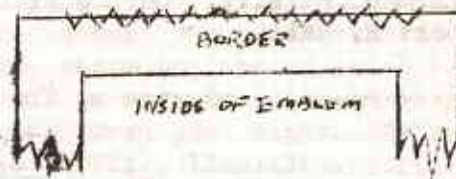


OCTOBER MEETING: The regular October business meeting will be held Sunday, October 14, 1973 at 2:00 p.m. Meeting will be in the Money Tree Room of the 1st National Bank, 3rd & Louisiana Sts., Little Rock. The Money Tree Room is on the second floor and entry may be gained from both second St. and Louisiana St.

CLUB PATCHES: The long wait is over. The club patches have arrived. They are replicas of the club emblem shown on the cover of the Newsletter, done in black on white embroidery. They are available at a cost of 75¢ each payable to the Arkansas Railroad Club. Orders may be addressed to Curator, Arkansas Railroad Club Museum, P.O. Box 5584, Little Rock, Arkansas 72205.

INSTRUCTIONS: The manufacturer recommends that a zig-zag stitch should be used from center of border to outside of border. 16 stitches or more to the inch. See diagram on right.



CLUB BUILDING: Earl Saunders reports that the North Little Rock City Council approved the resolution by the Parks & Recreation Department granting us the use of the proposed club location. The licenses for the road and utility crossings have been issued by Missouri Pacific and all pertinent documents have been forwarded to Albuquerque N.M. to the Bureau of Outdoor Recreation for final approval. Our permanent home is a step-closer.

SCOTT & BEARSKI LAKE: Work progresses on the trackage and the depot restoration. The highway crossing has been installed and connected.

ROYAL AMERICAN SHOWS: Royal American Shows arrived by rail from Hutchison Kansas about 8:30 p.m. September 25th. Arriving on the Rock Island, they will remain for the Arkansas State Fair and will depart for Jackson Mississippi on October 10.

NRHS DUES INCREASE: At the spring Directors' Meeting, it was announced that an increase of 50¢ per annum for Chapter members and \$1.00 per annum for associate members would have to be implemented, effective with dues for 1974. From NRHS News Extra

DOWN AT THE DEPOT: While work progresses on the new restaurant in the old baggage room of Missouri Pacific Union Station workmen are busy razing the concourse and shelters. Reportedly the structures are obsolete and removal of the shelters conflicted with some straightening of trackage which is necessary. (Ark. Gazette 9/12/73)

AMTRACK: Reports indicate that the Amtrack appropriation bill which includes service from St. Louis to Dallas via Little Rock has passed both houses of Congress and is on the President's desk awaiting signature;

HARRIMAN AWARD: For the third year in succession, the Cotton Belt has won the Harriman Gold Medal Safety Award, recognition of the highest achievement in safety among Class I railroads in it's group within the railroad industry. Our congratulations to President (Associate Member) Robert M. Nall.

THE TRAINS I.RODE*

BY

W. M. "MIKE" ADAMS

I made my first train ride at a pretty early day--after the perfection of the air brake and Janney coupler, however, despite allegations to the contrary from some sides of the lake. My father was in the employ of the Missouri Pacific at Branson, Missouri when I was born and had pass privileges. My grandparents on both sides of the family lived at or near Yellville, Arkansas, some 55 miles to the southeast, and while I don't want to infer that I can remember the trip, I am sure my father rushed me to Yellville at the earliest opportunity to show me to the old folks.

Actually the first train ride that really sticks out in my memory was on an excursion train from Cotter, Arkansas to Memphis in June 1924. In April 1923 Lewis Warrington Baldwin took over the tottering Missouri Pacific and set about turning it into a first class railroad after decades of Gould mis-management. One of the first things he did was to organize booster clubs in each division. This was a social gathering of the employees designed to promote the railroad and secure business. He would and did authorize any kind of special or excursion within reason, the railroad furnishing the equipment and fuel while the employees ran them on a volunteer basis, without payment.

* Again with apologies, this time to the late Lucius Beebe & Charles M. Clegg

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Anyway the White River Division Boosters had organized a trip from Carthage, Mo to Memphis and the train rolled into Cotter about 9:00 p.m. and this I do remember many of the coaches, including the one we rode were of the old open platform variety complete with Pintsch gas lights and green plush seats smelling like the bottom half of the coal chute. As I recall the train was quite lengthy and it was all the 2300 class ten-wheeler could do to handle it even on the water level grade south out of Cotter. Another thing I remember was the incessant string of wooden trestles stretching practically all the way from the St. Francis River to Memphis on which the railroad operated in those days. Long since filled in or, when necessary, replaced with precast concrete they were a feature on all lines entering Memphis across the Arkansas Deltalands.

In 1927 we moved to Aurora, Missouri and that Christmas my mother decided to go to the neighboring and much larger town of Springfield and do some Christmas shopping. Of course the main line of the Frisco ran directly from Aurora to Springfield but we were true to the Mo-Pac and took the southbound local from Aurora to Crane, 11 miles. Here we were about three miles farther from Springfield than when we started and here we changed from the steam powered three car local to a motor car known far and wide as the "Tullmoose". The engineer or if you will, motorman, was an old timer named Bob Pennington. Bob had been a boomer in his younger days and was a pretty garrulous old codger. His tales had to be taken with a grain of salt.

The most interesting thing to me was that there were several seats in the baggage/control compartment of the motor car used as a "smoker" and used by those addicted to the weed while just opposite the engineer and actually on the right side of the compartment was an empty seat. Bob let me ride here the 35 miles from Crane to Springfield and also on the return trip later that day. I am sure the success of the trip was due in part to my expert look-out, however, it was not without incident.

At that time the Springfield branch was laid with about 56 pound rail. We were rocking along, and I do mean rocking, perhaps 30 MPH, between Clever and Hurley when Bob hollered for all to "grab a holt" and slammed the brakes in emergency. It was too late, however, and we bounced right over a section of rail with about 6 or 8 inches of the ball broken out. The conductor, another old-timer named Douglas, threw off a message at Hurley and we went merrily on our way. The trusty section forces had effected a repair by our return and that portion of the trip was uneventful.. (to be continued)

Arkansas Railroader is the monthly publication of Arkansas Railroad Club, a non-profit organization that meets the second Sunday of each month. For information, write P. O. Box 5584, Little Rock, Ark. 72205