



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Arkansas Railroader



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DECEMBER, 1975

DECEMBER MEETING: The December meeting will be the Christmas Party. This year the party will be held at the Officers Club of the Pine Bluff Arsenal on December 13 at 7:00 p.m. This is a Saturday. The price is \$2.50 per person and there will be a cash bar available. Punch and hors d'oeuvres will be provided. Ruby Holt is Chairman. The new officers will be installed at the party. Plan to attend and make it our best party yet.

NOVEMBER MEETING: At the regular monthly meeting for November, held Sunday November 9th, Stan Wozencraft was elected to the Board of Directors. The Christmas Party Committee reported on the progress of the party (printed above) The Treasurer reported a net of \$110. on our fan trip.

Gene Hull gave a report on his and Naomi's recent trip to the Colorado Aspens and his annual pilgrimage to the Durango & Silverton. This year, the Hulls set out to explore some of the narrow gauge roadbed that had been abandoned. Adventures abounded and a most interesting trip was had.

Naomi Hull's Museum Sales Committee continues to increase the variety of its wares. Samples were shown of stackable coffee mugs with the club emblem that have been ordered. Hopefully she will have a supply in time for Christmas giving. The price, a steal at \$3.00 each. The committee also has added several new patches to it's growing stock and additional jewelry items are on order.

ROCK ISLAND: Rock Island has announce that it will reopen its car repair shops at Biddle. They will begin re-hiring people who were laid off recently. The increased traffic generated by the fall grain harvest in the midwest has generated a need for more cars particularly covered hoppers.

BOARD OF DIRECTORS: The Board of Directors met Sunday, November 9th for the purpose of electing officers for the coming year and other business. The outcome of this election was;

President	Walter Walker
Vice Pres.	Charle Ost
Secretary	George R. Holt
Treasurer	C. R. Byrd
NRHS Director	Clifton E. Hull

These officers will be installed at the Christmas Party. No other business was reported by the Board.

AMTRAK*AUTO-TRAIN PACT: In an agreement signed November 11, Amtrak will permit auto-Train to operate separate trains over Amtrak routes or may attach its specialized fully-enclosed auto carriers and passenger equipment to existing Amtrak trains. Auto-Train would continue to have complete jurisdiction over its sales, marketing, en-route service and personnel.

No decisions have been made on specific routes for the auto-carrying trains however company officials indicated that a Chicago-Denver route will be given early consideration. The existing Auto-Train routes will not be covered in the agreement and will continue to be operated as at present.

NEW EDITOR: Effective with the January Issue, the ARKANSAS RAIL*ROADER will have a new editor; Bill Merck. Your retiring editor has enjoyed his tenure and would like to make a departing observation. Give your new editor all the help you can. Feed news items to him when they come to your attention. This cannot be a one man operation as it has of necessity been on certain occasions. The ARKANSAS RAILROADER has been a vital link in our organization, it helps to hold us together and keep us informed of what is going on. But the man who publishes it needs all the help he can get. It is quite a job to be editor, reporter, typist, printer and mailing clerk not to mention the other duties that go into the publication of a newsletter. Bill, having just retired from the COTTON BELT will have a little more time than your previous editor, but, he cannot be reporter of everything that happens on the railroad scene in our area. He must have help. Call him when a new engine is spotted, give him the class and number; let him know about special movements that you hear of. Anything that interests you will interest someone else in the membership. Give him all the help you can. Again it has been a pleasure.--Walter Walker..

DUES: The treasurer advises that the dues for the 1976 year are now payable. They are \$5.00 for club membership, \$3.00 for associate (Non-resident) membership and an additional \$4.50 for N.R.H.S. dues if you so desire. They may be sent to Treasurer C. R. Byrd, 12 Flintwood, Little Rock, Ark. 72205.

EDITORS NOTE: The following article was written by Gene Hull at the request of the editor. Due to the lateness of the hour and the service of the Postal department, it was not received in time for publication in the last issue. We now publish Gene's impressions of the AD&N trip.

