A southbound Arkansas & Missouri RR freight enters the Winslow Tunnel on the former Burlington Northern, nee Frisco, line in Winslow, Arkansas at noon on Friday, February 13, 1987. The A&M, Arkansas’s 20th short-line railroad, is featured inside as is the history of the Frisco through Northwest Arkansas. (Ken Ziegenbein photo)
CONDOLENCES to President Peter Smykla upon the death of his father in February. It was also learned at the February 8 meeting that Bill Merck's wife was in the hospital.

ARKANSAS RAILROAD CLUB'S 7TH ANNUAL RAILROADIANA SHOW AND SALE will be held on Saturday, April 4, 1987 at the Fisher National Guard Armory, 2600 Poplar Street, in North Little Rock. Admission will be $1.00. Over 20 tables have been sold. If you'd like to have one, contact Bill Pollard at (501)-327-7083.

THIS AND THAT - E. S. Conkle, who is now 82 and living at 10 Cardinal Circle in Aiken, SC 29801 was married 61 years on January 1, 1926. He misses the club and its members. - Member Ernie Deane of Fayetteville sent a note saying his father went to work for the Cotton Belt in 1889 and retired in 1937. Much of that time he was on the Texarkana- Pine Bluff division but also worked the Lewisville to Shreveport branch and Stuttgart to Gillette line. He died in 1950. - Member Pete Evans in the Air Force is receiving his RAILROADER in only 6 days while stationed at RAF Mildenhall, England. He uses British Rail to go to London from time to time.

PROGRAM

The March meeting of the Arkansas Railroad Club will be held Sunday, March 8, 1987 at 2:00 PM in the Twin City Bank building in North Little Rock. The program will be given by President Peter Smykla. He will show slides of various trains that he photographed in 1986 as well as some shots of Yucatan trains. As always, refreshments will be served.

ARKANSAS RAIL NEWS

"END OF THE LINE" MOVIE NEAR COMPLETION - A movie that was partially filmed in Arkansas at Pine Bluff and Benton could open for viewing in April or May. You may recall that several members of the Arkansas Railroad Club were in it. There is even a possibility that Arkansas could be the site for the premier. Mary Steenburg, a North Little Rock native, was the producer and star of the movie. The story is about a town called Clifford, Arkansas which is dominated by a single employer, the Southland Railroad. The railroad decides to shut down local operations, throwing everyone in town out of work. Then several workers band together to save the company and their jobs. Sound familiar?? (From PINE BLUFF COMMERCIAL)
Alco C-420 #54 leads a string of six Arkansas & Missouri Railroad engines as they ready themselves for work on a mild Friday, February 13, 1987 in Springdale, Arkansas. The rest of the consist, left to right, are #1354, #42, #1366, #1353 and #1324. (Ziegenbein photo)

CLASS III RAILROADS OF ARKANSAS

Part 20 (final installment) — The Arkansas & Missouri Railroad

The Arkansas & Missouri Railroad runs through northwest Arkansas between Monett, Missouri and Fort Smith, Arkansas on former Burlington Northern, nee Frisco, tracks. The 139 miles were purchased in the summer of 1986 for $4.6 million by J. A. Hannold, owner of the Maryland & Delaware Railroad in Maryland. The ICC approved the sale on July 17, 1986.

Mr. Hannold's organization had been looking to acquire another rail operation for some years. Some Illinois Central tracks became available, but the ICG chose to deal only with financial people and avoid companies with railroad experience. Other short lines for sale were too light in traffic to warrant attention. Then came the Burlington Northern sales, and Mr. Hannold's company had first choice — they chose Monett to Fort Smith.

The Arkansas & Missouri emblem on the railroad's offices in Springdale, Arkansas.

The ASM's offices are to the left as the crew gets ready to work early on February 13, 1987.
One reason this line was chosen is the healthy economy of northwest Arkansas. Also, the Maryland & Delaware in Maryland is used to hauling grain for poultry interests, and that is one of the biggest commodities in Arkansas. Grain is one of the few commodities related to consumers, via the chicken, that loads out at 100 tons. Lighter commodities are being hauled by trucks more often than ever, and with some truck trailers now having the same cube as a 50' box car, it is becoming more difficult to compete.

The freight marketing thrust today for railroads is the short haul, especially the short line railroads like the A&M. Larger, trunk line railroads would just as well sell off this short-haul business.

While some people might think the railroads are collaborating to cut costs and to hire non-unionized labor, the fact remains that if people like Mr. Hannold did not buy up some of this track, it would go abandoned and then everyone would lose.

ROSTER OF THE A&M

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(Thanks to Dave Briggs for the above roster and to Mr. Hannold)

Currently, an A&M freight leaves Springdale for Fort Smith Monday-Wednesday-Friday about 7:00 AM while another one leaves Springdale northward for Monett, Missouri about 8:00 PM in the evening, also three days a week. The day I was there, the southbound pulled about 80 cars with three engines.
One of the most outstanding features of the stretch of A&M tracks through northwest Arkansas is the terrain. The tracks go through the Boston Mountains (Ozarks) and through the famous Winslow tunnel, and these tracks have a colorful history that goes back to the nineteenth century. Of course, up until recent times, the line was known as the FRISCO, and that is the subject of the following story by James Fair, Jr called "The Frisco Through Northwest Arkansas". Read and enjoy:

THE FRISCO THROUGH NORTHWEST ARKANSAS

James R. Fair, Jr.

The recent sale of the rail line from Monett, Missouri, to Fort Smith, Arkansas, might represent to some just another "spilloff" by a large holding company to a small group of entrepreneurs — but to those imbued with the history of railroading in Arkansas this change of ownership needs more than the casual coverage of a newspaper or a traffic magazine. The sale, of course, was by the Burlington Northern and the purchaser was the Arkansas and Missouri Railroad. But the line in question is fondly associated with its owner of many years, the St. Louis - San Francisco Railroad, or simply the "Frisco". And the stretch of track through the Boston Mountains is remembered equally fondly as one with many elements of mountain railroading: sharp curves, steep grades, high steel viaducts, and a tunnel under a watershed divide.

The purpose of this sketch is to record some of the history of this part of the Frisco system. The author hopes that historians, modellers, and rail aficionados alike will make note and take a closer look at this vestige of a once-great railroad that served the region in many important ways. Anecdotal material will not be included; this facet of the line has been covered ably by Winn in a recent publication (1). For readability purposes, complete documentation on sources will not be provided, but such is available from the author.
Construction History

The history of this line begins with the chartering of the St. Louis, Arkansas and Texas Railway (in Missouri on June 4, 1880 and in Arkansas on July 17 of the same year) by the St. Louis and San Francisco Railway, to provide a connection to Texas for its east-west (and hopefully transcontinental) main line from St. Louis to the Indian Territory. The charters stated that construction would be directed southward from Plymouth (in 1887 to be re-named Monett), Missouri through Fayetteville and Fort Smith in Arkansas, and eventually through the Choctaw Nation to Paris, Texas. Later, on June 18, 1881, the Missouri and Arkansas companies were consolidated under a new charter, and the resulting company was absorbed by the St. Louis and San Francisco on January 21, 1882.

Surveys for the line to Fort Smith were made in April and May of 1880 and construction began on July 9 of that year at Plymouth. Progress through the Springfield Plateau was rapid, and by November the 52-pound rails had been spiked down as far as the community of Roller's Ridge, which with the coming of the railroad changed its name to Seligman. The 30 miles of line came within 1.6 miles of the Missouri-Arkansas state line, and at Seligman provided a connection point for a projected railroad to Eureka Springs, a Missouri charter for which had been granted on June 26, 1880 (2). Reminiscences of life around the construction camps for this work have been provided in an interesting article by Burgess (3).

