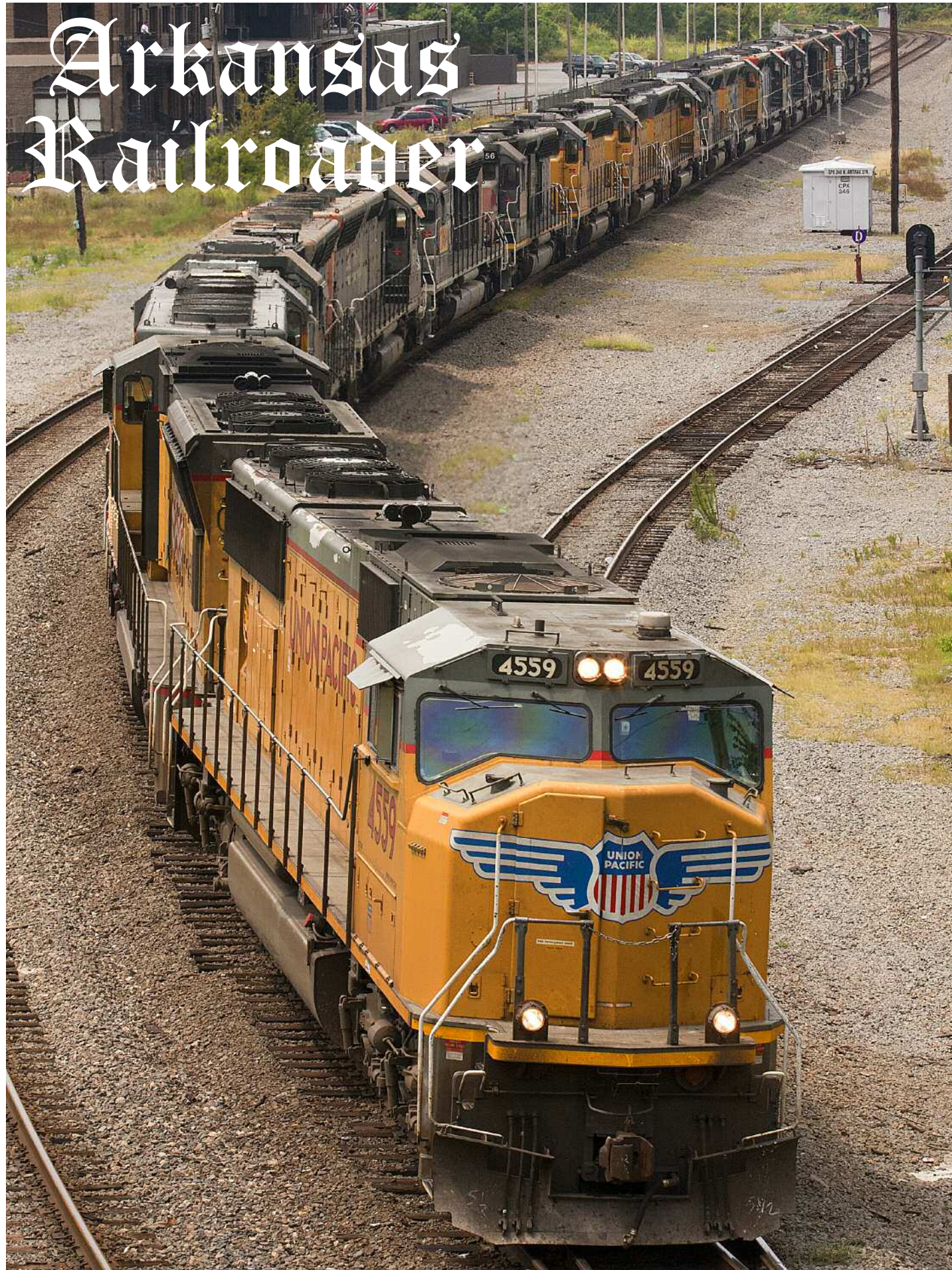


# Arkansas Railroader



## 2010 OFFICERS OF THE ARKANSAS RAILROAD CLUB

**PRESIDENT** - John Hodkin, Jr., 506 Gordon North Little Rock, AR 72117-4713 (501-945-2128), nlrrailfan@sbcglobal.net  
**VICE-PRESIDENT** - Douglas Harley, 114 Tyler Rd, Russellville, AR 72802-8442 (479)-438-0781, acrrmp@suddenlink.net  
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**EDITORS** - Joe Roddy, PO Box 2495, Little Rock, AR 72203-2495, (501-221-9104) jroddy@WERarch.com  
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**PHOTOGRAPHER** - John C. Jones, 117 Cottonwood, Sherwood, AR 72120-4011 (501-835-3729), johnphotonut@att.net  
**HISTORIAN** - Gene Hull, 3507 E Washington Ave #31, N Little Rock, AR 72114 (501-945-7386)  
**BOARD '10** - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock, AR 72212-1412 (501-225-1952)  
**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@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 Railroader* newsletter.

