



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER

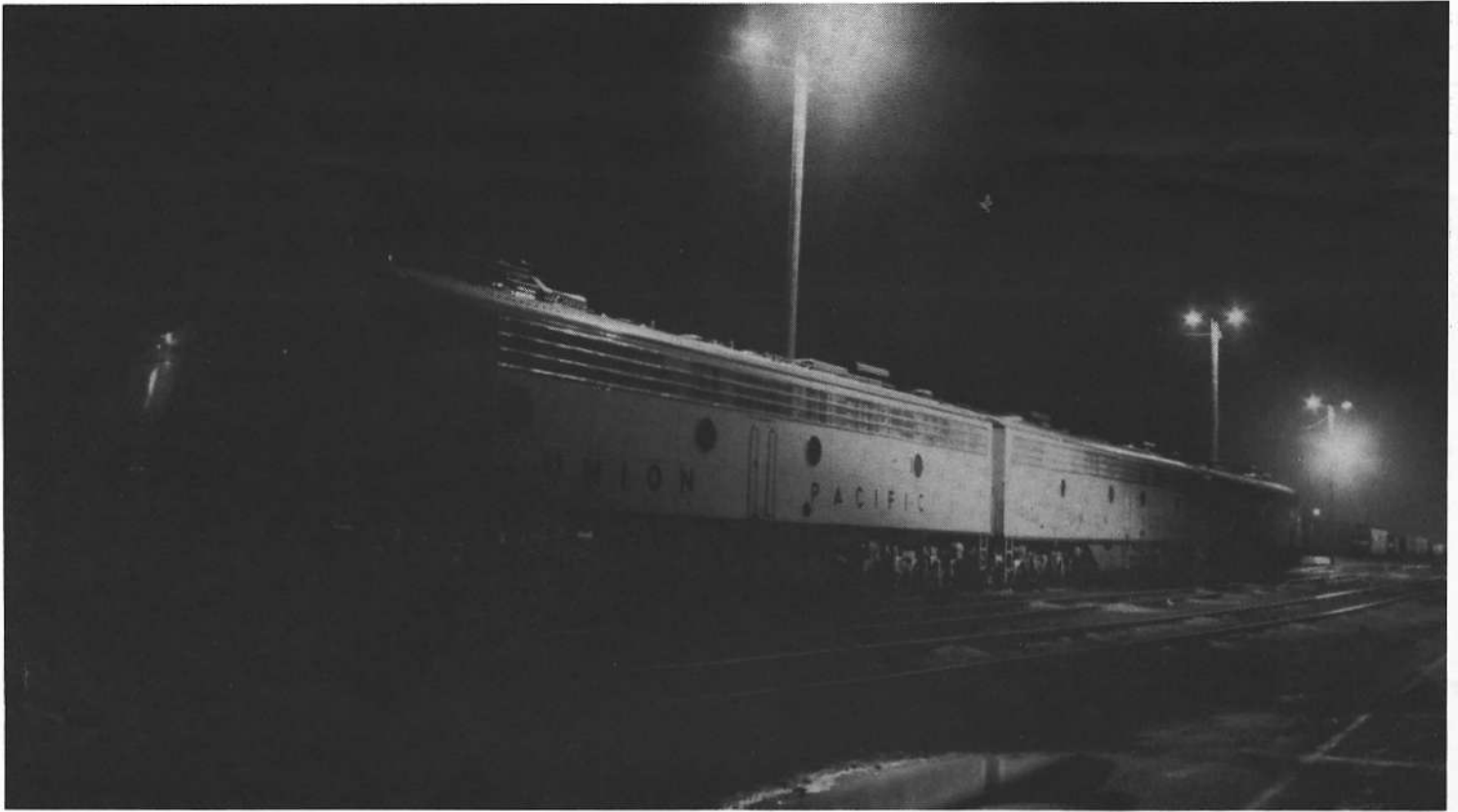


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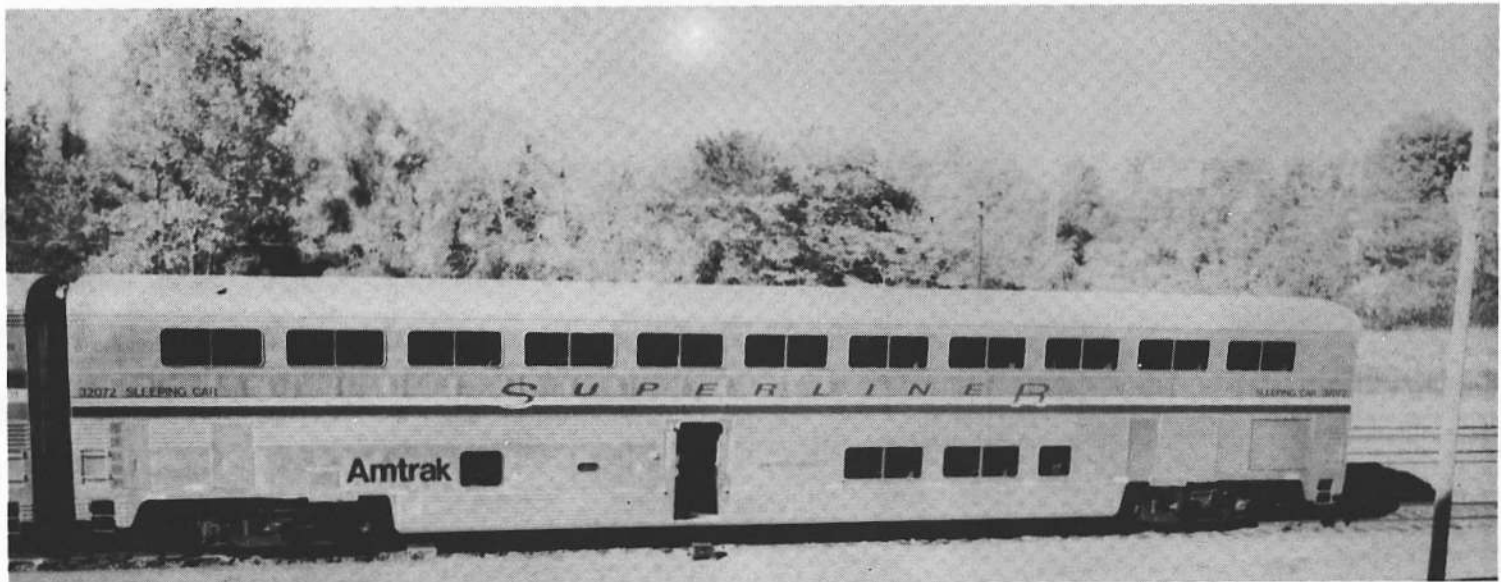
JANUARY 1994