Construction pushed southward into Arkansas in 1881, with the first passenger trains entering the newly-platted town of Roger (named for Frisco vice president Capt. Charles W. Rogers) on May 10 and entering Fayetteville, the seat of Washington County, on June 8. South of Fayetteville the rugged features of the Boston Mountains were encountered, and construction progress slowed. By the end of the year the line was open to Brentwood, 88 miles from Plymouth. From Fayetteville the line dropped quickly to the valley of the West Fork of the White River; this stream was followed to its headwaters where a tunnel was to be bored beneath the divide between the White and Arkansas River watersheds. From the tunnel southward the survey called for a fairly precipitous drop to the valley of Frog Bayou which would then be followed generally to Van Buren on the Arkansas River.

Work on the tunnel started September 26, 1881, and the "holing through" ceremony took place on June 24, 1882. Tracks were completed through the bore on July 27. While this work was in progress, a switchback line over the divide was utilized for carrying materials forward as construction progressed southward. The 1,693 foot tunnel was the first in Arkansas and its apex track elevation of 1,727 feet (some 150 feet under the summit) is presently the highest in Arkansas. Near the north portal a small stage-stop community took on the name of Winslow (after Charles Winslow, president of the Frisco), and through the years the name Winslow Tunnel has been used.

A modern Arkansas & Missouri freight nears the Winslow tunnel southbound on February 13, 1987. The town of Winslow, Arkansas is just beyond the curve. (Ziegenbein photo)

The end of the nearly 80-car train enters the Winslow tunnel.
Operations were open to Mountainburg, 108 miles from Plymouth, in September 1882. Tracks finally reached Van Buren, 128 miles, on November 10, and the first passenger train to reach that town arrived on November 15. On this occasion the St. Louis Daily Globe Democrat reported:

Nearly half the 1,500 population of the city awaited the arrival of the train at the handsome new depot. The train was due at 3:25 p.m., but was delayed through various causes this side of Fayetteville. When the train, drawn by an engine brave in garlands and floral decorations, pulled up at the depot, a battery stationed on the summit of a neighboring bluff boomed forth a deep-mouthed welcome and the bells in every church tower united in a jubilant peal, announcing that the long-waited and worked-for hour had arrived when St. Louis and Van Buren were united by the iron bands of free and uninterrupted commerce.

A connection was made at Van Buren with the Little Rock and Fort Smith Railroad, and arrangements were made for the trains to cross the Arkansas River by means of that road’s steam ferry. Thus, tracklaying continued into Fort Smith and was completed on December 31. Finally, through service between St. Louis and Fort Smith was established on January 2, 1883. Present at the opening ceremonies was Captain Rogers, whose private car had been run special from St. Louis by way of Eureka Springs, Arkansas, a favorite spot of Rogers' and due to have its own service within a few days.

Construction south from Fort Smith to Texas was delayed for several years. Complicating factors were the competition of Jay Gould's Missouri, Kansas and Texas line through Oklahoma, a shortage of construction funds, and problems of securing rights to build through the Indian Territory. The last-named obstacle was cleared by an act of Congress in early 1886, and in May the extension to Texas was begun. This extension was under the charter of the Fort Smith and Southern Railway, incorporated in Arkansas on February 13, 1886. In July contracts were let for a bridge crossing of the Red River north of Paris, Texas, and for the boring of a tunnel in Oklahoma near Jenson, Arkansas. Also, during the time between track construction projects a bridge over the Arkansas River was completed, with the first scheduled train crossing the river on February 9, 1886.

The Texas extension was completed May 10, 1887, with trackage built into Paris, Texas, 301.8 miles from Plymouth, Missouri. (South of the Indian Territory line, construction proceeded under the name of the Paris and Great Northern Railroad, chartered in Texas on July 28, 1881.) This line, with its ultimate branches, was designated as the Central Division of the Frisco.

While this extension work was in progress, the Gulf, Colorado and Santa Fe extended its line from Dallas northward to Paris. A union depot was established at Paris, and the first scheduled through service was on July 3, 1887. The timetable for that date showed Trains 1 and 2 carrying Pullman buffet sleeping cars between St. Louis and Galveston.
The first feeder line to go into operation was the Eureka Springs Railway that was opened on February 1, 1883. This line 18 mile line connected Eureka Springs with the outside world via Seligman and for a number of years provided the Frisco with a considerable amount of passenger and freight business. Shortly after the line was opened, through sleeping cars were put on between St. Louis and Eureka Springs. The line was later extended to Harrison and Helena in Arkansas under a number of corporate titles, the best-remembered one being the Missouri and North Arkansas Railroad. After many struggles, this line stopped operations in 1960, at a time when it had been greatly shortened and was operating as the Arkansas and Ozarks Railway.

The second feeder was incorporated February 11, 1882, as the Bentonville Railroad, to build a 5.7 mile line to connect Rogers with Bentonville, the seat of Benton County. This line was placed in operation in May 1883. On November 19, 1900 the Bentonville Railroad was sold to the Arkansas and Oklahoma Railroad Company, which had been incorporated in May 1898 for the purpose of building from Bentonville westward to Gravette, Arkansas, and a connection with the Kansas City, Pittsburg and Gulf railroad. The line was completed to Gravette in August and September of 1898. The following year it was extended 23 miles further west to Grove, Indian Territory. On June 21, 1901, the Arkansas and Oklahoma was sold to the Frisco.

The third feeder line was incorporated as the Fayetteville and Little Rock Railroad on September 4, 1886, with the stated intent of building a line eastward from Fayetteville that would connect with the Little Rock and Fort Smith line near Morrilton. Construction under this title started December 4, 1886, but shortly thereafter on February 23 the company was absorbed by the Frisco, and work continued by forces of that railroad. This branch left the main line at Fayette Junction, 1.9 miles south of the Fayetteville depot, and ran eastward along the White River. The primary objective of this enterprise was to transport large volumes of logs, lumber, crossties and other derivatives of the immense stands of white oak forests in the region. The branch was completed to St. Paul (35 miles) in June 1887 and the first scheduled train entered that small community on July 4, 1887. This branch line was extended to Pettigrew, another 8 miles, in 1897.

Another feeder line, connecting with the mainline 16 miles south of Fort Smith at Jenson, was chartered on March 28, 1887 as the Little Rock and Texas Railway; this line was projected to run from Jenson to Little Rock. Construction of the line as a Frisco spur had actually begun in January 1887. It was completed as far as Mansfield, 18 miles, in October 1887 and then placed in operation. The business objective of this branch was to tap the coal fields of the region that in time would furnish the Frisco with many loads of high-grade bituminous "Arkansas smokeless" coal. Later, in 1899, the Choctaw, Oklahoma and Gulf line was built through Mansfield and the Frisco then had a direct connection with Little Rock. For several years, an overnight sleeping car was operated between Fort Smith and Little Rock via Mansfield.

The next feeder line was an independent operation, the Cassville and Western Railroad, chartered in Missouri on March 14, 1896 to build a connecting line between Exeter (18.2 miles south of Plymouth) and Cassville, 4.5 miles to the east. The rails were laid in June 1896 and the line was in operation on July 4, 1896. In 1919 the Cassville and Exeter Railroad acquired the Cassville and Western, and operations under the new title continued until abandonment in November 1956. This shortline served the business needs of Cassville, the seat of Cass County, but was never a large revenue producer for the Frisco. Operations ceased in late 1959.