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, September 12, 2010. It will be held at Curtis H. Stout, Inc., 2400 Cantrell Road, Suite 100, Little Rock, Ark.

### BACK ISSUES ONLINE

Past issues of the *Arkansas Railroader* are online at: <http://www.thundertrain.org/road>. All issues from 1970-March 2008, are available. If you're reading the past issues online, you might want to consider becoming a member. Membership dues help keep the *Arkansas Railroader* going.

### 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 been either 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 SP, but UP tended to classify the units as SD40-2. Occasionally a unit would carry a designation on the cab of SD40-2M. Units in order were: UP 2753, UP 2752, SP 8674, UP 2769, UP 2756, UP 2779, UP 2762, UP 2754, UP 2775, UP 2768, UP 2777, UP 2758, UP 2749, UP 2744, UP 2686, 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. pounding it to order. We all welcomed Randy Tardy's wife back to the meetings after knee surgery. \*\*\* Ron Esserman told us about expansion of his Walden Too Railroad with new track and rolling stock. \*\*\* Craig Gerard said he and his wife will be making a trip to St Louis and riding the rail transit system while there and visiting the railroad museum. \*\*\* Randy Tardy told us of an article and photos in the Memphis Commercial Appeal newspaper regarding the famous Casey Jones and his fireman Sim Web. Mr. Web died in 1957. Casey Jones, who died April 30, 1900 in that famous train wreck, was an American railroad engineer from Jackson, Tennessee, who worked for the Illinois Central Railroad. On April 30, 1900, he alone was killed when his passenger train, the Cannonball Express, collided with a stalled freight train at Vaughan, Mississippi, on a foggy and rainy night. His dramatic death trying to

stop his train and save lives made him a folk hero. \*\*\* Jim Wakefield reported on the renovation of the St. Joe, Arkansas Missouri & North Arkansas depot. He said the Pangburn M&NA depot, the only other one surviving on that part of the M&NA line, may be dismantled. \*\*\* John C. Jones reported on Union Pacific. He said that UP has 750 locomotives with the US Flag on them, but some of the flag decals are fading and peeled, so they are being restored at UP facilities at West Colton, California, Fort Worth, Texas and Proviso, Illinois. UP had 177,000 carloads for July 2010, up from last year. John also reported on their recent 3,356 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 SD600M locomotives into SD59MX engines. \*\*\* Our 2010 Christmas party will be on December 11 at 6 p.m. at our meeting place. (Ken Ziegenbein)

## ARKANSAS RAILROAD CLUB NEWS

**2011 UNION PACIFIC CALENDARS FOR SALE.** The 2011 calendar is now available for order. The cost is \$10 plus \$3 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 \$2 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 \$5.00 S&H per copy. Mail orders with payment to O. H. Darling, 1203 Chestnut Street, Crossett, Arkansas 71635.

**FORDYCE, ARKANSAS: A HISTORY OF THE TOWN, AND ITS FORESTS, TIMBER AND MILLS**, by O. H. "Doogie" Darling is for sale. The 135 page book contains maps, railroad logging history and photos. Price is \$25.00 plus \$5.00 S&H per copy. Mail orders with payment to O. H. Darling, 1203 Chestnut Street, Crossett, Arkansas 71635.

**MEMBER WEB SITES** Fred Fillers website on Arkansas streetcars at: <http://www.fredstreetcars.com>.

Paul Cales' website on the Missouri & North Arkansas [http://www.eurekaspringshistory.com/nw\\_arkansas\\_rr.htm](http://www.eurekaspringshistory.com/nw_arkansas_rr.htm)

Ken Ziegenbein's website at <http://www.trainweather.com>

David Hoge's website at: <http://www.trainweb.org/arkansastrains>

Daniel Gladstone's website at: [www.artrains.org](http://www.artrains.org)

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

### TRAIN SHOWS & OPEN HOUSES

**ANNUAL RAILRODIANA & MODEL TRAIN** meet will be held Saturday, April 2, 2011, at the Arkansas Railroad Museum. Adults \$5.00, children 6-12, \$2.00 and under 6 free. The Arkansas Railroad Museum 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.

**JACKSON RAILFEST** will be held from 9 a.m. to 3 p.m. Saturday, October 9, 2010, at the Casey Jones Museum in Jackson, Tennessee. The event is sponsored by the Gulf, Mobile & Ohio Historical Society and the Casey Jones Village. For more information see [www.gmo.org](http://www.gmo.org).