**COVER** - A Southern Pacific long freight northbound through Tilton, Arkansas on August 2, 1993 at 9:05 a.m. (*Ken Ziegenbein photo*)



**ABOVE** - Union Pacific's E9's at the UP yards in North Little Rock the night of November 12, 1993. Numbers 951, 962 and 949 were there, reasons unknown.



**ABOVE** - Amtrak's new Superliner II sleeper, the **Arkansas**, was on display at the grand opening of the Children's Museum of Arkansas at Union Station on November 6, 1993. Tours were conducted. Former Little Rock Amtrak agent Randy Cookus was present.

### 1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>PRESIDENT</u> -	Matt Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627	<u>VICE-PRESIDENT</u> -	Tom Shook 1716 Alberta Dr Little Rock AR 72207-3902 501-225-8955
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<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128

### NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, JANUARY 9 at 2 pm at Twin City Bank on Main Street in North Little Rock. The program will be given by TOM SHOOK, our new Vice President, and will be on Cotton Belt operations. Tom will also show some miscellaneous 16 mm railroad films. Future plans of the club will also be discussed, like excursions, programs, etc. Some of you may or may not get this newsletter before the January 9 meeting, since your editor has been caught in the usual "holiday squeeze" with January 9th also being an "early" second Sunday. The printers also were closed for the holidays on some of these days. Mailing, as of this December 20 writing, should be January 3.

Tom also told me that the February program will be on New Zealand and Australian railroads, given by Peter Smykla, Jr. This program will be on February 13 at 2 p.m.



**A FEW CALENDARS STILL AVAILABLE** - but the supply is shrinking. As of December 20, there were only 13 left. These are the photos in the calendar: Fort Smith Railroad near Paris, Arkansas, December 1992 by Jack Hilton; KCS at Rich Mountain, February 1991 by Gene Bailey; Ashley, Drew & Northern at Fountain Hill, March 2, 1988 by Peter Smykla, Jr.; Rock Island #31 RDC plus coach at Fordyce, April 1950 by George Clippert; Amtrak's *Eagle* #21 at Little Rock, April 1992 by John C. Jones; St. Louis and North Arkansas at Poker Bluff in 1903 by Jim Wakefield; Missouri Pacific freight at the North Little Rock yards in 1941 by Gene Hull; Delta Southern at McGehee in 1990 by Thomas Shircliff; Frisco's *Southerner* at Hoxie, April 8, 1967 by James R. Fair; Union Pacific southbound freight at Little Rock, October 1991 by Thomas Shircliff; Cotton Belt 819 at Lumber, November 5, 1988 by Peter Smykla, Jr.; Little Rock Port Authority at Little Rock, February 11, 1988 by Jonathan Royce.

There is also a map of all railroads in Arkansas at the end of the calendar plus a one-page 1994 calendar.

Costs are \$10 each plus \$1.25 postage and handling (handling consists of the mailing envelopes - postage is \$1.21). Total cost \$11.25. Send your orders to our club address on the back of this newsletter.

**SHOW & SALE** - Our next Show and Sale will be held at the Hall of Industry at the State Fairgrounds in Little Rock on Saturday, April 30, 1994. **WE NEED YOUR HELP IN THIS PROJECT** as well. Specifically, we need people to help mail out flyers, stuff the envelopes, distribute flyers to area businesses, and in general get the word out. Closer to the event, we'll need someone to help set up, take up tickets, etc. Your editor will keep the mailing lists as up to date as possible and will give whoever stuffs the envelopes the sheets of pre-sorted (by zip) labels to place on the envelopes. (Ed note...I'll also do the mailing, after the envelopes are stuffed, since I'm the only one who can sign the permit sheet. However, someone else needs to do the paid and complimentary advertising this time (to radio, TV stations, newspapers, etc). I can help with the flyer. (This project has taken up too much of my newsletter time in years past, but no more - just a fair warning).

To help out, contact **MATT RITCHIE**, our president, at PO Box 2893, Russellville, AR 72801 or call him at 501-967-6627.

**OUR HISTORIAN NEEDS YOUR HELP**- R.W. McGUIRE, our historian, would like your help in locating some of the club's papers over the years. Some of these may be in the President's or Secretary's files, but there may be some in the hands of other members as well. Specifically needed are letters, notes, etc, in the club's early years.

Mr. McGuire will also like to know what else of railroad significance members may want to donate to the club, like old timetables, schedules, books, etc. If so, contact him at 114 Rice Street, Little Rock AR 72205 or call him at 501-375-1738.