The next connection with the Monett-Paris line was chartered January 5, 1900, as the Ozark and Cherokee Central Railway, with the objective of building a line from Fayetteville westward into the Indian Territory and a connection with the Missouri, Kansas and Texas at Muskogee. Construction began in early 1901, with the first train entering Prairie Grove, Arkansas, 13 miles from Fayetteville, on August 22, 1901. It reached Muskogee in March 1903, 103 miles, completion being delayed by the erection of a steel bridge over the Arkansas River near Fort Gibson. In April 1903 a 40 mile link with the Red River Division of the Frisco was completed between Okmulgee and Muskogee, the construction being handled under the title of The Shawnee, Oklahoma and Missourai Coal and Railway Company. This entire line was taken over for operation by the Frisco on July 1, 1903. Accounts of the construction of this and other Frisco lines in Indian Territory have been given by Allhands (4).
Finally, the Arkansas and Choctaw Railroad was built east-west across southern Indian Territory in 1901-1903, crossing the Ft. Smith - Paris line at the town of Hugo. This undertaking was chartered in Arkansas on August 31, 1895 and was projected to run from Stamps, Arkansas to Wichita Falls, Texas. Construction began at Ashdown, Arkansas, and was open to Arkinda, on the Arkansas/Indian Territory line, 22.7 miles, by the end of 1895. On August 12, 1901, the Frisco acquired the property at a foreclosure sale, and began extending the line westward under the Choctaw Construction Company. It was completed to Ardmore, Indian Territory, in August 1903, covering a distance from Ashdown of 223.5 miles. This line also served as a connecting link between the Fort Smith-Paris line and the Red River Division of the Frisco, running from Sapulpa, I.T. to Sherman, Texas, completed in April 1901.

**Passenger Train Operations**

As mentioned earlier, through passenger trains were operated between St. Louis and Texas starting with the completion of the line. Until the mid-twenties a typical daily schedule called for two through trains plus a local each way. However, when the Frisco and the Missouri-Kansas-Texas initiated joint St. Louis-Texas service via Vinita, Oklahoma, on March 4, 1917, the future of service through Fort Smith became endangered. This new route was about 100 miles shorter, had fewer grades and sharp curves, and enabled cutting about five hours from the running time between St. Louis and Dallas.

The two through trains via Fort Smith survived until the Great Depression, schedules of December 15, 1929 showing the Texas Limited and the Ozark Limited having running times of about 25 hours between St. Louis and Dallas—contrasted with about 18 hours for the Texas Special and the Bluebonnet via Vinita. Very shortly one of the trains was cut off south of Fort Smith, and by 1933 there was a single passenger train (carrying a sleeper) between Monett and Paris. The sleeper was cut back to Fort Smith in 1947, and in 1958 passenger service south of Fort Smith was discontinued. A buffet chair car between Fort Smith and Monett had been placed in service in the 1930's, and it disappeared in 1957.

The St. Louis-Fort Smith sleeping car was removed October 12, 1952. Finally, on September 17, 1965, the last passenger train ran north from Fort Smith, with the last southbound trip being made the following day.
Freight Train Operations

A combination of heavy grades and relatively light bridges limited the tonnage of freight trains operated over the main line. Passing sidings could accommodate about a 50 car train. A study in 1933 by the RFC (Reconstruction Finance Corp.) (5) stated that "A 177 ton locomotive is the heaviest that may be used. Because of the grades and the double heading restrictions, this imposes a severe penalty on economical operation." At this time, northbound trains were limited to 1,750 tons and southbound trains to 1,900 tons.

A particularly notable episode in the freight operations dealt with the hauling of coal from the Mansfield branch. A new smoke ordinance in St. Louis required the burning of "smokeless" coal of the type mined in the Fort Smith area. With considerable fanfare, the first solid trainload left Ft. Smith at 1:15 p.m. on Friday, July 12, 1940 (see Trains, August 1967, p. 29 for a publicity photograph). This special train comprised 2,000 net tons in 40 cars and had a gross tonnage of 3,124. Two 1300-class consolidation locomotives pulled the train north to Chester, where two additional consolidations were added to help boost the train up the 2.45% grade to Winslow. Special handling was given the train and it arrived in St. Louis (behind 4-8-2 locomotive 4406) at 9:25 a.m. on July 13, where a civic reception awaited. Thus, the efforts of the St. Louis Smoke Elimination Committee permitted the Frisco Central Division to get considerable tonnage, even though the coal was hauled for only $2 a ton. During the 1940's, because of the coal traffic and the wartime exigencies, net annual tonnage rose to around 1.54 million northbound out of Fort Smith (compared with about 0.4-0.5 million in the mid 1930's).

With the advent of diesel locomotives in the early 1950's, and with the scheduling of one through freight each day, not conflicting in their need for passing sidings, train length increased to fit the daily needs of business. Typical consists of diesel power are described in the book by Harre and Harper (6).

Locomotives

As indicated earlier, bridge loadings limited the weight of freight steam locomotive power used on the Central Division. The RFC study (5) showed that through freights were handled in 1933 by consolidation (2-8-0) locomotives of the 1270 or 1300 classes. Local freights were handled by 1200 class consolidations. The 1300 class required bridges with Cooper's E-53 rating, exactly the limit on the Central Division. During World War II, some 4000 class Mikados (2-8-2) were used, after some strengthening of bridges and more rigorous rules on handling certain consists. In general, the 1300 class locomotives were the ones most observed in the 1920's and 1930's.

The 1300 class consolidation was the standard freight power on the Monett-Paris main line. This 1949 view of No. 1312 (Alec Schenectady 1912) was taken at Talihina, Oklahoma, by Preston George.
For passenger service, the 1040 class Pacifics (4-6-2) were generally used. The evening "up train" through Fayetteville usually carried five cars behind one of these engines - two headend, two coaches and a sleeper. So far as the branch lines were concerned, they used motor cars (Fayetteville-Oklahoma, Ashdown-Ardmore) or mixed trains behind mogul or ten-wheel power.

More details on steam locomotives are given by Collias (7); details on diesel power are given by Marre and Harper (6).

**Bridges**

The most important bridge on the line was the one crossing the Arkansas River at Van Buren. The first bridge comprised eight spans, the longest being a 366-foot drawspan, and had a total length of 1,798 feet. Ground was broken for this construction on April 13, 1885; the first train crossed on February 9, 1886; and the bridge was placed in regular operation on March 1, 1886. Construction was under the corporate title of the Fort Smith and Van Buren Bridge Co., chartered March 23, 1885. The Little Rock and Fort Smith signed an agreement to use the bridge on November 24, 1885, and did use the bridge until the completion of the Gould Bridge which connected Fort Smith with the Indian Territory on the west bank of the Arkansas. (The Gould Bridge opened April 22, 1891.)

![First bridge at Van Buren, circa 1900. View is to the south, with the Iron Mountain crossing in the foreground. (Author's collection)](image)

With the need to increase bridge ratings for heavier trains, the Frisco announced on June 12, 1912, that the Van Buren bridge would be rebuilt at a cost of $500,000. Work was underway in September 1913, and the new bridge was in regular service November 29, 1914. The new bridge comprised 12 spans and had a the same total length as the old bridge, utilizing a number of the same piers. This new bridge was equipped with automatic block signals to protect trains against an open draw span. During its re-construction, Frisco trains used the Gould Bridge.

