas included, NO gas taxes are used to pay for local and county roads – they are all built using property, income and sales taxes. Bonds are also used. Isn't this a subsidy? They call it 'investment.' Taxes are taxes, period, I say.

Add to this the billions in taxes we pay for airports and air traffic control. User fees again don't cover half the true costs. To make matters worse, many airlines STILL are losing money each year to the tune of billions of dollars, even after all this taxpayer help. Gee...if the private airlines had to pay the actual cost of flying, how much would a ticket cost? (*Opinion by Ken Ziegenbein*)

AMTRAK PRESIDENT GUNN FIRED

An editorial in the Austin, Texas *Austin Statesmen* on November 14,

2005 had some interesting points on the firing of Amtrak President David Gunn in early November. Quote: "Astonishingly enough, Gunn was canned not for doing a bad job, but for doing a good one. Apparently he thought his assignment was to make a success of Amtrak, while the Bush administration seeks Amtrak's collapse.

In Gunn's three-year tenure, he had made significant improvements to the system's ridership, equipment and financial management. During that period, passenger boardings were up 8 1/2 percent overall, long-distance trains were up 4 percent, and Austin's local route, the Texas Eagle, was up by a robust 85 percent.

Meanwhile, Gunn's bosses at the Amtrak board and Department of Transportation — all Bush appointees — were trying to bankrupt and dismantle the system as assiduously as they could. Their efforts gave pause even to the Republican-controlled Senate, which recently gave Amtrak a sound endorsement by authorizing a \$12 billion infusion for the system over the next six years.

The Amtrak board, in its decision to terminate Gunn, primly questioned his enthusiasm and commitment to the job. The board failed to add that the job it wanted Gunn to pursue so enthusiastically was splitting up the Amtrak system and attempting to farm out the pieces to states and private

investors, and to slash Amtrak's already anorexic investment in capital infrastructure. Gunn, of course, knew all of this to be a recipe that would doom the whole system.

In firing Gunn, an administration notoriously plagued with bad managers got rid of an exceptionally good one, one who had helped to right the New York and Washington transit systems and who looked to be on his way to fiscally steadying the chronically ailing Amtrak.

The administration appears to be determined to make the United States the world's only industrial nation that doesn't provide its citizens with the basic amenity of intercity passenger rail service. Instead, it is transfixed with the idea that U.S. passenger railroads should be the one mode of transportation expected to survive without public subsidies, an economic fiction that pertains nowhere else in the world.

Certainly, Amtrak has been beset since its 1971 inception with stingy financing, petty politics, freight-railroad sulkiness and frequently inept management. But solving the system's problems, and giving Americans the passenger-rail travel option they deserve, can't be accomplished by running Amtrak off the rails. It's time for wiser heads in Congress to stop the administration's train wreck."

ACTIVITIES OF OTHER RAIL GROUPS

Nothing this month.

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.

REMEMBER THIRD TRICK

P. B. Wooldridge

Back in the good old days, before railroad management reduced force and cut off untold millions of railroad employees, hiring out on a railroad created for the employee an entirely new world. Railroads operate 365 days a year, day and night, in all kinds of weather. We worked 365 days a year.

Third Trick was known as the Graveyard Shift, and back then we struggled, along about 3 a.m., with Morpheus, the god of Sleep. Until you got several years seniority, you were usually limited to Third Trick. Coffee helped, but not always.

I was never a day-sleeper, and many a night I showed up for duty sleepy and in a foul mood. I well remember back in 1937 about 3 a.m. on Third Trick at Lewisville, Arkansas when I fell asleep while copying a train order. I was rudely awakened by the Dispatcher's clamorous ringing bell, which was designed to awaken the dead. With the train order stylus still firmly clutched in my right hand, I responded to the Dispatcher's call, and heard him say: "Lewisville, repeat that order."

Embarrassed beyond measure, I replied: "Slim, I'm sorry, but the last word I got was MEET." I feared the worst, but Slim forgave me.

In the 1970s I can recall at least 5 times when I delivered order to freights bound for Shreveport, when all on the caboose would be fast asleep. Trains to Shreveport headed in the siding and would pass the depot at 20 mph, and in the absence of a brakeman I'd pitch the hoop with the clearance and orders on the back porch of the caboose.