**ATLANTA CONVENTION 1994** - You can pre-register for this NRHS convention, to be held June 20-26, 1994, at the Westin-Peachtree and Hyatt Regency Hotels. Steam excursions on the CSX will be held. Pre-register before January 31, 1994 for \$15 (\$20 after). Write to Atlanta Chapter NRHS, PO Box 66, Decatur GA 30031. You must give your NRHS Membership number to pre-register.



**CORRECTION** - UP's E units in North Little Rock on November 12 were E-9's, not E-8's as previously reported (see previous page). They looked nice, nevertheless.

**NEW ADDITION TO MEMBERSHIP RATES** - The NRHS at its November 14th Board meeting in Wilmington, Delaware instituted a new donation category, in addition to the regular dues structure. Chapters may now solicit contributory memberships for both itself and the National Society (our club has not decided what, if anything, to do locally yet). New annual classes of memberships in the National organization are as follows:

- 1) Friend of the NRHS - \$50.00
- 2) Sustaining Member - \$100 and up
- 3) Contributing Member - \$500 and up
- 4) Sponsor - \$1,000 and up
- 5) Patron - \$5,000 and up (all annual fees)

Special certificates would be issued for the various categories.

**HIGHLIGHTS OF FALL 1993 BOD MEETING** - Some of the highlights of the November 14th NRHS Board of Director's meeting are: The Society is financially sound, but reports are lagging seriously behind; 1994 budget was approved, with \$1.00 loss per member on operations; Bluebonnet Chapter of New Braufels, Texas approved.

*From P.B. Wooldridge comes the following: Murphy's Law: It Could have happened, and it did. About 1942, two Cotton Belt conductors on freight trains walked out of the yard office at Texarkana with their train orders. One remarked to the other that he would probably make Lewisville for No. 5, and the other remarked that he would probably make Garland City.*

*The first train made Lewisville and headed in for No. 5, but the second train sailed right on through Garland City, and collided head-on with No. 5 a short distance north of Garland City.*

### ARKANSAS RAIL NEWS

**ANNOYING WHISTLES** - (Warren) - Apparently, some people are annoyed at the Warren & Saline River RR's blowing of whistles at all of its 21 street crossings in Warren. Thomas York, Resident Manager of the W&SR, wrote to the Warren *Eagle Democrat* explaining why the whistles are blown and sent in the following article from "Inside Track" written by Denise Goodman, an engineer on Conrail:

"You don't know how scary it is to be driving a train and think you're going to hit someone running around the gates. You don't know what it feels like to see someone lock eyes with you for an instant, and then die.

I knew I was going to hit her when she came up to the crossing and I didn't see any taillights. I blew my whistle. I hung on that whistle so long and so hard my conductor told me later he thought I was going to pull it off the wall. I was still blowing it after we hit her, after we shoved her a half-mile down the tracks, after the front of her car blew 30 feet in the air.

She was 31 years old and she was dead. People don't look normal when a train hits them. It hits so hard that their blood vessels explode and they just sort of turn to mush. She was wadded up in a ball and there was blood all over the place. And her four-year-old baby was hanging out the back window, screaming. It was 17 degrees below zero.

The baby's leg was broken and her nose and her pelvis, and she was hysterical. I knew she was in a lot of



pain, but it was so cold. I was afraid she would die before the ambulance got there. My conductor and I somehow got her up in the engine and I wrapped her in my coat and I held her and talked to her and I tried to make it all right.

I had that little girl 20 minutes. I told her about my own kids and I told her we'd pray for her mommy. She calmed down a little and I was calm when I had her to take care of. They say she's going to be OK.

Right after they took her away, a man ran up to help. Then he looked at the wreck and screamed, 'Oh my God, that's my car...that's my car!' It turned out to be the woman's husband.

I know there's nothing I could've done, but you blame yourself anyway. It tears your heart out, thinking what if, what if, what if..

I came home and looked at my three kids and thought, I don't ever want this to happen to you. I grabbed them with everything I had. I couldn't sleep. Every time I'd close my eyes, I'd see the car coming and feel the impact and wake up screaming. I didn't eat or talk for four days. It tore me up mentally, physically, emotionally. Some people think we don't care, but they're WRONG. We grieve, we mourn like it was our own family. I'll remember that day the rest of my life."

(Ed note...incidents like this should make us all think twice about crossing a railroad ahead of an approaching train. People who don't like the loud whistles should keep this story in mind. They'd probably also be the first to sue if they'd get hit and the engineer wasn't blowing his whistle.)

**UP TRACKS IN EASTERN ARKANSAS OWNED BY STATE** - (Helena) - LYNN GAINES told me at the December 18 Christmas party that the state of Arkansas now owns the former Missouri Pacific tracks through eastern Arkansas from Helena southward to near McGehee and has rights to the line for the next six years. Plans were discussed about making this line a "Rails-To-Trails" project for the state at meetings held along the line in the fall. State representatives need to be made aware that this would be a good idea, both to keep the line for potential future use and for tourism in Arkansas. There was once talk of an excursion on this line as well. (Ed. note...how about a gambling train? After all, the line is close to the casinos in Mississippi, line Tunica. No? Well, just a thought).