RIDING THE AD&N

BY CLIFTON E. HULL

A rail excursion by the Arkansas Railroad Club was planned for Sunday October 26, 1975. Members and their guests had been very graciously invited to tour the Ashley, Drew & Northern Railway. The AD&N is affectionately known as the "All Day & Night" and in this case, the sobriquet was most appropriate. It was about 9:00 p.m. before most of the group returned home.

Stan Wozencraft made the arrangements with the AD&N officials, and a finer reception has never been given. Arrangements were made for a special train to be run the 41 miles from Crossett, Ark., to Monticello, and return. The company would furnish the equipment and crew at no charge to the club. Just before departure time, it became necessary to take about 40 pulpwood rack cars for delivery to loading points along the line.

Jim Wakefield did a creditable job of arranging for a chartered bus from Arrow Coach Lines, with Chester Adams as "engineer". The bus departed from Park Plaza shopping area in Little Rock at 7:10 a.m. and arrived at Crossett about 9:30 a.m. The day began with brilliant sunshine, but clouds rolled in by the time we reached Crossett with 22 passengers aboard. There were about an additional 20 riders who drove their cars to the AD&N office and yards.

Jim Wakefield brought a very delightful guest—Miss Leslie Bond—a young blind girl from Dallas, Texas, presently living in Arkansas. She enjoyed the day and her pleasant enthusiasm was most refreshing. Jim's thoughtfulness and consideration are commendable.

We were all pleasantly surprised at the quality of the passenger coach provided for our use. It was a stainless steel, flute sided, ex-Minneapolis & St. Louis, ex-Rock Island car in very good condition and CLEAN: There were two large containers of ice water and toilet facilities.

There was plenty of fresh, hot coffee waiting for us in the office, courtesy of AD&N, and it was most welcome. We were greeted very enthusiastically and sincerely by everyone from Mr. P. H. Schueth, general manager to D. C. Pierce, Conductor, L. Johnson was engineer and brakeman were G. Stratton and J. Fryre.

By the time the diesel road switcher NO. 102 had assembled our train and the many cameras in the crowd had recorded the scenes in the yard, the clouds had drifted south and the sun once again was warm and bright. We had 44 wood racks, a caboose for use by the club, the chair car, one flat car and the other caboose for the crew. We departed north about 10:30 a/m.

We had hardly started rolling before it was apparent we were on an unusual roadbed. The smoothness of the car was almost equal to that of the Class I MoPac. Rail joints were practically unnoticeable, almost like welded rail. The AD&N is a wholly owned subsidiary of Georgia-Pacific Corp. The entire 41 miles of road carefully follows the gentle rise and fall of the south Arkansas pine forest land. This adds to the interesting aspect of shortline railroading and the fine art of anticipating the slack-action of a mixed train. The high quality of the roadbed is a direct result of a 12-man maintenance of way crew-12 men and 41 miles of track! There are 15 miles of 85 pound rail, the remainder is 90 pound rail on rock ballast.

Just 5 miles out, a stop was made to switch a few cars at the Rock Island connection at Whitlow Junction. Then it was on to Valley Junction, milepost 28, and Ladelle, milepost 29.3, where most of the empty woodrack cars were set out for pulpwood loading. At Valley Junction, a photo runby was made, then it was on to Monticello.

Here the train crew ate lunch. There were picnic lunches all over the place before we arrived at Monticello, and while the train crew put on the feed bag, the club members and guests were busy with cameras and just plain looking. After about 40 minutes of car shuffling, we headed back for the terminal at Crossett at about 4:30 p.m. With the locomotive, flat car, chair car, and two cabooses, we rolled along at about 30 mph. Only one stop was made, at Whitlow Junction, and we eased to a stop at the Crossett office about 5:30.

A scrambling transfer was made from the train to the bus, and the return to Little Rock was begun just as darkness closed in across the South Arkansas pine forest. The comfortable seats and cozy warmth were welcome and a drowsy 2½ hour ride to Little Rock was enjoyed by all.

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