I also recall late one night when I called a northbound out of Shreveport on the radio and told him: "You are stuck for 3 northbound freights already out of Texarkana, and you will follow them out." When the 3 main line northbounds had passed Lewisville, I called the Shreveport man and instructed him to "HIGHBALL." But he didn't as the entire crew was asleep. After 10 minutes I jumped in my car and drove 2 miles to a road crossing on the Shreveport Branch. I lit a red fusee and hiballed, but he still didn't respond. He was about a hundred yards south of the crossing, but when I'd covered half the distance he started moving.

There should be a law against working a Third Trick!

*WHEN YOU WERE A BOY
YOU WISHED UPON A STAR
IT WORKED THEN
WHY NOT TRY IT NOW?*

*WISHES ARE THE DREAMS WE DREAM
WHEN WE'RE AWAKE
THE CURTAIN OF NIGHT WILL PART
AND REVEAL WHAT IS IN YOUR HEART
AND IF YOU WISH LONG ENOUGH, STRONG ENOUGH
YOU WILL COME TO KNOW
WISHING WILL MAKE IT SO*

(Via P. B. Wooldridge, from the song "Wishing")



BACK IN THE DAYS..... Harry Temple

"Not a creature was stirring, not even a bug . . ."



RAILROAD WRANGLE IN ARGENTA

by: Gene Hull

In the mid 1880s, Arkansas was on the western fringe of civilization, as was most everything west of the Mississippi River. Several persons from Arkansas, including politicians, held a "mass meeting" at the state capitol on 6 January 1849. They were to "memorialize Congress in relation to the survey and establishment of a railroad route to California from some point on the Mississippi River (sic) through the State of Arkansas, the Indian Territory, New Mexico and California to the Pacific Ocean."

Delegates from many states attended a convention at the Memphis exchange building on 23 October 1849. This pressure brought results. On 25 October 1850, a party of surveyors appeared on the bank of the Arkansas River opposite Little Rock. They were government people locating the route for a railroad from St. Louis to the Big Bend of Red River near Fulton, Arkansas, and then to the Pacific Ocean.

On 11 January 1853, the state legislature granted a charter for the Memphis & Little Rock Railroad. This was largely the result of Memphis businessmen. The next day, 12 January 1853, a charter was granted in Arkansas for the Cairo & Fulton Railroad to build from the Missouri-Arkansas border in northeast Arkansas, through Little Rock, to Fulton.

Rails of the M&LR between DeValls Bluff and a place on the north bank of the Arkansas River opposite the "point of rocks" on the south bank, from which Little Rock got its name, were completed 26 January

1862. A turntable, machine shop and crude little depot were built.

The Civil War was in progress. The Federal army came marching up the Arkansas River and on 10 September 1863 took possession of the railroad. They built a larger machine shop and a six-stall roundhouse. The area around the railroad terminal was named Huntersville, for William Hunter, superintendent of the railroad for the army. A short way east of the depot the army constructed a large warehouse, mess halls and corrals for livestock.

The M&LR was returned to the civilian owners on 25 August 1865, and it had to be rebuilt. The work was completed at 5:40 p.m. on 11 April 1871, when the mayor of DeValls Buff drove the last spike in front of the depot.

On 23 November 1853, the Ft. Smith Branch of the Cairo & Fulton Railroad filed its charter at the office of the Secretary of State. No work was begun and on 22 January 1855 the name was changed to Little Rock & Ft. Smith Railroad, separate from the Cairo & Fulton. Ground was broken on the north bank of the river 5 August 1869. A track was laid to the water's edge so that supplies could be unloaded from riverboats. In the late 1860s, the railroad purchased about 227 acres of land and a half-mile north of the river. It was bounded by the present streets - Main and Magnolia; 2nd and 7th.

In March 1866, Mayor David F. Schall surveyed a townsite where the railroad

activity was beginning. The place was called Argenta and the plat included the present area of Main to Locust Streets east-west and the north bank of the Arkansas River and 8th Street north-south. Thus, Huntersville was replaced.

In October 1869, work began as the Little Rock & Ft. Smith started laying rails northward. A depot was built and soon was being surrounded by new houses. Terminal facilities were at present 5th and Poplar Streets.