**CROSSINGS IN ARKANSAS** - According to a recent story, BN trainmaster B. J. Mays said that in Arkansas, the average train weighs 6,000 tons, is 5,000 feet long and travels about 55 mph. By the time the engineer can see a car at a crossing, it's too late to stop. The Arkansas state Highway and Transportation Department decides where and how many crossings will have electronic crossing signals, not the railroads. They also pay 90 percent of installation costs. Mays also said, "If it were up to us (the railroad), all crossings would have signals. We'd like it. As a safety factor, we'd prefer it." (*Arkansas Democrat-Gazette, November 28 via Jonathan Royce*)

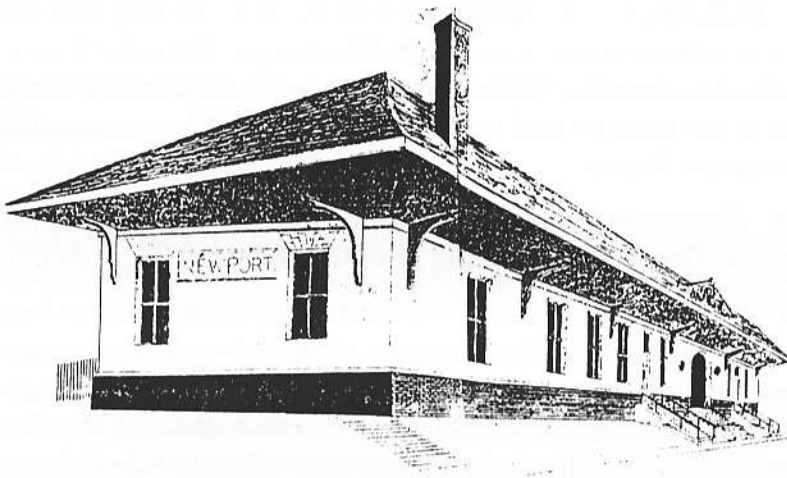
**OZARK MOUNTAIN RAILROAD UPDATE** - (Oak Grove) - Some surveying was begun in December for the proposed new tourist railroad, to be built from Eureka Springs to Oak Grove to Harrison to Branson. However, construction of the line is a distance in the future. Should the ICC require the new line to reveal its sources for funding (\$883 million), President L. D. Stordahl reportedly said he would drop the whole idea. He said later that he hadn't said any such thing and that the project was still on track. He also said there have been no legal moves to stop the project since last spring. Stordahl said he approached 19 property owners along the proposed line, and only 2 objected to its construction. However, others in the area are opposed to the idea. They think it's only a scheme to eventually use eminent domain to obtain land, to be used for other purposes. ICC officials say, however, that if the



land is not used for a railroad, it couldn't be used for anything else and would go back to the land owners. (*Arkansas Democrat-Gazette, November 29 by Mike Rodman via Jonathan Royce the Eureka Springs Times-Echo, December 2 by Ken O'Toole and The Star Progress, Berryville, via Leon Enderlin*)

**FORT SMITH RAILROAD INCIDENTS** - (Fort Smith) - Two separate vehicle-train collisions occurred on the Fort Smith Railroad the week of December 5. A Van Buren man was killed on December 8 when his 1992 car struck the train at the Highway 96 crossing. He rammmed just behind the engine and may have been blinded by the headlights of a service crew parked on the road. Then on December 10, a lady ran into the train on South 31st Street in Fort Smith. The Sebastian County prosecuting attorney will investigate the two incidents. (*Arkansas Democrat-Gazette Fort Smith bureau, December 11 via Jonathan Royce*)

*Remington Arms' plant near Lonoke in eastern Arkansas makes a billion rounds of rifle and shotgun ammunition a year.*

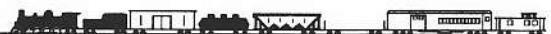


**NEWPORT DEPOT SAVED** - (Newport) - The city of Newport accepted the Missouri Pacific depot November 15 and will restore it. The city will get grants to renovate the depot (now used as a stop for Amtrak's *Eagle*), plus they received an anonymous give of \$25,000 toward restoration. The Union

Pacific Railroad gave the city an ultimatum to either accept the depot or it would be torn down by January 1, 1994. (*Newport Daily Independent, November 9 and November 16 by Kara Fields*)

**MOVIE TO BE SHOT** - (Springdale) - A movie called *The Lone Rider* began shooting in northwest Arkansas December 11 and reports have it that the Arkansas & Missouri RR will let them use some of their equipment, like they did on *Biloxi Blues*. A rumor is that parts of the Reader Railroad's equipment may also be used, but this has not been confirmed. (*Northwest Arkansas Times, Fayetteville, December 6 by Deborah Robinson*)

**SANTA TRAIN II** - (Pine Bluff) - On December 11, Southern Pacific began operating its second Santa Train in Pine Bluff. This train, which consisted of an engine, boxcar full of goodies, and a caboose with Santa and a Christmas tree, was to visit various cities on the SP system over the next couple of weeks. Children of SP employees were the main reason the trains ran. Other cities included: Scott City MO, East St. Louis IL, Bloomington IL, and then various other cities out to the final stop in Dalhart, Texas on December 20. (*SP news release*)



via Jim Johnson)

### GENERAL RAIL NEWS

**175 MPH TRAIN OBLITERATES PERSON** - (France) - A high-speed train sent a person in several different directions when it hit the individual (whose sex cannot be determined because of the nature of the injuries). The TGV high-speed train was traveling at 175 mph when it felt a slight bump. Bits of blood and clothing were found on the front of the engine nine miles later. Police believe the person wanted to commit suicide, since the fence was broken into. (*The DeQueen Bee, December 2*)

**KCS' PURCHASE DELAYED** - The ICC has ruled that the Kansas City Southern's proposed buying of MidSouth Corp to be a significant transaction, which subjects the merger to greater regulatory scrutiny. KCS operates 2500 miles of track, MidSouth 1200 miles. (*Arkansas Democrat-Gazette AAR report via Jonathan Royce*)

**WOMAN KILLED WATCHING PARADE** - (East Bank, WV) - A woman watching a parade with her grandson was killed by a coal train in mid-December. She and the boy were standing on the tracks and couldn't hear the train because of the noise of sirens in the parade. The 6-year-old boy raced home right after the incident and hid under a pile of blankets and couldn't be found for a few hours. (*Via Jonathan Royce*)

**DEADLY ACCIDENT IN INDIA** - An Indian express train plowed into a school bus loaded with children returning from a picnic December 11, killing 32 of the children. The accident occurred near Poona. (*Via Jonathan Royce*)

**TRAIN COLLISIONS** - From 1987 to 1992, the FRA recorded 1,690 train collisions (train to train). The 1992 figure of 207 was down 56 percent from 1981. However, the National Transportation Safety Board believes the railroads should invest in a stricter safety standard, such as the Automatic Train Control System. This system would automatically take over a train should the crew speed, run a signal, etc. The incident that led to this latest call for more safety efforts was the collision of a BN and UP train in Kelso, Washington in mid-November.

