Arkansas Railroad Club Meeting minutes for August 8, 2010

Meeting came to a somewhat orderly start at 2 p.m. with President John Hodkin, Jr. pouring it to order. We all welcomed Randy H. Stout, Inc., 2400 Carroll Road, Suite 100, Little Rock, Ark.

Arkansas Railroad Club newsletter.


TEAM SHOWS AND OPEN MEET events will be held Saturday, April 2, 2011, at the Arkansas Railroad Museum. Adult $5.00, children 6-12, $2.00 and under 6 free. The Arkansas Railroad Museum is located at Pine Bluff, Arkansas at 1700 Port Road. Model train layouts, door prizes and railroad memorabilia. Call 870-535-8819 for more information.

ARKANSAS RAILROAD CLUB NEWS

2011 UNION PACIFIC CALENDARS FOR SALE. The 2011 calendar is now available for order. The cost is $10 plus $.30 for shipping. Order from the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

ARKANSAS RAILROAD CLUB CHRISTMAS PARTY will be held Saturday, December 11, 2010, at 6 p.m. at Curtis Stout. Cost is $15 per person. The meal will be catered.

The Arkansas Railroad Club will be holding officer elections at the end of the year. If you would like to be an officer please contact one of the existing officers.

SHORTLINE RAILROADS OF ARKANSAS by Gene Hull is still available for $15 plus $.25 postage per book. Orders may be sent to the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

A CROSSETT LUMBER COMPANY HISTORY by O.H. “Doogie” Darling is for sale. The book is titled A History of the Mills, Logging Camps, And Early Forestry Operations of the Crossett Lumber Company. Cost is $15 plus $.50 S&H per copy. Mail orders with payment to O. H. Darling, 1203 Chestnut Street, Crossett, Arkansas 71635.


David Hoge’s website at: http://www.trainweb.org/arkansastrains.

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If you like your website listed, send the address to davidhoge@mac.com.

MEMBERSHIP LISTS OF THE ARKANSAS RAILROAD CLUB are available. Either write David Hoge at the club’s address or email David at davidhoge@mac.com.

2010 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Goldon North Little Rock, AR 72117-4713 (501-495-2128), nrlaufman@sbcglobal.net

VICE-PRESIDENT - Douglas T. Russell, 114 Tyler Rd, Russellville, AR 72802-8442 (479)-438-0781, acrrmp@suddenlink.net

TREASURER - David Hoge, PO Box 1679, Little Rock, AR 72203-1679 (501-397-2552), davidhoge@mac.com

SECRETARY - David Hoge, PO Box 1679, Little Rock, AR 72203-1679 (501-397-2552), davidhoge@mac.com

EDITORS - Joe Roddy, PO Box 2495, Little Rock, AR 72203-2495, (501-221-9104) jroddy@WERarch.com

David Hoge, PO Box 1679, Little Rock, AR 72203-1679 (501-397-2552), davidhoge@mac.com

PHOTOGRAPHER - John C. Jones, 110 Cottonwood, Sherwood, AR 72120-4011 (501-835-3729), johnphotourniatt.net

HISTORIAN - Gene Hull, 3507 W 5th Avenue Ave #1, N Little Rock, AR 72114-1536

BOARD ‘10 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock, AR 72212-1412 (501-225-1952)

BOARD ‘11 - Jim Wakefield, 316 Aubur, Dr Little Rock, AR 72205-2769, (501-664-0232)

BOARD ‘12 - Fred Fillers, 29099 Bandv Road, Ferndale, AR 72233-9720 (501-821-2026) eflllers@comcast.net

BOARD ‘13 - Ron Esserman, 326 Esserman Ln, Dover, AR 72837-7754 (479-331-2030), caboose25552@centurytel.net

BOARD ‘14 - Joe Roddy, PO Box 2495, Little Rock, AR 72203-2495, (501-221-9104) jroddy@WERarch.com

Have a problem with the Club? Need a question answered? Then contact one of your officers or board members listed above. That’s why we are here.