On 28 May 1870, the Cairo & Fulton began grading to lay rails northeastward toward Missouri. The work started near present 11th and Main Streets.

The nuclei of three principle railroads of Argenta were in place.

The Cairo & Fulton was using the terminal facilities of the Little Rock & Ft. Smith. During two years the C&F paid no rent and even erected some buildings on LR&FS property. This controversy finally was settled and the C&F built about three-fourths of a mile of track southwestward toward the river and established a station called Baring Cross. By February 1873 work had begun on a large freight house at Baring Cross, to be followed by a roundhouse and repair shops. Soon a town was growing there.

It was quite obvious a bridge would be needed to cross the river to reach Little Rock and the rails on to Fulton on Red River. The bridge would have a single-track mainline and a wagon road on the upper chords. This would replace a steam powered ferry the C&F had been using.

The railroad was short of cash, so the Baring Cross Bridge Company was formed 8 April 1873. The railroad would have to pay a toll charge for each locomotive and freight or passenger car that used the bridge.

The Memphis & Little Rock had deserted the riverbank and relocated its track about six blocks north, to the present Fourth Street. A depot was built, as well as a roundhouse and car shops.

On 11 December 1873, the Cairo & Fulton entered into a contract which would permit the Memphis & Little Rock to use the C&F main line from the Ft. Smith Crossing, over the Baring Cross Bridge to the fine new "union station" in Little Rock. The Memphis road would have access to facilities at the station. They also could use the freight house to be constructed in Little Rock. This was not exactly a strictly legal contract, since the Cairo & Fulton did not own the Baring Cross Bridge and had no control over its use.

Even so, the C&F urged the M&LR to construct a track across the town of Argenta to the edge of the C&F property. When this was done, the C&F would build 700 feet of track from its main line between the town of Baring Cross and the north end of the bridge to join the M&LR track. The two tracks were joined 5 January 1874 and the M&LR passengers were delivered and received at the Cairo & Fulton depot in Little Rock, which actually became a "union station."

On 2 June 1874, the Cairo & Fulton was absorbed by the St. Louis, Iron Mountain & Southern, but the contract continued.

On 23 May 1887, the Memphis & Little Rock was reorganized as the Little Rock &

Memphis.

In 1889 the Rock Island was building south from Kansas into Indian Territory closely following the old Chisholm Trail. On 2 May 1890, Congress established Oklahoma Territory. When this area was opened to white settlers it created a human flood. Towns were built, industries appeared, civilization advanced westward.

The Rock Island people saw this and recognized the opportunity.

As a prelude, the St. Louis, Iron Mountain & Southern decided in May 1893 to terminate the contract with the LR&M.

The wrangling actually began in 1886-1887 when the SLIM&S built the 89-mile branch line east from Bald Knob on the main line to a connection into Memphis, Tennessee using the rails of the Frisco. After this, the SLIM&S began to harass the M&LR to destroy its business. The Iron Mountain branch generally paralleled the Memphis & Little Rock main line.


This information was revealed by a lawsuit filed in Pulaski County Circuit Court 19 May 1893 by Rudolph Fink General Manager of the M&LR, with an amendment filed 3 July 1893. Fink asked the court for permission to condemn a right-of-way from where the extension track of the two railroads joined, at the present location of West Fifth and Willow Streets in North Little Rock, the north end of the Baring Cross Bridge, and from the south end of the bridge to the Union Depot. It was disclosed that the SLIM&S controlled the majority of stock of the Baring Cross Bridge and also of the Little Rock Junction Bridge, extending

across the river from a connection with the end of the main line of the Little Rock & Ft. Smith to a connection with the Little Rock, Mississippi River & Texas, which was sold to the Iron Mountain on 1 February 1887. The LR&M contended there was adequate bridge capacity for both railroads.

What disposition of the case was is unknown, but a solution to the wrangling was realized when the Little Rock & Memphis was sold to the Choctaw & Memphis Railroad on 25 October 1898. A hint was included in the title of the new company. Rudolph Fink was general manager and he realized the many advantages if, or when, the entire Indian Territory became a state.