**EXCURSION INSURANCE SURGES** - CSX has increased its requirement for excursion insurance from \$10 to **\$200 million**, partly as a result of Amtrak's *Sunset* wreck on September 22. This would eliminate virtually all excursions on the CSX. (*Kentucky Central Chapter's KCRYer via Cinders*)

**NEW COAL TRAINS** - (Sherer, Georgia) - Union Pacific is getting more coal business, this time to Georgia. Georgia Power's Plant Sherer is the largest coal fired power plant in the country and is slowly converting to Powder River Basin coal after its long term contracts with eastern coal companies expires. This means the plant will eventually burn 12 to 15 million tons of Wyoming coal per year, generating three loads and three empty trains per day.

Initially, there would be four new 117-ton car sets needed to haul the coal. UP's contractual cycle time commitment is 148 hours roundtrip. UP's actual portion is 120 hours roundtrip between South Morrill and Memphis. (*The Mixed Train via fax from Don Weis*)

**T&NO LOCOMOTIVES STILL AROUND** - It has been 32 years since the Texas & New Orleans became the Texas & Louisiana lines of the SP. However, today there are still a few of





these units working the SP. Of the 480+ T&NO diesels built, there are 17 rebuilt GP9s still on the roster of Southern Pacific. (*Flimsies, November 29, 1993*)

Ex FRA Chief Gilbert E. Carmichael said the following at the October 22 NARP Board of Director's Meeting at Chicago: "*The only problem we've got is the 150,000 public grade crossings on the main lines the cities, counties, states and highway departments have allowed or built over the tracks. They (government officials) are talking about a highway system of national significance. And I say to them, 'We have a railway system of national significance, too - please get your streets and highways off my damn railroads!'*" (NARP newsletter, December 1993)

### AMTRAK NEWS

**AMTRAK SUES TRUCKING COMPANY** - (Orlando, Florida) - Amtrak and CSX has sued a trucking company and four others for the November 30 derailment of Amtrak's *Silver Meteor* about 20 miles southwest of Orlando. The train ran into a truck carrying an 82-ton generator, which had gotten stuck on the tracks. The train derailed, injuring 70 passengers. Owners of the trucking company said they notified a CSX dispatcher 15 minutes before the wreck, but later said they weren't sure that happened. Amtrak and CSX said they were not notified.

The truck was being escorted by two state police cars when the accident occurred. The troopers tried to stop the train, but couldn't. The truck had a special hydraulic system to lift the bottom over the tracks, but couldn't get it high enough. (*Arkansas Democrat-Gazette, December 1, 1993 via Jonathan Royce*)

**CLAYTOR RETIRES** - Graham Claytor, Amtrak's president for the past 12 years, stepped down on December 6. The next day, Thomas M. Downs was named president. Downs was a onetime Little Rock city official (1970-1974) before moving out of state. He recently was serving as New Jersey's transportation commissioner. *The Washington Post*, in an interview with Downs, said "he will resist efforts to cut back long-distance national routes, but there's no guarantee that trains will continue to operate on current routes if other routes make more sense." Downs said, "In my mind, this is America's passenger railroad. It is not a series of regional railroads." Bill Pollard, president of the Arkansas Association of Railroad Passengers, said Downs will make a good Amtrak president if he can handle the politics and likes long-distance trains. (*Arkansas Democrat-Gazette by Randy Tardy via Jonathan Royce*)

**"KEEP STOP OPEN"** - (Arkadelphia, Arkansas) - Small World Travel Service of Arkadelphia has started a petition to prevent Amtrak from closing its station in Arkadelphia, like its threatened to do. The owner of the travel agency, Mary Francis, said they collected 1,000 signatures on the petition and sent them off to Amtrak and Senators and Congressmen on November 30. (*Daily Siftings Herald, Arkadelphia, November 30 by Daniel A. Marsh*)

**EAGLE MARGINAL** - Amtrak's *Texas Eagle* is a marginal route moneywise for Amtrak, that according to Debbie Hare, Amtrak spokesperson. She told the *Arkansas Times* November 24 that the Chicago to Texas line was targeted for cutbacks to three times a week because in terms of cost per passenger, "Its our most expensive route to operate." Making the *Eagle* tri-weekly reduced operating costs for Amtrak by \$6.7 million, she said. (Ed. note...I predict that we'll be fighting to keep our train within the next year and a half - its time now to write your congressmen or senators.) The November issue of *Forbes* Magazine had an article which concluded that the next Amtrak president will certainly have to dump former president



Claytor's beloved cross-country trains (NO WAY, *Forbes!* You're not politically correct - Ed.). (*Via Cinders, December 1993*)

### EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☞ ...note...these are listed sequentially by dates, earliest dates being first...

**PLANO, TEXAS** - January 22,23, 1994 - Dallas Area Train Show - layouts, large dealer displays, flea market, videos - mostly models - admission is \$5.00 - located 1/2 mile east of US 75, exit 31 -sponsored by the North Texas Council of Railroad Clubs - for info contact Russ Covitt, 5560 Rick Drive, The Colony TX 75056 or call 214-625-4012.