The final version of the Van Buren bridge was occasioned by the creation of the Arkansas-Verdigris waterway, and the re-construction consisted of the installation of a new 350-foot vertical lift span to the south of the existing draw span of the same length. The bridge was closed to rail traffic on June 10, 1969 and the first train over the new lift span crossed on March 23, 1970. During the interim, trains were routed via the Kansas City Southern bridge near Sallisaw, Oklahoma.
The other notable bridges on the Central Division were three steel viaducts located just south of the Winslow tunnel. From north to south:

Bridge 376.5  13 spans, 780 ft. long, 115 ft. high
377.3  7 spans, 421 ft. long, 106 ft. high
378.2  7 spans, 351 ft. long, 72 ft. high

The spans are of the deck plate girder type. According to photographs in the book by Winn (1), the present structures represent a rebuilding of the original ones installed in 1882, and probably were part of the strengthening program of the 1912-1914 era.

Track and Right-of-Way

The main line was always noteworthy for its abundance of ballast, usually made from the zinc mines in the Joplin, Missouri area. Rail re-laying programs brought the rail weight up to the 85 to 90 lb/yard level in the mid-teens (again, part of the rehabilitation program). Much of this rail stayed in place until the laying of 112 lb. ribbon rail in the late 1970's. In later years, ballast was changed to crushed stone as having preferable drainage characteristics. Press reports indicate that since 1980 relatively little roadbed and rail maintenance has been provided by the Burlington Northern.

Grades of 1.2 and 1.3% were fairly common, but the ruling grades were:

- Brentwood to Winslow tunnel: 4.7 miles, 1.44% compensated
- Schaberg to Winslow tunnel: 6.3 miles, 2.45% "
- Bengal to Compton: 3.4 miles, 2.41% "
- Tallhina to Compton: 4.7 miles, 2.27% "

For these grades, helper engines were provided during the steam locomotive days, operating out of Chester and Tallhina.

No automatic signals have ever been provided on the Central Division, except for those protecting the Winslow and Jenson tunnels and the Van Buren bridge.

Tunnels

Mention has been made earlier of the two tunnels on the line, one at Winslow, Arkansas and the other near Jenson, Arkansas (the tunnel actually being in Oklahoma). The Winslow tunnel, completed in July 1882, was oak timber lined and had a height and width of 19 ft. and 14 ft., respectively. The tunnel length is 1,693 ft. As loads became higher and wider in the post World War II era, it became necessary to enlarge the bore, and work to this end started in 1967. The new dimensions became 24 ft. high and 18 ft. wide. Work was completed in April 1969, and included a complete lining of reinforced concrete. The investment by the Frisco in this undertaking was $1.5 million.

View to the south of the Boston Mountains, taken at the south portal of the Winslow tunnel. Semaphore signal is for tunnel protection. At this point the line drops steeply to the Frog Bayou valley. Photo by author, taken in 1974.
The Jenson tunnel, completed in early 1887 under Backbone Mountain, is 1,192 ft. long and is located on a 1% grade ascending southward. Its height is 20 ft. and its width 14 ft., and it is mostly masonry lined. This tunnel continues in use by the Kansas City Southern, and its clearance limitations are well recognized.

Structures and Facilities

There were few notable structures associated with this line. In Arkansas, brick or stucco depots were installed at Rogers, Springdale, Fayetteville, Van Buren and Fort Smith. At the latter city, arrangements were made to occupy the impressive passenger station of the Kansas City Southern, and this Union Depot arrangement went into service May 1, 1912. The first timetable for this depot showed usage by 10 Kansas City Southern and 10 Frisco trains. A stub end terminal with two platforms and four tracks, it provided space for additional occupants, but none joined up (Fort Smith and Western, and Midland Valley were the two likely possibilities). The last Kansas City Southern train to use the depot ran on August 31, 1941, and on June 30, 1948 the Frisco moved out. From that time on, the Frisco depot was back in its original place at the foot of the Garrison Avenue vehicle bridge across the Arkansas River.

The principal shops for the Division were located at Fort Smith, where there were a 75 ft. powered turntable and a 14 stall roundhouse (later reduced to 10 stalls). Turntables were also located at Seligman, Chester (for hill engines), Grove, Pettigrew (earlier at St. Paul), Hugo, Westville, and Paris. An icing station was located at Fort Smith. Light running repairs on locomotives were possible at Fayette Junction and Talihina.

The daily southbound freight is switching at Springdale in this 1974 view. The brick depot was one of the more impressive structures along the main line. Photo by author.

Abandonments

The first of the abandoned lines was the Pettigrew branch, the last service on which was on July 30, 1937. Next to go was the line from Bentonville to Grove, Oklahoma, service on which ended in 1940. Soon afterwards, the line from Fayetteville (actually, McNair station) to Muskogee, which saw its last trains in 1942. In 1960, the Mansfield branch was shortened by seven miles to run only to Midland, Arkansas. In 1982, the Burlington Northern abandoned the main line from Wister south to Antlers, 88.6 miles, and in 1983 eliminated the residue of the Mansfield branch. Finally, in 1984, service ended between Fort Smith and Wister, leaving only the Kansas City Southern trains on the rails between Poteau and Fort Smith. And this latter segment has now been sold to the Kansas City Southern.
Looking Ahead

Today, the remaining portions of the old Central Division are Seligman to Fort Smith, Antlers to Paris, and Rogers to Bentonville. Agents are located only at Springdale and Fort Smith. The Monett-Fort Smith line (plus the Bentonville spur) was sold on July 26, 1986, to the Arkansas and Missouri Railroad Co., with transfer of operations to be effective September 1, 1986. The headquarters of the new railroad are housed in a new metal building at Springdale. Press releases state that the line originates about 20,000 carloads of freight each year, and that incoming shipments are largely feed for livestock and poultry. The releases state also that considerable maintenance on the line is needed.

Perhaps this spinoff by the Burlington Northern is a good thing for the railroad and for the business community of Northwest Arkansas. It would be a shame for this picturesque and historic line to face such destruction as has
been wrought on the Sunbelt line of the Rock Island Lines; yet that very destruction indicates the possible future for other once-great through lines. Arkansas railroad enthusiasts should not waste time in exploring the old Frisco through Northwest Arkansas - while it is still there!

REFERENCES


BITES OF THIS AND THAT ABOUT THE COTTON BELT
by: Bill Merck

Cotton Belt passenger trains 5 and 6 were called by some "The Cotton Pickers" since they claimed it was so slow you could get off the train and pick a bale of cotton and then catch up with the train by foot. I rode this train many times and although it was not a fast train, it was not slow either. It had a top speed of 75 to 80 MPH between Tllmo, Missouri and Jonesboro, which speed it maintained regularly. The slower speed was between Jonesboro and Brinkley. The consist of this train was usually no more than 5 cars. The line-up – usually a 4-6-0 locomotive, baggage car, mail-express, American Flyer chair car, Pullman sleeper, diner.

In 1974, Burt Reynolds made a movie, part of which was made in North Little Rock, called "White Lightning". The action in North Little Rock took place only a few blocks from the North Little Rock yard office of the Cotton Belt. I witnessed part of the filming. I could not vouch for it but believe Reynolds was under the influence of the "Juice" most all day. Cotton Belt switcher was tied up all day, which I am sure netted the company a sizable sum.