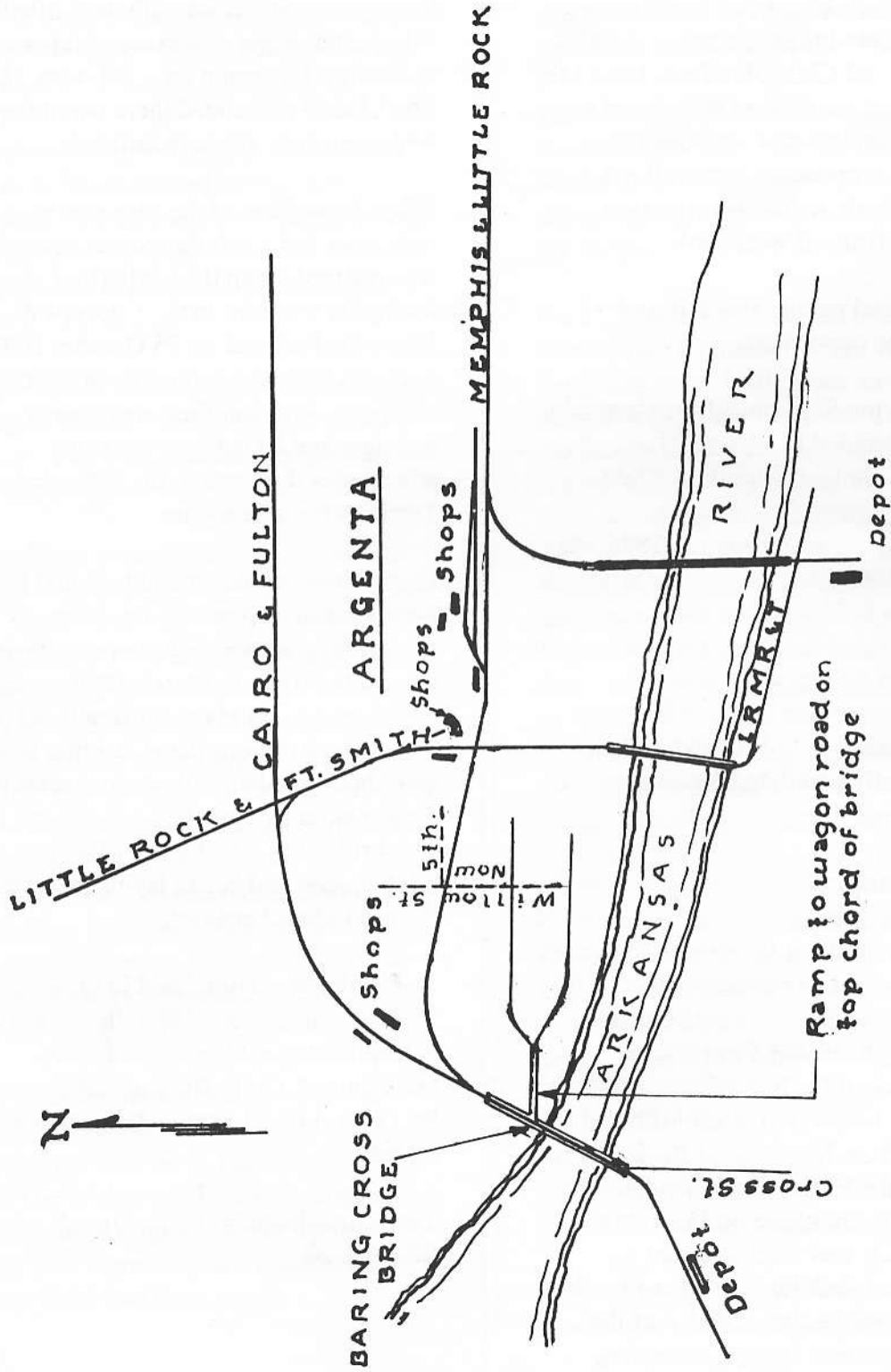
From where the depot and terminal facilities were located in Argenta, the company laid new rails on a sweeping curve southward toward the river. In March 1899, a contract was signed to build the third railroad bridge across the Arkansas River at Little Rock. It was about one-half mile downstream from the Junction Bridge. At the south end of the new bridge the C&M built a fine two-story brick station and began laying rails westward toward Indian Territory.