**RUSK, TEXAS** - March 5,6, 1994 - Texas State Railroad Railfan Weekend - featuring Tremont & Gulf 2-8-2 No. 30 - night photo sessions, runbys, barbecue dinner - cost is \$70 per person, limited to the first 100 paid passengers - send reservations to TSRR Railfan Weekend, PO Box 19651, Houston TX 77224-9651 or call 713-467-8197 - sponsored by the 610 Historical Foundation and Gulf Coast Chapter NRHS.

**OKLAHOMA CLUB'S CALENDAR'S FOR SALE** - The Central Oklahoma Railfan Club is selling its George Preston 1994 calendars for \$6.00 each, postage included. Requests can be mailed to the Watonga Chief, 2936 Bella Vista, Midwest City OK 73110. Roy Thornton, who edits their newsletter *the Dispatcher*, was kind enough to list our calendar in their December 1993 issue and I thought I'd return the favor. We also agreed to mail each other flyers of various events to be included with our newsletter mailings. Any other clubs want to do that? Just drop me a line at PO Box 9151, North Little Rock AR 72119.



# The McCRORY & BEEDEVILLE SOUTHERN Railway

by **Bill Pollard**

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The McCrory & Beedeville Southern Railway is perhaps one of the least known of Arkansas' lumber industry shortlines. Since this railroad was formed after the Interstate Commerce Commission tap line hearings were well underway, the M&BS received none of the notoriety which was bestowed upon existing tap lines during ICC investigations. [Tap lines were lumber company logging railroads which masqueraded as common carriers, primarily to obtain beneficial rate divisions from connecting trunk lines.] The absence of ICC "tap line" scrutiny, coupled with the financial collapse of the M&BS prior to the time when the ICC began valuation inventories of all railroads, resulted in a very limited historical record of this company. Incorporation documents, a few annual reports, and federal court papers from the railroad's foreclosure case provide the bulk of surviving information about the M&BS Railway.

Since the late 1880s, Woodruff County had been served by two railroads: the Memphis branch of the St. Louis, Iron Mountain & Southern, and the Batesville & Brinkley, a shortline which later became the Jacksonport branch of the Rock Island. The two railroads crossed at a point originally known as Martin Junction, several miles west of McCrory. Although Augusta was the county seat of Woodruff County, separate courthouses were also maintained at McCrory and Cotton Plant, and McCrory businessmen had visions of McCrory becoming the dominant trade center in the county. As railroad competition intensified, towns with multiple carriers received more favorable rates than those who were captive to a single company, and this advantage helped to fuel local interest in obtaining additional rail service for McCrory.

Twenty-two McCrory businessmen provided the financial backing for the incorporation of the McCrory Tramway & Transfer Company on July 12, 1906. The new company planned to transport passengers, freight, mail, and express over the two mile distance between McCrory and the Rock Island crossing at Jelks (the new name for Martin Junction). The Rock Island branch had developed into an important alternate route for rail shipments to and from Woodruff County, and the railroad aggressively solicited freight shipments which would otherwise be routed via the

Iron Mountain. The McCrory Tramway & Transfer planned to use either wagons or a tramway to connect with the Rock Island, and the incorporators subscribed to \$20,000 worth of capital stock (200 shares at \$100/share) to finance the new company. Clayton Hailey was elected president, E.L. Hamilton was elected vice-president, and J.H. Crossett was elected secretary of the corporation.

Among the transfer company's other eighteen stockholders were R.B. Keating, C.W. McCrory, W.E. Jelks, L.A. Jelks, J.H. Beidleman, Fletcher Lewis, W.B. Kyle, and H.T. Raney, all of whose names would reappear with a later venture. Unlike the nearby Augusta Tramway & Transfer, however, the McCrory Tramway & Transfer failed to evolve into a full-fledged railroad. There is no indication that a railroad charter was ever issued to this company by the State Board of Railroad Incorporation, and the company may have never operated more than a wagon transfer service between McCrory, Jelks, and other points in Woodruff County.

Almost four years later, many of the same McCrory businessmen joined in support of a new enterprise, the McCrory & Beedeville Southern Railway. The M&BS planned to construct fourteen miles of railroad extending generally north-northeast from McCrory to Beedeville (in southern Jackson County). Articles of Association for the new company were signed on May 17, 1910, and recorded by the Arkansas Secretary of State four days later. The corporation was authorized to issue \$100,000 of capital stock (1,000 shares at \$100 per share). Seven directors for the M&BS Railway were selected, including Clayton Hailey, E.L. Hamilton, Walter B. Fakes, G.C. McCrory, Sam Turpin, J.H. Beidleman, and R.B. Keating. Clayton Hailey, president of McCrory Tramway & Transfer, was elected president of the McCrory & Beedeville Southern Railway.

On June 15, 1910, the M&BS filed an amendment with the State Board of Railroad Incorporation for an additional two miles of railroad from McCrory to Jelks, and approval for this change was received on July 11, 1910. The railroad's failure to include this rather obvious section in their first filing suggests a behind the scenes struggle between the Iron Mountain and the Rock Island to control the territory which would



be tributary to the new railroad. As a part of its aggressive traffic solicitation, the Rock Island frequently offered favorable rate divisions and various forms of financial assistance as an inducement to promote the construction of a short line or tap line which could then be used by the Rock Island to siphon traffic from other railroads.

Although the McCrory & Beedeville Southern was authorized to issue \$100,000 worth of capital stock, the actual sale of 1,000 shares of stock in the new company was quite another matter. Local businessmen subscribed for 318 shares (\$31,800), but payments were forthcoming for only about \$13,000 of this amount. The management was optimistic that additional stock could be sold once construction began, and crews were dispatched to survey the route and begin grading the right of way eastward from the Rock Island connection at Jelks.