Following was taken from the December issue of The CLEARANCE CARD:

Endocrinologists tell us that a man's sex life has three phases -- sort of reminds us of Amtrak's "Eagle" and "Sunset Limited":

Tri-weekly

Try-weekly

Try-weekly

15
The Union Pacific Railroad is currently working to rebuild the railroad tunnel through Cadron Ridge, just northwest of Conway. A special work train of flatcars (MKIX reporting marks) with special tunnel equipment was moved into Conway in late November, 1986, and crews began the reconstruction project after Thanksgiving. National Products, Inc. of Boxe, Arkansas is handling the actual construction work, with U.P. (M.F.) employees handling only the operation of the train itself, and overall project supervision. Of particular interest, the construction crews are using an ex-Union Pacific stainless steel railway post office car as their headquarters. The car, spotted on the north end of Conway, is hooked up to stand-by power, and is equipped with a tall antenna for radio contact with the crew in the tunnel. Under the present operation, the work train operates Monday-Friday from about 8:00am until 3:00pm, with all regular train operations through Conway being suspended during that time. The work is expected to be completed sometime in April. Repairs to the 84 year old tunnel were necessitated by years of seepage, which have resulted in the failure of portions of the tunnel's concrete lining, particularly on the north end. Portions of the one-quarter mile long tunnel have been repaired over the years, but this is the first time that the entire length of the tunnel has been reinforced. In addition to a new concrete lining, this rebuilding will also include the placement of steel support beams throughout much of the solid rock bore.

The tunnel at Conway replaced a previous rail route over Cadron Ridge which had opened in 1871. The original route extended north through Conway, turning west at Cadron Gap and following what is now State Highway 365 from the Gap to the crossing of Cadron Creek. During the time that this route was in service, a helper locomotive was assigned to Conway to assist northbound freight trains over the ridge. Even with this assistance, it was frequently necessary for long trains to double the hill, and a long siding was constructed at the crest of the hill (known variously as Summit or Alpine) for this purpose. Light weight rail precluded the use of heavy locomotives on the line, and the maximum tonnages for a single engine was only 800 tons, as a result of the steep 2% grade.

The decision to build the Conway tunnel was a part of a massive rebuilding and line relocation project for the Little Rock to Ft. Smith route. These improvements, which began in 1902, involved the placement of new rail and ballast over the entire line, a line relocation at Palarm, a line bypass of Clarksville, and 19.5 miles of new, water-level track between Hartman and Ozark to bypass steep grades near Altus and Coal Hill. The Conway tunnel proved to be the most costly and the most time consuming of the improvements for the route. Dalhoff Construction Company received the overall contract for the tunnel and for line improvements between North Little Rock and Ozark. Contemporary newspaper accounts stated that at the height of the construction effort, this firm was using 30 work trains, 8 steam shovels, and over 1,000 laborers.

The new right of way from Conway to the tunnel was staked out beginning in February, 1902, right of way construction began in April, and crews began laying rail to the tunnel site in July. Tunnel blasting began during the summer of 1902, with the blasting of a 6-foot pilot hole (the heading) through the ridge at a position which would be the top part of the tunnel. The blasting crews, largely Negro convict laborors, worked from both sides of the ridge. Compressed air drills with 16-foot bits were used to drill holes into the rock, then the holes were packed with dynamite which was electronically detonated. The frequent explosions shook the surrounding area and caused quite a problem with frequent disruption of telegraph service due to breakage of the nearby insulators. The two opposing crews boring the heading met on April 4, 1903, and walking through the pilot hole became a popular Sunday afternoon activity for Conway residents. Workers continued blasting out the 'bench' portion of the tunnel that portion below the pilot hole, and this was completed on August 15, 1903. The tunnel was then finished out to dimensions of 21 feet high and 16 feet wide, with many sections of the tunnel walls being lined with three inches of concrete.
After nearly 18 months of nearly constant construction, the tunnel was finally completed on Saturday, January 9, 1904. The first locomotive to pass through the tunnel was St. Louis, Iron Mountain & Southern #871, a locomotive which had been assigned to helper service at Conway. Several hours later, a second train passed through the tunnel carrying the special cars of General Manager William Cotter and General Superintendent Tyler. On January 10, 1904, all traffic was officially routed through the tunnel and the route over Cadron Ridge was discontinued. With the use of this tunnel through the ridge, the gradient had been reduced from 2% to less than 0.5%, and the former Little Rock & Ft. Smith Railway was ready to become a much more important component of the Missouri Pacific-Iron Mountain system.

The northern portal of the Conway tunnel as it appeared during the summer of 1986, prior to the rebuilding effort. The keystone at the top of the tunnel arch reads "L. R. & Ft. S. Ry.", while a concrete marker on the retaining wall to the left reads "Dalhoff Construction Company, 1903". (Photo by Bill Pollard)
AMTRAK TO MOVE TO NORTH LITTLE ROCK? - North Little Rock mayor Terry Hartwich is offering Amtrak a new structure in a safe and convenient location with plenty of parking. Amtrak will also only pay about half as much in North Little Rock compared with its present quarters in Union Station in Little Rock. The new building (plans of which were drawn up by Bill Pollard of the Arkansas Railroad Club) would be paid for from rents charged to Amtrak and other tenants. The exterior of the structure would be designed to resemble the old Argenta depot of the Rock Island. (NORTH LITTLE ROCK TIMES)

DEPOTS GONE...GONE... - Several depots are being torn down across Arkansas, or are being proposed to be torn down. Among them the old Missouri Pacific depot in Ozark. City officials there, however, are attempting to block its demolition. If it can be saved, some local citizens reportedly want to turn it into a museum. Also, the Cotton Belt depot at Stuttgart is now a memory. Some sort of "modernization" I think they call it. After all, what's in one's heritage? "When you're trying to present a more profitable or efficient picture, its very inefficient to continue to try to repair and maintain these structures that don't adapt themselves to the present uses," said Jim Johnson, Public Relations manager of the Cotton Belt.

Another depot about to be demolished is the old Kansas City Southern depot in DeQueen. KCS plans to begin making runs all the way from Shreveport to Heavener, Oklahoma without changing crews in DeQueen, thus they no longer need the large depot there. The railroad currently uses two sections in the north end for a crew room and an agents office. In Mena, the KCS terminal was acquired by the City of Mena and restored by a depot commission. (Reports From OZARK SPECTATOR, ARKANSAS DEMOCRAT - Randy Tardy, and the DEQUEEN BEE)

PERRY - DANVILLE RAIL LINE PERMITS WAYNE POULTRY TO EXPAND - (Danville) - Wayne Poultry of Danville has indicated that the restored Rock Island line between Danville and Perry will allow it to hire about 125 additional employees and add to chicken houses in Scott, Perry, Yell and Logan counties. Wayne Poultry now uses about 1,000 boxcar loads of grain each year and expects to increase that to 3,500 per year. The Little Rock & Western Railroad runs the trains over the line, with some train 25 cars long. Too bad the rest of the Rock Island couldn't have been saved. (RUSSELLVILLE COURIER DEMOCRAT)

PATMOS TO FINALLY GET CROSSING LIGHT - (Patmos) - In March, crews with the Arkansas & Louisiana railroad should begin installing warning signals at the hazardous railroad crossing near Patmos. Four teenagers were killed last April at the crossing. When approached from either direction on the highway, the Patmos crossing is particularly difficult to see because it is in a low-lying area. KCS owns the L&A. (TEXARKANA GAZETTE)