**THE WILLIAM F. LAMAN PUBLIC LIBRARY** is having an exhibit of Lionel O Gauge Trains along with an operating layout from December 15 through December 31, 2010. The exhibit is free and open to the public. The library is located at 2801 Orange Street, North Little Rock. The library also has a large selection of rare railroad books for checkout and rare railroad magazines for browsing at the library.

### INFORMATION NEEDED

**THE ARKANSAS MIDLAND RAILROAD** is looking for photos of the Missouri Pacific's Delta Eagle at the depot at Helena, Arkansas. If you would like to share the photo with the railroad, contact David Hoge at davidhoge@mac.com or 501-590-5172.

**GENE HULL IS LOOKING** for someone who might know if the Missouri Pacific Yard Office beside the Arkansas Division mainline tracks in North Little Rock, Arkansas, were ever used as a regular passenger stop for the Arkansas Division or the Van Buren Subdivision.

**BRIAN WALLER WITH THE E.S. & N.A. R.R. HISTORICAL & RESTORATION SOCIETY** is looking for plans or blue prints for a trestle on the old Missouri & North Arkansas line, 1.5 miles east of the present-day wye north of Eureka Springs, Arkansas. Also, Brian is trying to schedule work days on the trestle in April and May. And Brian is also attempting to purchase a small building in Berryville for use as an office. If you have any information, would like to work on the trestle or donate money for the building please contact Brian at [elsax3@juno.com](mailto:elsax3@juno.com).





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 CADDO

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

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

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 Southwardly parallel to and one hundred (100) feet at right angles from the center line, 1260, 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 southwardly at right angles 50 ft., thence eastwardly at a parallel of 25 ft., at right angles from center line of stem of "Y" 290 ft.. more or lees, thence southwestwardly parallel to a 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 main 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 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 640 of he records of Union Parish, La.

THE GRANTEE F. & SOU. RY CO. HEREBY RENOUNCES AND RELINQUISHES TO SAID GRANTORS ALL TITLE AND RIGHTS AND CLAIMS TO RIGHT OF WAY AND TERMINALS AT FARMERVILLE LA. ON LANDS OF SAID GTOR WIH 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 MISLAID 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

Attest:

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

Before me the undersigned authority this day personally appeared J. D. Youngblood who being duly sworn deposes and says that he is one of the subscribing witnesses to the annexed deed, and that he saw the other witness and the parties Mrs. Florence Thomas and L. E. Thomas, sign the same for the purposes and considerations therein expressed and that the signatures of the affiant and the other parties whose names are thereunto subscribed are true and genuine.

Florence Smith Thomas  
Authorized by me L. E. Thomas

Jas. M. Smith

Eugene J. McGiveny  
Asst. Secy of State.

A true and correct record on this the 12 day of Nov. A.D. 1907.