On March 31, 1911, the railway purchased a quantity of track material (bolts, angle bars and spikes), 308 tons of 35-pound relay steel rail, and an assortment of track tools from the C. & W. Kramer Company of Richmond, Indiana. The purchase also included a second-hand American locomotive (\$3,500 book value), seven logging cars (\$100 each), one new hand car, two old hand cars, and one push car. The railway's total purchase from C. & W. Kramer amounted to \$12,100, of which \$2,100 was paid in cash as a down payment, and the remainder financed over an 18 month period.

As collateral for the unpaid balance on the equipment and rail purchase, the M&BS issued three promissory notes bearing 6% interest, one for \$2,000 payable June 1, 1911, one for \$4,000 payable April 1, 1912, and one for \$4,000 payable October 1, 1912. This purchase contract, which was recorded in Woodruff County deeds and subsequent court records, gives no further identification of the locomotive acquired by the M&BS. It is uncertain whether the description as an "American locomotive" refers to a 4-4-0 wheel arrangement or to an American Locomotive Company product, or perhaps both. Once the locomotive and equipment arrived at Jelks, along with a carload of coal in I.C. car #112338, the railroad was able to make some progress in track construction.

The first promissory note and accrued interest was paid on schedule on June 1, 1911, and the first two miles of railroad from Jelks to McCrory were placed in operation two months later. The joint Iron Mountain-Rock Island station at Jelks was located in the southeast quadrant of the crossing, and freight interchange between the Rock Island and M&BS was handled from this office. The M&BS actually connected with only the Rock Island at Jelks, so most

interchange between the M&BS and the Iron Mountain took place at McCrory, where a direct connection existed between the two lines.

The initial train operations between Jelks and McCrory failed to even cover out of pocket expenses, and the meager cash reserves in the railroad treasury had been drained by the earlier \$2,000 promissory note payment. Although two additional miles of trackage, from McCrory to Comers Spur, became operational in August 1911, it was becoming obvious that a revision of corporate strategy would be necessary if construction efforts were to continue. Prior to 1910, the M&BS would have been able to demand a significant division of through freight rates, by forcing the Iron Mountain and the Rock Island to compete for routings on outbound shipments. In what must have been considered unfortunate timing, the Interstate Commerce Commission by 1911 was embroiled in the midst of a controversy over so-called "tap lines," and extensive hearings were underway to document the many real or imagined abuses of the tap line relationships with trunk line railroads. The ICC raised questions about the legality of tap line rate divisions, and most trunk lines placed a moratorium on new tap line agreements until matters were resolved. Although the M&BS considered itself an interstate common carrier and filed reports with the ICC from fiscal year 1912 through fiscal year 1915, most freight shipments apparently moved on local tariffs to the interchange point with either the Rock Island or Iron Mountain. This tariff arrangement benefitted the trunk line at the expense of the short line and its on-line shippers. The lack of through rate divisions affected M&BS revenues and financing, because the tap line controversy caused investors to be much more cautious about purchasing stocks and bonds from marginal short lines.

In 1911, H.A. Langton & Co. constructed a small sawmill and dimension lumber factory adjacent to the M&BS at McCrory, with plans to use the railroad to transport logs from the woods to the mill, as well as for transportation of outbound mill products. The lumber company's early involvement with the McCrory & Beedeville Southern is uncertain, since neither H.A. Langton nor L.L. Langton appeared on the list of stockholders at the time the railroad was incorporated in May 1910. The name of H.A. Langton & Co. did appear on the stockholders list, but the name was marked out as though no shares of stock had been purchased by the company. It is possible that other stockholders were acting as agents for the lumber company since by 1912, H.A. Langton & Co. was listed as owning 32 shares of McCrory & Beedeville Southern stock. In any event, the existing M&BS trackage from Jelks to Comers Spur was leased



to H.A. Langton & Co. for one year.

The terms of this lease required the lumber company to maintain operations over the four miles of completed trackage, and to construct five miles of additional trackage towards the eventual destination of Beedeville. All railroad operating revenues for the duration of the lease would be retained by the lumber company, although the railroad company itself was obligated to pay all indebtedness incurred before November 1, 1911, in a timely fashion. Under these lease terms, the McCrory & Beedeville Southern corporation had no source of additional income other than the collection of outstanding stock subscriptions. The railroad was unsuccessful in collecting additional payments from delinquent stockholders, resulting in a default on the \$4,000, second promissory note on April 1, 1912. A six month extension was obtained from C. & W. Kramer Company, with the understanding that both the defaulted note and the remaining note would be paid off on October 1, 1912.

The lumber company assumed a more direct control over the railroad on May 21, 1912, when lumber company president H.A. Langton was elected as president of the railroad. Former M&BS president Clayton Hailey remained as secretary, and other officers included general manager G.G. McCrory and general agent L. Langton (who also served as general manager of the lumber company). To further complicate the railroad's financial dilemma, H.A. Langton Manufacturing Co. suffered a fire in their dimension factory at McCrory in June 1912. The fire caused over \$6,500 in damage, but the company announced plans to rebuild at once. In order to increase the capacity of the railroad's rolling stock when the mill was rebuilt, four flat cars were leased from the Iron Mountain beginning on July 1, 1912. These four cars, identified as I.M. #6481, I.M. #15598, I.M. #15770, and M.P. #23277, were leased on a daily basis of 45 cents per car.

The McCrory & Beedeville Southern was forced to again default on payment of indebtedness, now totalling \$8,000 plus interest, when the two remaining promissory notes became due on October 1, 1912. Despite this rather serious turn of events, H.A. Langton & Co. entered into another lease contract with the M&BS on November 1, 1912, upon the expiration of the first lease. A new extension from Comers Spur to Odessa (4 miles), was placed in operation in November 1912, in compliance with the construction requirements of the original lease.