A TRANS-OZARKS TRAIN? - Fayetteville Vice-mayor Ron Bumpass wants a passenger train from Fort Smith to Northwest Arkansas. He has written a letter to J. H. Hannold of the Arkansas & Missouri Railroad outlining his strategy. Razorback football and basketball games would be a large draw. (NORTHWEST ARKANSAS TIMES)

COUNCIL STUDIES TYNDALL PARK TRAIN OPTIONS - (Benton) - The Benton City Council decided in January to delay action concerning a locomotive in Tyndall Park that has been leaking asbestos fibers. Their options are to replace the sheet metal, sell the locomotive or remove it for disposal. A bank account set up in 1979 for restoration of the locomotive still has contributions of about $100 on deposit. If you'd like to contribute to save this locomotive, you can contribute to this fund: Save the Train, % Barbara Tillery, Benton State Bank, P.O. Box 9, Benton, AR 72015. The type of locomotive is not known. (BENTON COURIER)

HIGH ACCIDENT RATE - Glen Toler, manager of public safety for Union Pacific Railroad, said recently that nationwide, Arkansas has the highest ratio of accidents per number of registered vehicles.

COTTON BELT EASES USE OF ALTHEIMER-NORTH LITTLE ROCK LINE - This line no longer carries regular trains, but a Cotton Belt spokesman said "we have not put it up for abandonment by any means" at least not yet. Much of the railroad's Pine Bluff to North Little Rock traffic now runs over the Union Pacific using trackage rights. Trains only run on an as-needed basis on the 42.6 mile Altheimer to North Little Rock line. The route serves Scott, England, Koe and Tucker. (PINE BLUFF COMMERCIAL)
A JOHNNY CASH SPECIAL - (Memphis) - Johnny Cash will participate in a "Freedom Train" traveling from Memphis to Baltimore honoring veterans. The "Freedom Train", made up of a railroad locomotive and 15 cars, will leave Memphis on Memorial Day and wind up in Baltimore June 14. (FORT SMITH SOUTHWEST TIMES RECORD)

COTTON BELT LOWERS TRACKS THROUGH STEPHENS - The Cotton Belt is in the process of lowering the tracks in Stephens under the overpass bridge. The tracks will be lowered 23 feet to enable larger freight cars to pass underneith. (STEPHENS STAR)

RAILROAD BRIDGE IN DEVALLS BLUFF TORN DOWN - The Rock Island railroad bridge in Devalls Bluff has been there for 62 years, but no more. It was dismantled as of the middle of January, 1987. BRINKLEY ARGUS)

ENGINE 101 at the Little Rock Zoo, nee Fordyce & Princeton, has been covered with plastic since asbestos insulation was found leaking from it. It was also in need of repair. The engine may be sold soon. The city of Fordyce does want it back. It was donated to Little Rock by the Fordyce Lumber Company in the mid 1950s. (ARKANSAS GAZETE)

FORDYCE-ON-THE-COTTON BELT festival will be held April 20-25th. The 819 may or may not make this run again this year.

GENERAL RAIL NEWS

UNION PACIFIC SELLS PASSENGER CARS - The Union Pacific recently sold 25 passenger cars to National Railways of Mexico, Tim Hogan of public relations said recently (on January 30). He said the sale involved five business cars, two diner cars, two diners, one lounge, two dome coaches, five coaches and four sleepers. UP still has 30 business and passenger cars which will be used in the future. Apparently, none of the cars sold were Missouri Pacific cars - all were older UP cars. (ARKANSAS DEMOCRAT - Randy Tardy)

MERGER REQUEST DELAYED - The ICC on February 3 issued an order to hold the Santa Fe and Southern Pacific request to reopen the merger case for 30 days to allow them to perfect their petition. Burlington Northern announced February 2 that they now oppose the merger - they were not previously against it but all the trackage rights agreements SP and SF made laterly changed their mind. Meanwhile, SP opposes UP's application to buy the Katy unless certain trackage rights are made. (Won't be long before one track somewhere will carry 20 different railroad companies).

About KCS's plan to buy the SP: The KCS's thrust in this matter is two-fold. First of all, they are asking the ICC to reaffirm their earlier decision that the merger of SF and SP was anti-competitive and no amount of trackage rights will ease that situation. Secondly, they stand ready and able to buy all the shares of SP (pipelines, land would not be a factor). They feel there is nothing wrong with SP that good management would not solve.

Some KCS people feel that SP people in this part of the country merely wish to be left alone and be allowed to capture business and make money the way they used to. Unfortunately, it seems the SP management team in San Francisco wants to do everything the "California" way and that doesn't always set well with folks on the eastern end of SP's system. Lots of business evaporated form SP to other lines or modes simply because SP's rigid attitude regarding demurrage, switching, and service as dictated by San Francisco. KCS feels they have a good track record and hopes to convey to SP folks that they can get on with being a railroad and be profitable.

KCS probably would sell to the D&RGW those SP lines west of Ogden and even those northward into Oregon. If the ICC refuses to reopen the merger case, the KCS probably will file their proposed purchase with the ICC shortly thereafter. Nothing will be resolved quickly and the agony SP employees have suffered the past few years will likely continue.

The SP says KCS's proposal to buy it is not in the public interest and has the appearance of a tactical move only to get the ICC to not reopen the case. SP wants no part of the KCS.

NEWS updated through February 22. Projected mailing date February 29.
Norfolk Southern Steam Schedule for 1987

From Carl Jensen, Manager Steam Operations, comes the First Edition of the steam and diesel excursion schedule [March 28–November 22, 1987]. NS plans to operate three steam locomotives this year: N&W 611, N&W 1218, and Kentucky Railway Museum's 4-6-2 #152. The diesel trips will utilize either SOU heritage FP7 units or other diesel power. Engine 611 will be out of service after August 15 for its FRA five year boiler inspection.