JOINING THE ARKANSAS RAILROAD CLUB

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. 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 RAILROAD Club newsletter.

Arkansas Railroad Club, P.O. Box 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information.

David Hoge’s website at: http://www.trainweb.org/arkansastrains.

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NEXT MEETING

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be at 2 p.m., SUNDAY, September 12, 2010. It will be held at Curtis H. Stout, Inc., 2400 Carroll Road, Suite 100, Little Rock, Ark.

COVER PHOTO

Union Pacific Nos. 4559 and UP 3949, both SD70M’s, lead 16 dead units through Union Station, Little Rock, Arkansas, on August 7, 2010. All of the units were part of a group of some 100 locomotives rebuilt by the MK Rail for the Southern Pacific between April 1994 and February 1995 from SD40, SD45 SDP45 cores. The locomotives were from various railroads. In the group photographed, all of the SP units had either been repainted into UP colors or patched with a UP road number except for SP 8674 which still retained its original number. The units were designated as SD40M-2 by UP, but tended to classify the units as SD40-2. Occasionally they would carry a designation on the cab of SD40M-2. Units in order were: UP 2552, UP 2752, SP 8674, UP 2766, UP 2796, UP 2779, UP 2762, UP 2754, UP 2755, UP 2778, UP 2775, UP 2749, UP 2744, UP 2666, and UP 2696. Photographed August 7, 2010, by David Hoge

ARKANSAS RAILROAD CLUB MEETING MINUTES FOR AUGUST 8, 2010

Meeting came to a somewhat orderly start at 2 p.m. with President John Hodkin, Jr. pouring it to order. We all welcomed Randy H. Stout’s wife back to the meetings after knee surgery. *** Ron Esserman had a wonderful time with some of his work on the trestle with the Arkansas Railroad Museum. The trestle is being replaced with a new track and rolling stock. *** Craig Gerard said he and his wife will be making a trip to St. Louis and riding the rail tram system while there and visiting the railroad museum. *** Randy Yardy told us of an article and photos in the Memphis Commercial Appeal news - article regarding the famous Casey Jones and his fireman Sim Web. *** Randy Yardy said on his recent trip to the Black Hills area of South Dakota and to coal facilities on UP and BNSF. He showed video of parts of the trip. He also said UP is rebuilding 10 SD60MX locomotives into SD9MX engines. *** Our 2010 Christmas party will be on December 11 at 6 p.m. at our meeting place. (Ken Ziegenbein)
First in Arkansas Railroading

Over the next few months we will be reprinting articles from the *Arkansas Gazette* and its predecessors which document some of the “first” in Arkansas railroad history. Since your editor was not alive 150 years ago, we’ll have to rely on the original reporters as to whether these were some of the first. Most of this month’s selection of articles are very short, sometimes only a single sentence. Also, the original articles had no headlines.

**Little Rock & Fort Smith Completed**

*Daily Arkansas Gazette*, Saturday, July 15, 1876

We take the following from the *Fort Smith New Era* of the 12th: “Last evening the Little Rock and Fort Smith railroad was finished. The last rail was laid and the last spike driven near sundown. And thus, after more than twenty years’ delay, a work has been completed from which much good has been expected to result for the western half of the state. It will be some eight or ten days yet, we understand, before the road will be open for general use. In the meantime there is much work yet to be done on this end of the line. A side-track, depot and turn-table are yet wanting, but are to be built at once. On the day of the formal opening of the road there is to be, we learn, quite a celebration of the event, and visitors from Little Rock and intervening points are to be here to participate. May the day be not far distant when the noble Arkansas river shall be spanned by a bridge at this point, so as to bring the iron horse right in our own city.”