The bridge was completed in December 1899 and on 30 June 1900 the Choctaw & Memphis was sold to the Choctaw, Oklahoma & Gulf. The association with the St. Louis, Iron Mountain & Southern was ended.

The railroad wrangling in Argenta was finished. 

RAILROAD WRANGLE IN ARGENTA

Gene Hull



Gene Hull 12-31-95

THE PASSING OF A SQUIRE OF ARGENTA

Gene Hull



Aaron M. Machin, Missouri Pacific engineer and local chairman of the Brotherhood of Locomotive Engineers, in his office at North Little Rock in 1926. (*Clifton Hull collection*)

By a bit of political deceit, the 8th Ward of Little Rock (on the north bank of the Arkansas River) became a separate city and soon became known as Argenta. It grew and thrived until October 1917. In the waning days of World War I. Argenta became North Little Rock, but many people north of the river still called the place Argenta for many years. It is in this context that the title of this story was chosen.

Aaron M. Machin was destined to obtain a favorable position beyond his home community. He was born in Zanesville, Ohio, 7 December 1856 and began a successful and satisfying career by becoming an apprentice machinist on the Marietta & Cincinnati Railway, which ran between Cincinnati and Belpre, Ohio. It connected at Cincinnati with the Parkersburg Branch of the Baltimore & Ohio, giving through service between Baltimore, Cincinnati and St. Louis. He soon became a fireman and then was promoted to engineer.

In 1901 Machin was appointed to the position of road foreman of engines on the Central Valley Division. Just three months later he was appointed as master mechanic on the Missouri Pacific between Kansas City, Missouri and Pueblo, Colorado with headquarters at Osaretomie (?), Kansas. Soon he was appointed as master mechanic for the Mo. Pac. at Argenta, Arkansas shops.

In 1906 he became an engineer, running locomotives between Argenta and Monroe, Louisiana. In 1908, Machin was elected as local chairman of the A.M. Machin Division 585 of the Brotherhood of Locomotive Engineers (named in his honor). On 14 October 1922 he was elected General Chairman of B of LE, a position he held until he retired in 1929, after 50 years of railroad service.

Early in May 1933, Machin was taken to the hospital suffering from a heart ailment. A few days later he was

improving and getting ready to go home, at 2300 Pike Avenue. At 4:00 a.m. on Tuesday 16 May, the nurse at the hospital found him dead. Ironically, Machin was a member of the Board of Managers of all the Missouri Pacific Hospitals. Funeral service was by Owens & Company and burial was in the family plot in Mount Holly Cemetery on Broadway Street in Little Rock. This was one of the largest funerals ever held in the city.

The trait of public service was continued by his son Percy H. Machin. He served continuously from 1939 until his death on 26 July 1968, as North Little Rock City Clerk. The City Street Railroad Avenue, running north from west 18th Street three blocks west of Main Street, joining Pike Avenue beneath Interstate 40 overpass, was renamed Percy Machin Avenue. On 26 July 1968 he died after a fall at his home, about a month before his 78th birthday.

J. D. Newcomb
SECRETARY-TREASURER
ADDRESS: 522 Magnolia St.
North Little Rock - Ark.

J. Walker
CHIEF ENGINEER
ADDRESS: 521 W. 5th St.
North Little Rock, Ark.

J. E. Page
LOCAL CHAIRMAN
ADDRESS: 200 Palm St.
Little Rock - Ar



North Little Rock, Arkansas

June 1,

19³³

To the Family of A. M. Machin,

2300 Pike Avenue,

North Little Rock, Arkansas.

Dear Friends:

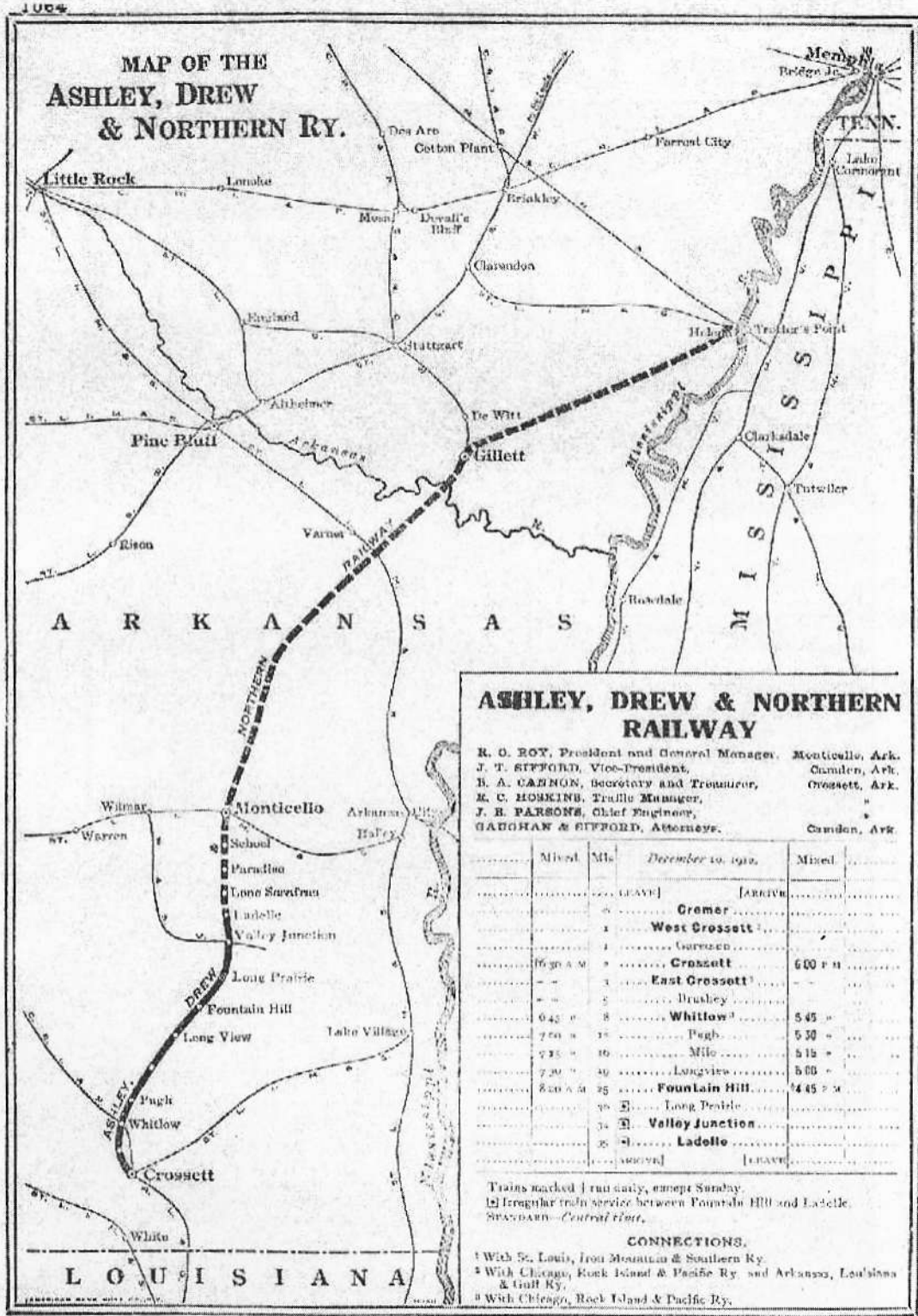
We, the members of Division 278 B. of L. E., take this method of expressing to you our heartfelt sympathy in the great loss of your dear father. He was one of the best men that ever lived, not only to his own family, but to us all. He shared our burdens, which were great and many, and when we would break down under them we would take them to him and he would carry them through to a successful conclusion for us.

We know we have lost our best friend and you have lost the best father that ever lived, and our city has lost one of its best citizens. He will be missed more than any one else in the whole community, and we all join with you in deeply mourning this loss.

Sincerely your friends,

J. D. Newcomb S. J.

ARKANSAS RAILROADER



ASHLEY, DREW & NORTHERN RAILWAY

R. O. ROY, President and General Manager, Monticello, Ark.
 J. T. STIFFORD, Vice-President, Camden, Ark.
 B. A. CANNON, Secretary and Treasurer, Crosssett, Ark.
 E. C. HOBKINS, Traffic Manager, " "
 J. B. PARSONS, Chief Engineer, " "
 GAUGHAN & STIFFORD, Attorneys, Camden, Ark.