March 28-29 ............................................ Birmingham-Chattanooga RT each day [611] HEART OF DIXIE-NRHS.
April 4 .................................................... Atlanta-Chattanooga RT [611] ATLANTA CHAPTER-NRHS.
April 5 .................................................... Atlanta-Toocca RT [611] ATLANTA CHAPTER-NRHS.
April 11 .................................................... Atlanta-Chattanooga RT [611] Same guys!
April 12 .................................................... Atlanta-Toocca RT [611] Same engine, same crew!
April 25 .................................................... Roanoke Va-Bluefield WVA RT [1218] ROANOKE CHAPTER-NRHS.
April 26 .................................................... Roanoke-Lynchburg-Roanoke-Walon-Roanoke [1218] Same bunch.
May 2-3 .................................................... Norfolk-Petersburg ER [1218] TIDWATER CHAPTER-NRHS.
May 9 ...................................................... Richmond-Roanoke RT-Diesel; Richmond-Burkeville 1216 to Roanoke, diesel return to Richmond. OLD DOMINION CHAPTER-NRHS.
May 16 ..................................................... Lexington-Stearns KY RT. Engine 152 Danville-Stearns OW, Engine 611 Stearns-Lexington OW. BLUEGRASS RAILROAD MUSEUM.
May 23 ..................................................... GreenvilleSC-Toocca GA RT [1218] GREENVILLE CHAPTER-NRHS.
May 24 ..................................................... Greenville SC-Charlotte NC RT. 1218 to Charlotte, diesel return. GREENVILLE CHAPTER-NRHS.
May 30 ..................................................... Salisbury-Ashville NC RT [1218] NORTH CAROLINA TRANS HIST CORP.
May 30 ..................................................... Knoxville Tenn-Natural Tunnel VA RT [152] OLD SMOKY CHAPTER-NRHS.
May 31 ..................................................... Salisbury NC area circle trip [diesel] N C TRANS HIST CORP.
June 6 ..................................................... Charlotte NC-Spartanburg SC RT [1218] PIEDMONT CAROLINAS-NRHS.
June 6 ..................................................... Johnson City Tenn-Natural Tunnel VA RT [152] WATAUGA VALLEY-NRHS.
June 7 ..................................................... Bristol-Walon VA RT [152] WATAUGA VALLEY CHAPTER-NRHS.
June 7 ..................................................... Charlotte-Greensboro NC RT [1218][Diesel return] PIED CAROLINAS-NRHS.
June 13 ................................................... Greensboro NC-Lynchburg VA RT, 1218 OW, diesel ret. GREENSBORO-NRHS.
June 13 ................................................... Knoxville Tenn-Ashville NC OW [152] MULTIPLE SCLEROSIS SOCIETY.
June 14 ................................................... Asheville NC-Greensboro NC Tunn [152] same sponsor.
June 26 ................................................... Chicago-Fort Wayne RT [611] BLUEWATER MICHIGAN-NRHS.
June 27 ................................................... Chicago-Detroit OW [611] BLUEWATER MICHIGAN CHAPTER-NRHS.
July 11 ................................................... Detroit-Fort Wayne RT [611] same guys!
July 12 ................................................... One more time!
July 11-12 ............................................... Huntingburg Indiana area [152] THE MAYOR'S COMMITTEE.
July 18 ................................................... Cincinnati-Portsmouth OH RT [611, diesel return] CINCINNATI RR CLUB.
July 18-19 ............................................... Alexandria VA area [1218, FP7a] WASHINGTON DC NRHS, RRE, POTOMAC NRHS.
July 25-26 ............................................... A repeat weekend performance!

July 23-August 2 ........................................ ROANOKE AREA - NRHS NATIONAL CONVENTION [611, 1218, FP7a] Y'all come!