**Excursion to Fort Smith**

*Daily Arkansas Gazette*, July 26, 1876

The Excursion

Over the Railroad to Fort Smith -- Sights and Incidents as Noted by our Special Correspondent

Fort Smith, July 25

“Fort Smith!” yelled the brakeman, and with the usual amount of push and hustle, the first train through the Little Rock and Fort Smith railway enters its load of passenger on the western line of Arkansas. The event so long and anxiously looked for by the people of this section is accomplished -- the last rail is laid -- the last spike driven, and the iron horse stands panting in the midst of as joyous a crowd of humanity as ever assembled to do homage to the great conqueror of space. The tough conundrum of the northwest for the past ten years and more has been “Will it ever by completed?” and to-day its question has been answered by the grand launching of the road. It is a day of triumph and joy to the people; a day which all enjoyed. During the evening there were speeches of welcome and of congratulation by Mayor Fletcher, and under the care of our worthy mayor, and the Little Rock party was pulled to pieces, and each member thereof under the especial care of one of the reception committee (which said committee comprised the whole population) was led away and properly done for. At (the) night’s grand ball and formal reception and supper, free to all, to which every one went and which all enjoyed. The train was behind yesterday, because, as some wag remarked, the monkey-wrench to the engine was lost.

Washington & Hope Completed

*Daily Arkansas Gazette*, October 1, 1880

The narrow gauge railroad between Washington and Hope is at last completed and makes two trips each way daily. The train was behind yesterday, because, as some wag remarked, the monkey-wrench to the engine was lost.

**Little Rock, Mississippi River & Texas completed between Little Rock and Pine Bluff**

*Daily Arkansas Gazette*, February 25, 1881

Little Rock and Pine Bluff to Connected Today.

The last spike on the Little Rock, Mississippi River and Texas will be driven this morning at 9 o’clock. The fine weather of the past week has enabled the large force which has been at work on the road to redouble their efforts and track was laid down at a very rapid rate. The gangs working at each end of the gap have been working within sight of each other since yesterday.

Last evening Mr. Woodson, general manager, received a telegram from the end of the road, asking him to come out at 9 o’clock, and at that time this great enterprise will be welded into a continuous line of railroad by silver spikes.

There will be appropriate ceremonies on the occasion, and a number of citizens will be invited to go out on the road for the purpose of witnessing them.

It is appropriate to speak a word or two of the gentlemen who have carried the construction of this road to a successful termination through many difficulties.

Mr. J.E. Redfield, of Boston, president of the road, is a gentleman of great business and executive ability, and through his indomitable perseverance, has carried his plans through. He has been particularly fortunate in the selection of his officers. Col. J.N. Woodson (N, inc), general superintendent, who has had a practical supervision of the con-
Warren & Saline River Railroad No. 538 crosses Arkansas Hwy. 1 after a trip to the Clearwater Papermill at Cypress Bend, Arkansas, on July 27, 2010. On January 1, 2010, the Warren & Saline River along with the Prescott & Northwestern were both purchased by Pinsley. The two railroads are operated by another Pinsely railroad, the Arkansas Midland. The other WSR locomotive, No. 539, is in storage at the WSR shop at Warren, Arkansas. Photo by David Hoge.
Deed of the Farmerville & Southern

Mrs. Florence Thomas
and James M. Smith
To-Right of way
Farmerville & Southern R.R. CO.

State of Louisiana
Parish of CADDIO

Know all men by these presents that I, Mrs. Florence Thomas, aided and assisted by her husband L. E. Thomas, and James M. Smith of East Baton Rouge Parish La., residents of said Parish and State, for and in consideration of the sum of ONE DOLLAR cash in hand paid by the Farmerville & Southern Railroad Company the receipt of which is hereby acknowledged and further as an inducement to have constructed a railroad through said Parish, and through the lands hereinafter described, and further in consideration of the benefit to accrue to my property from such construction which benefits and advantages I estimate to be equal in value to the value of the lands herein conveyed, have granted, bargained sold conveyed and delivered unto the said Farmerville & Southern Railroad Company in fee simple a strip of land over and across the following property situated in Union Parish, State of Louisiana, for railroad right of way to wit:

A parcel of land described as follows: Beginning at a point on the north line of Sec. 31 Twp. 21 N R 1 East, said point being one hundred (100) feet westwardly at right angles from center line of said railway; thence Southwesterly parallel to and one hundred (100) feet at right angles from the center line, 1266, feet more or less to a point 25 ft. at right angles from the center line of the North leg of “Y”, thence westwardly parallel to a 25 ft., at right angles from center line of North leg of “Y” a distance of 450 feet, more or less, thence westwardly parallel to a 25 ft., at right angles from center line of stem of “Y” 170 ft., more or less, thence southwesterly at right angles 50 ft., thence easterly at a parallel of 25 ft., at right angles from center line of stem of “Y” 290 ft. more or less, thence southwesterly at right angles from a point 25 ft., at right angles from center line of south leg of “Y”, 360 ft., more or less to a point 100 ft., at right angles from center line of track, thence southwardly parallel to a point 100 ft., at right angles from center line of railway 250 ft., more or less to a point 100 ft., more or less to a point 100 ft., more or less to a point opposite H.B. of South leg of “Y” thence eastwardly at right angles 50 ft., thence southwardly parallel to a 50 ft. at right angles from said center line 550 ft., more or less to the east line of Sec. 31 thence north to a point 50 ft., eastwardly at right angles from center line of railway thence northwardly parallel to a 50 ft., at right angles from said center line 325 ft., more or less to a point opposite H.B. of South leg of “Y” thence eastwardly at right angles 100 ft., thence northwardly parallel to and 150 ft., at right angles from centerline of railway 1850 ft., more or less to the north line of Sec. 31, thence west to the place of beginning. Also a strip of land 100 feet wide fifty (50) feet each side of center line of railway over SW1/4 of NW1/4 and SW1/4 Sec. 32 to end of track as at present located. It being in Township 21 North Range 1 East, the above described right of way to conform to the right of way as appears on the official map of Smith Addition recorded in deed book No. 16 page 646 of the records of Union Parish, La.

THE GRANTOR F. & SOU. RY CO. HEREBY RENOUNCES AND RELINQUISHES TO SAID GRANTEES ALL TITLE AND RIGHTS AND CLAIMS TO RIGHT OF WAY AND TERMINALS AT FARMERVILLE LA. ON LANDS OF SAID GTOR WH HAVE BEEN OR MAY HAVE BEEN CONVEYED BY SAID GRANTORS TO THIS GRANTEE BY FORMAL DEED AND CONVEYANCE WHICH SEEMS TO HAVE BEEN LOST OR MISPLAID THIS DEED TO STAND IN LIEU THEREOF.

To have and to hold said right of way unto the said Farmerville & Southern Railroad Company its successors or assigns forever with full and complete warranty of title.

In faith whereof I have hereunto signed my name this 27 day of Sept. 1906 in presence of the two undersigned competent witnesses.

Attest:
R. O. Kilgore
J. D. Youngblood
Jas. M. Smith

W. N. McFarland.
Arthur J. Rosell
State of Louisiana, Parish of Caddo.

J. D. Youngblood
Sworn to and subscribed before me, this 27th day of September 1906

S. L. Herold
Notary Public, Caddo Parish, Louisiana.

State of Louisiana, East Baton Rouge Parish, City of Baton Rouge.

Before me the undersigned legal authority personally came and appeared James M. Smith, to me personally well known who declared and acknowledged that he executed and signed the within and foregoing deed as vendor, for the purposes and considerations therein expressed, on the 4th day of February A.D. 1907.

In testimony whereof I have hereunto signed my name officially and affixed my seal of office on this February 4th A.D. 1907.

Eugene J. McGivney
Asst. Secy of State.