Mixed	Miles	December 10, 1912	Mixed
		[LEAVE]	[ARRIVE]
	0	Gremer	
	1	West Crosssett	
	1	Garrison	
16:30 A.M.	2	Crosssett	6:00 P.M.
	3	East Crosssett	
	5	Brushley	
6:45 "	8	Whitlow	5:45 "
7:50 "	12	Pugh	5:30 "
7:35 "	16	Milo	5:15 "
7:30 "	19	Longview	5:00 "
8:10 A.M.	25	Fountain Hill	4:45 P.M.
	28	Long Prairie	
	34	Valley Junction	
	35	Ladelle	
		[ARRIVE]	[LEAVE]

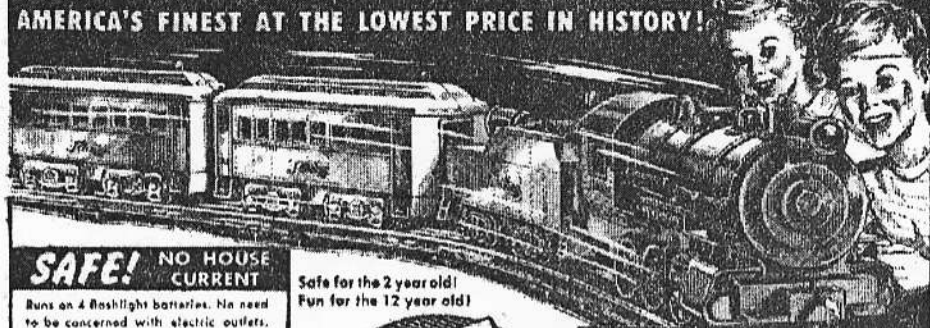
Trains reached 1 mi daily, except Sunday.
 Irregular train service between Fountain Hill and Ladelle.
 STANDARD - Central time.

CONNECTIONS.
 1 With St. Louis, Iron Mountain & Southern Ry.
 2 With Chicago, Rock Island & Pacific Ry. and Arkansas, Louisiana & Gulf Ry.
 3 With Chicago, Rock Island & Pacific Ry.

AMAZING LAYAWAY SPECIAL!

SAFE! SIMPLE! SENSATIONAL!
COLORFUL, EXTRA STRONG, ALL PLASTIC

Schilling **ELECTRIC TRAINS**



SAFE! NO HOUSE CURRENT
 Runs on 4 flashlight batteries. No need to be concerned with electric outlets.

Safe for the 2 year old!
 Fun for the 12 year old!

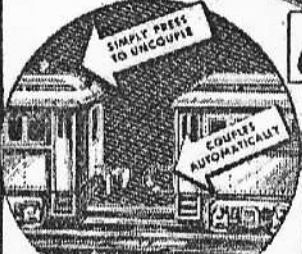
SAFE! NO TRANSFORMER
 Has a simple, safe control box. No transformer to overheat or break down.

SAFE! NO SHOCK OR WORRY
 Children are not dealing with high voltage electricity or electric plugs.

SAFE! NO SHARP EDGES
 The locomotive, tender and coaches are safety molded of plastic. No rough surfaces.

RUNS FOR HOURS ON 4 STANDARD FLASHLIGHT BATTERIES IN THIS CONTROL BOX

STARTS, REVERSES AND STOPS AT THE FLICK OF A SWITCH!



Only \$12.95
 \$1 DOWN \$1 WEEK
 \$1.00 HOLDS YOUR TRAIN UNTIL CHRISTMAS

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Complete with colorful, realistic, authentically detailed locomotive, tender, 2 coaches, 8 curved and 4 straight tracks and control box. Your child can set it up anywhere... indoors or outdoors. All the thrill and performance of expensive electric train sets... yet so inexpensive, so handy, so safe! Quantities are limited.

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 60 SOUTH MAIN ST.
 STORES IN MEMPHIS, KATYHURVILLE AND RYERSBURG



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Please send me the Schilling Electric Train Set of \$12.95.
 Please send me _____ batteries at \$14 each.

Check or M.O. Budget C.O.D.

NAME _____
 ADDRESS _____
 CITY _____ STATE _____

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