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

State of Louisiana  
Parish of Union

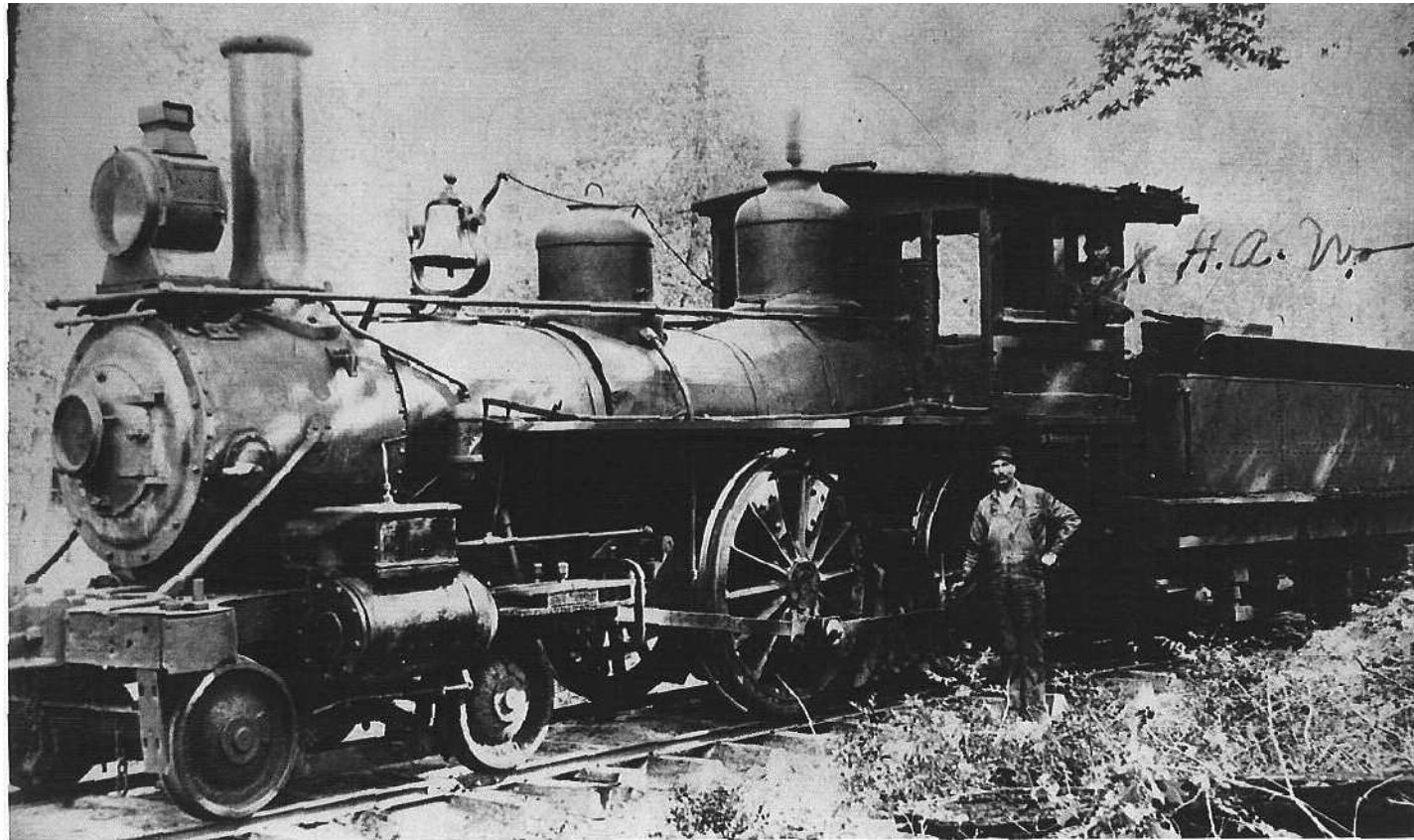
Arkansas Railroad Club member Robert Hendrick sent in a transcription of a deed signed by his great-grandfather, James M. Smith, Smith's sister and his brother-in-law, L.E. Thomas. The deed signed over the right-of-way through their property in Union Parish, Louisiana, to the Farmerville & Southern Railroad. 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.

In 1905 the Interstate Commerce Commission showed the railroad as owning 22.59 miles in Louisiana, but operating over an additional 4.58 miles via trackage rights into Arkansas, over the Little Rock & Monroe to Huttig, Arkansas. The Farmerville & Southern owned its track from Farmerville, Louisiana to Litroe, Arkansas, where it connected to the Little Rock & Monroe. From the beginning, the railroad was a subsidiary of the St. Louis, Iron Mountain & Southern and was merged into the larger parent railroad in 1909. Apparently the railroad was abandoned in the 1960's.



**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 SD59MX 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 12-719G3B-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.**



Arkansas Railroad Club member Robert Hendrick sent in this undated photo of an Arkansas Southeastern locomotive. The Arkansas Southeastern ran from Randolph, Louisiana on the Chicago, Rock Island & Pacific to Farmerville, Louisiana. The railroad did have some 15 miles of track in Arkansas from 1901 to 1902, according to the Interstate Commerce Commission. The railroad filed its first report to the ICC in 1901, showing that it owned and operated 27 miles of track, with 15 of those in Arkansas. The railroad had apparently been built in the previous year as it reported all 27 miles as an increase from June 30, 1900. The greatest mileage reported to the ICC was 45.88 miles in 1909. However, some ten miles of the total was reported as not in operation. Although the railroad mostly operated in Louisiana, it did incorporate on July 19, 1902, in Arkansas to build 25 miles from El Dorado to the Arkansas-Louisiana line. How much of this was actually built is unknown or was simply existing track. Lumber companies would often incorporate existing logging lines as a railroad to obtain more favorable rates with the larger railroads that they interchanged with. The railroad was in receivership by March 3, 1914, and the ICC considered the railroad abandoned by the time of the 1916 Statistics of Railways.

### Letter about Little Rock & Monroe Bridge

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*.

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.

I look forward to the next issue about the Louisiana & Pine Bluff Ry.

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



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 front doors were empty, expressionless, eyes staring as time slowly passed by. In the center of the eating room, the glass display cases were empty of tempting sweets and aromatic cigars and various tobaccos. The newsstand kiosk seemed to have an aroma of its own.

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 predominate 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.

# Arkansas Railroader



**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.**