J. D. Youngblood
Sworn to and subscribed before me, this 27th day of September 1906

E. L. Ramsey
Dy. Clerk of Court &c.

State of Louisiana
Parish of Union

Arkansas Railroad Club member Robert Hendrick sent in a transcription of a deed signed by his great-grandfather, James M. Smith, Smith's sister and his brother-in-law, L. E. Thomas. The deed signed over the right-of-way through their property in Union Parish, Louisiana, to the Farmerville & Southern Railroad. The deed has Caddo Parish and East Baton Rouge Parish, because Smith was serving as Louisiana state treasurer and the Smiths lived in Caddo Parish.

The transcription of the deed was in his grandmother's papers. The right-of-way did not revert to the original owners when it was abandoned in the 1960's, but was sold to someone else.

Union Pacific 2508 is seen at the Union Pacific yard in North Little Rock, Arkansas, on August 8, 2010. The SD60M has been converted to a SD59HX which involves upgrading the locomotive to comply with more modern pollution control requirements. According to internet sources the conversion consists of replacing the prime mover with an EMD 12-710G3B-T2 at EMD in London, Ontario. UP 2508 should be renumbered to UP 9909 upon conversion. The unit is at North Little Rock to be repainted. UP 2508 was built in October 1992 and originally carried road number 6354. Photo by John C. Jones.
Mr Roddy & Mr Hoge,

I thoroughly enjoy the *Arkansas Railroader* and always read every word of every issue. I particularly am enjoying the August issue since it has Mr Tedder’s very good article about a south Arkansas railroad that I remember.

Based on the location and picture shown and on my recollection, I think there may be one small correction. The photo caption on page 9 identifies the pictured bridge as the Ouachita River Bridge. Actually, (at least in 1940-1950’s) this bridge would be the Missouri Pacific bridge that was over the upper end of Grand Marias Lake (pronounced locally as “Grandmary” Lake). The Ouachita River Bridge would have been some distance to the right of the picture (railroad south), and would have been a larger bridge to allow for river barge navigation.

I have fished on both sides of the bridge in the pictured location. The area on the far side of the bridge used to be known as Spring Bayou.

As a side comment, during the time that the Felsenthal Refuge was being developed, I seem to recall that submerged usable logs were recovered from the lake that had been there since the logging days. This would certainly fit with the page 9 picture.

Thanks for your efforts in consistently producing such a quality publication.

Tom Lewis

Arkansas Railroad Club member Tom Lewis writes about the photo of the Little Rock & Monroe bridge in the August 2010 issue of the *Arkansas Railroader*.

Only Shadows Remain

By Gene Hull

In late summer of 1960, I made the accompanying photograph, at the Missouri Pacific Union Station at Little Rock, Arkansas. There was nobody there but me. No one had bothered to lock the front door. I went in and sat on one of the comfortable, heavy white oak benches. The dining room, to the right in the photo, with its patterned black & white tile floor, counter, and wainscot walls was spotless. A sign on the door showed CLOSED.

The silence was so absolute it seemed to have a substance. During the time the station was “alive”, from 1921-1960, the place reverberated with the sounds of people going, returning, or just visiting. Occasionally there was one voice which was predominately above all the others - the train announcer speaking over the public address system. A few were in monotone, speaking each word distinctly, announcing the number and departure time of each train, as well as the names of various stations on the way to the next terminal.

These events were moments of memory. The long, wood benches, highly polished from countless behinds, reflected the muted rays of light barely defeating the smothering shadows. I placed my camera on a short tripod, tripped the shutter for the one-tenth of a second exposure, recording the view of the dying Union Station at Little Rock. During a flickering moment of circumstance, there was a faint heartbeat.

The old place wasn’t dead - neither was it alive. Except in memory.
The Arkansas Railroad Club Christmas Party will be held Saturday, December 11, 2010, at 6 p.m. at Curtis Stout. Cost is $15 per person.

The Arkansas Railroad Club is selling 2011 Union Pacific calendars as a fund raiser. Cost is $10 per calendar. Add $3 shipping per calendar. Send orders to the Club’s address.