August 8 ................................................ Kenova WV-Columbus Ohio RC [1218] C.P.HUNTINGTON CHAPTER-NRHS.
August 15 ............................................... Toledo-Columbus RT [1218] MAD RIVER & NKP SOCIETY.
August 16 ............................................... Bellevue-Columbus Ohio RC [1218] same car hosts!
September 12-13 ...................................... Cincinnati-Danville KY RT [1218] CINCINNATI RAILROAD CLUB.
September 19 ......................................... Lexington KY-Chattanooga OW [1218] BLUEGRASS RAILROAD MUSEUM.
September 20 ......................................... Back to Lexington, same engine, same club!
October 10 ............................................. Hagerstown Md-Luray VA RT [FP7a] WINCHESTER CHAPTER-NRHS.
October 17-18 .......................................... Chattanooga-Crossville TN RT [1218] TENN VALLEY RR & MUSEUM.
October 17-18 .......................................... Roanoke-Abigdon VA RT [FP7a] ROANOKE CHAPTER-NRHS.
October 24-25 ......................................... Asheville-Kickory NC RT [FP7a] ASHEVILLE CHAPTER-NRHS.
October 25 ............................................. Asheville NC-Bulls Gap TN RT [FP7a] Good group!
October 31 ............................................. Atlanta-Chattanooga RT [1218] ATLANTA CHAPTER-NRHS.
November 1 ............................................ Atlanta-Toocca GA RT [1218] same guys!
November 7 ............................................ Atlanta-Chattanooga RT [1218] They do luu steam!
November 8 ............................................ Atlanta-Toocca GA RT [1218] Again!!
November 14-15 ....................................... Jacksonville Fl-Valdosta GA RT [1218] NORTH FLORIDA CHAPTER-NRHS.
November 21-22 ...................................... Let's run it again!
<table>
<thead>
<tr>
<th>NAME</th>
<th>LOCATION</th>
<th>SCHEDULE</th>
<th>ENGINES</th>
<th>ADDRESS</th>
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</thead>
<tbody>
<tr>
<td>Arkansas &amp; Louisiana</td>
<td>Monroe, LA to Crossett, AR</td>
<td>Lv. Monroe 8:00AM Mon-Fri</td>
<td>1 NW2 #10</td>
<td>P.O. Box 1653</td>
</tr>
<tr>
<td>Missouri</td>
<td>(53 miles)</td>
<td>Ar. Bastrop LA 10AM</td>
<td>1 SW7 #11</td>
<td>Monroe LA 71210</td>
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<tr>
<td></td>
<td></td>
<td>Lv. Bastrop 4:00PM</td>
<td>2 SW9 #12, 14</td>
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<td></td>
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<td>Ar. Crossett 6:30PM</td>
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<td>Lv. Crossett 7-9PM</td>
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<td></td>
<td></td>
<td>Ar. Monroe 11PM-1:00AM</td>
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<tr>
<td>Arkansas Western</td>
<td>Heavener, OK to Waldron, AR</td>
<td>As needed, twice a week.</td>
<td>Pooled KCS engines</td>
<td>114 West 11th</td>
</tr>
<tr>
<td></td>
<td>(37.07 miles)</td>
<td>Leaves Heavener 8-9 AM</td>
<td>1 like SW-1500e</td>
<td>Kansas City, MO 64105</td>
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<tr>
<td></td>
<td></td>
<td>arriving Waldron Noon-1 PM.</td>
<td>GP-7's, GP-38</td>
<td></td>
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<tr>
<td>Ashley, Drew &amp; Northern</td>
<td>Crossett to Monticello</td>
<td>Lv. Crossett 6:30PM M-Sa</td>
<td>3 1200hp</td>
<td>P.O. Box 757</td>
</tr>
<tr>
<td></td>
<td>(41 miles)</td>
<td>Ar. Monticello 9:00PM</td>
<td>1 900-hp</td>
<td>Crossett, AR 71635</td>
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<tr>
<td></td>
<td></td>
<td>Lv. Monticello 1:00AM</td>
<td>1 GP-28</td>
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<td>Ar. Crossett 3:30AM</td>
<td>2 GP-10</td>
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<td></td>
<td></td>
<td></td>
<td>2 GP-7's</td>
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<tr>
<td>Augusta</td>
<td>City limits of Augusta</td>
<td>Inactive, much of track has been taken up.</td>
<td>1 Vulcan #7 on tracks in field.</td>
<td>City of Augusta</td>
</tr>
<tr>
<td></td>
<td>(1.5 miles)</td>
<td></td>
<td>1 Plymouth #6</td>
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<td></td>
<td></td>
<td>8-ton, also in a field.</td>
<td></td>
</tr>
<tr>
<td>Bauxite &amp; Northern</td>
<td>Bauxite and Bauxite Jct (14 miles)</td>
<td>Lv. Bauxite Jct about 8:30 AM for switching.</td>
<td>2 EMD 1500s</td>
<td>P.O. Box 138</td>
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<td>Bauxite, AR 72011</td>
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<tr>
<td>Dardanelle &amp; Russellville</td>
<td>Dardanelle &amp; Russellville</td>
<td>As needed, 1 or 2 times a week. May be sold soon</td>
<td>3 SW1 #14, 15 &amp; 16.</td>
<td>P.O. Box 50</td>
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<td></td>
<td>(5.0 miles)</td>
<td></td>
<td>1 SW-7 #17</td>
<td>Dardanelle, AR 72834</td>
</tr>
<tr>
<td>Delta Valley</td>
<td>Elkins to Delpro (2.0 miles)</td>
<td>Switching M-F beginning 8-9 AM, connects with the Burlington Northern.</td>
<td>1 GE 50-ton #50</td>
<td>62 Park Street Wilson, AR 72395</td>
</tr>
<tr>
<td>&amp; Southern</td>
<td></td>
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<tr>
<td>DeQueen &amp; Eastern</td>
<td>Perkins to West Line (DeQueen &amp; Dierks) (45 miles)</td>
<td>Lv. Dierks 3-4PM daily, Ar. DeQueen 5-6PM, Ar. Dierks 7-8AM, Ar. Dierks 9-10AM</td>
<td>8 2500-3000 hp, 6 900-1500 hp engines</td>
<td>821 North Maple DeQueen, AR 71832</td>
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<tr>
<td>Doniphan, Kensett &amp; Searcy</td>
<td>Doniphan to Kensett (5.5 miles)</td>
<td>Lv. Searcy 8:00AM M-F, Ar. Kensett 8:30AM, Ar. Searcy Noon, Ar. Searcy 12:30PM</td>
<td>1 pooled UP engine</td>
<td>412 South Main Searcy, AR 72143</td>
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<tr>
<td>East Camden &amp; Highland</td>
<td>Highland Industrial Park – Camden (47.6 miles) and El Dorado to Lillie, LA (26.3 miles)</td>
<td>Switches the industrial park – Mon-Fri early AM, Runs El Dorado to Lillie as needed.</td>
<td>3 SW-12s, 2 SW-2s, 1 GP-7</td>
<td>P.O. Box 3180, East Camden, AR 71701</td>
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<tr>
<td>El Dorado &amp; Wesson</td>
<td>El Dorado and Newell (5.5 miles)</td>
<td>Lv. El Dorado 8:00AM M-F, Ar. Newell 9:00AM does switching along way.</td>
<td>2 ALCO switchers #20, 21</td>
<td>P.O. Box 46, El Dorado, AR 71731</td>
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<tr>
<td>Fordyce &amp; Princeton</td>
<td>Fordyce to Whitlow Jct (57 miles)</td>
<td>Lv. Fordyce 5:00PM M-Sa, Ar. Crossett 9:00PM, Ar. Crossett 10:00PM, Ar. Fordyce 1-2Am</td>
<td>2 SW-1500s, 1803, 1504, 1 GP-38</td>
<td>F&amp;P Railway Fordyce, AR 71742</td>
</tr>
</tbody>
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<tbody>
<tr>
<td>Graysonia, Nashville &amp;</td>
<td>Nashville to Ashdown (32 miles)</td>
<td>Lv. Nashville 8:00AM M-F</td>
<td>2 EMD 1500hp</td>
<td>210 S. Front St</td>
</tr>
<tr>
<td>Ashdown</td>
<td>Ar. Ashdown 10AM</td>
<td></td>
<td>1 Alco 1500hp</td>
<td>P.O. Box 588</td>
</tr>
<tr>
<td>Helena, Southwestern</td>
<td>Switching in West Helena (3.7 miles)</td>
<td>Just became inactive.</td>
<td>1 GE 45-ton #300</td>
<td>P.O. Box 2527</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Still on books, no business.</td>
<td></td>
<td>W. Helena, AR 72390</td>
</tr>
<tr>
<td>Little Rock &amp; Western</td>
<td>On Arkansas River in Little Rock, Switching (10 miles)</td>
<td>Various times of day.</td>
<td>1, #1017</td>
<td>7500 Lindsey Rd</td>
</tr>
<tr>
<td></td>
<td>Little Rock to Danville (83 miles)</td>
<td>Lv. Little Rock 8AM M-Sa</td>
<td>2 ALCOs #101, 102</td>
<td>P.O. Box 386</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ar. Perry 10AM</td>
<td></td>
<td>Perry, AR 72125</td>
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<tr>
<td></td>
<td></td>
<td>Lv. Perry 11AM</td>
<td>1 EMD #103</td>
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<td></td>
<td>Ar. Little Rock 1PM</td>
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<td>Lv. Perry 10AM M-W-F</td>
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<td></td>
<td>Ar. Danville Noon</td>
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<td></td>
<td></td>
<td>Lv. Danville 2PM</td>
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<td></td>
<td>Ar. Perry 4PM</td>
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<tr>
<td>Louisiana &amp; North West</td>
<td>McNeil, AR to Gipsland, LA (62 miles)</td>
<td>Lv. McNeil 8AM M-F</td>
<td>2 GP-7s #50.52</td>
<td>P.O. Box 89</td>
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<td></td>
<td></td>
<td>Ar. Gipsland 230PM</td>
<td></td>
<td>Homer, LA 71040</td>
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<td></td>
<td></td>
<td>Lv. Gipsland 2:30PM</td>
<td>1 GP9 #51</td>
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<tr>
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<td></td>
<td>Ar. McNeil 8PM</td>
<td>6 F-7s #44-49</td>
<td></td>
</tr>
<tr>
<td>Prescott &amp; Northwestern</td>
<td>Prescott to Highland (31 miles). Only operates near Prescott ATTM.</td>
<td>Starts work early morning Monday through Friday</td>
<td>3 GE 70-ton #73, 75 and 539</td>
<td>P.O. Box 579</td>
</tr>
<tr>
<td>Warren &amp; Saline River</td>
<td>Warren to Hermiteghe (19.4 miles). Only operates near Warren.</td>
<td>Operates 6:30AM-Noon</td>
<td></td>
<td>P.O. Box 390</td>
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<td></td>
<td>Warren, Ar 71671</td>
</tr>
<tr>
<td>Arkansas &amp; Missouri</td>
<td>Monett, MO to Fort Smith, AR (139 miles)</td>
<td>Lv. Springdale 7:00AM M-F</td>
<td>20 engines 107 Commercial</td>
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<td>Ar. Fort Smith 11AM</td>
<td></td>
<td>Springdale, AR 72764</td>
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<td></td>
<td></td>
<td>Lv. Springdale 8:00PM</td>
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<td></td>
<td></td>
<td>Ar. Monett 11PM</td>
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As stated earlier, this month marks the 20th Arkansas Shortline Railroad that I've covered in the RAILROADER and 20 is all there is. This is the final installment in this series. All the work, trips, researching, typing, printing and mailings were done by myself, Ken Ziegenbein. It was very enjoyable and the people at the various shortlines were all friendly and willing to share their stories with the Arkansas Railroad Club. Whenever you're in one of the many towns in Arkansas that hosts a short line, drop in and say hello.
JOIN THE ARKANSAS RAILROAD CLUB

Dues are $10/year for Arkansas residents and $7.50/year for out-of-state. Add $9.00 additional if you wish to also join the National Railway Historical Society through the Club.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

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TELEPHONE NUMBER (    )

Make your check out to the "Arkansas Railroad Club" and mail to:

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

WELCOME ABOARD!!!
The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are $10/year for Arkansas residents and $7.50/year for out-of-state. The publication is mailed to all members automatically.

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying $9/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

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NORTH LITTLE ROCK, AR 72118

Phone: (501)-758-1340

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905 Valerie Drive
North Little Rock, AR 72118
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MARCH 1987