The details of the new lease were similar to the earlier document, except that the lease term was extended from one year to two. Langton & Co. agreed to complete the M&BS trackage into the town

of Beedeville, a distance of seven miles from the existing end of track. In exchange for this new construction, the lumber company was to once again receive all revenue derived from the operation of the railroad for the two year term of the lease. Provisions were made in the lease for the M&BS to regain control of the property, upon repayment of construction expenses and a portion of accrued revenues. If the lumber company complied with all terms of the lease and retained possession of the property for the two years specified, then ownership of the trackage constructed under lumber company lease would be transferred to the lumber company without additional payment. Under this scenario, the McCrory & Beedeville Southern would presumably retain the four miles of line from Jelks to Comers Spur.

The lease agreement required the M&BS to furnish rail to the lumber company for new construction, and this was accomplished by leasing a quantity of 60-pound relay rail from the Rock Island. The lease also specified that cross ties be spaced not greater than four foot intervals between tie centers. This spacing would have resulted in only nine ties per 39 foot rail section, providing totally inadequate rail support even under light load conditions. The lumber company instead constructed the new track with untreated oak ties placed on two foot centers, a much more appropriate spacing for branch line and logging railroad trackage. Yet another unusual lease clause reflected the continuing desire of McCrory businessmen to have a second major carrier provide service to their town. H.A. Langton & Co. was required to release that portion of the M&BS between Jelks and McCrory "...at any time the Rock Island Railway will agree to operate their trains into the town of McCrory..." Given the construction standards of the M&BS, Rock Island operation over the line was quite unlikely, even if ICC approval could have been obtained.

C. & W. Kramer Company continued efforts to redeem their M&BS promissory notes for several months after the notes became due. When no payments were forthcoming, Kramer filed suit in U.S. District Court in Helena on January 23, 1913, requesting a judgement against the McCrory & Beedeville Southern, and the appointment of a receiver to take charge of the assets of the company. In response to this request, the federal court appointed H.W. Jernigan as receiver on February 1, 1913. The receiver was directed to take charge of all books and records of the railroad, and to begin collection of all unpaid stock subscriptions for 50% of the assessed value, bringing suits against defaulting stockholders if necessary. The contract between H.A. Langton &



Company and the M&BS Railway was to remain in effect, with no interference from the receiver, so long as the lumber company was in compliance with the terms of the contract. H.A. Langton Co. had ceased track construction activity several months earlier because of fear that the railroad would be liquidated to satisfy debts, but work was resumed after the receiver took control of the property.

In the receiver's first report to the court on March 13, 1913, H.W. Jernigan advised Judge Jacob Trieber that all delinquent stockholders had been notified, resulting in the receipt of \$850 in delinquent stock subscription payments. The receiver also noted that:

...the corporate records and books of the McCrory & Beedeville Southern have been so meagerly and poorly kept that it is almost impossible to tell what legal assessments have been made upon the subscribers of the stock, and what amounts have actually been collected thereon. A memorandum of the minutes of a directors meeting, dated November 4, 1912, indicates that the full amounts of the money subscribed by each shareholder was called in, but I am informed that the call was afterward rescinded, and replaced by a call for 50% of the amount subscribed. It is impossible to ascertain from the corporate records of the railway company whether any valid and legal call has been made upon the subscribers of the capital stock. It appears from the records of the company that credits have been allowed to stockholders on account of their subscription, for services rendered as officers, payments made upon notes of the railway company, etc., and it is impossible for the receiver to determine whether such credits have been properly and legally allowed.

The railway consists of 11.5 miles of poorly constructed track, 6.5 miles of which are laid with steel leased from the Chicago, Rock Island & Pacific Railway, while the balance of the steel and all other equipment, locomotives, cars, etc. were purchased from C. & W. Kramer Company, plaintiffs in this suit. Over \$11,000 in obligations against the McCrory & Beedeville Southern are outstanding, including \$8,000 plus interest to Kramer Co., \$1,845 plus interest on a note held by Farmers & Merchants Bank of McCrory, and \$1,200 to H.A. Langton & Co. on account.

In the opinion of the receiver, these debts could not be paid without calling upon the stockholders for the full amount of their subscriptions, and even then, it was anticipated that not over \$8,500 could be collected because a number of the subscribers to the stock were themselves insolvent. In the list of stockholders furnished to the court with this report, H.A. Langton & Co is shown as subscribing to 32 shares, and having paid 50% of the value (\$1,600). R.B. Keating (Secretary-Treasurer of the M&BS) and J.H. Beidleman (a director of the M&BS) had each originally subscribed to \$3,200 worth of stock - 32 shares - but had paid in only \$300 and \$480 respectively. The balances due from these two subscribers were the largest amounts in default for any of the stockholders.

In a motion filed on March 10, 1913, H.A. and L.L. Langton advised the court that the McCrory and

Beedeville Southern was not at that time a profitable enterprise, a fact which surprised no one. Revenue generated by the railroad's operation was said to cover only about 10% of the expense of operation. H.A. Langton argued that the railroad could be made profitable, however, if it was completed to the town of Beedeville. The lumber company was portrayed as ready, willing, and able to make such an extension, in compliance with the terms of the contract, if the court would assure that the company would be able to recover its expenses through the continued operation of the line.

On March 13, the court ordered all stockholders to pay 100% of their remaining balance on stock subscriptions within 10 days. The receiver was authorized to bring suits in district court against all subscribers who were still in default after that deadline. Suits were subsequently filed against seven stockholders, with the largest amount due being \$2,720 from J.H. Beidleman. A suit had also been initiated against Clayton Hailey, the former president, for \$3,200, but was dismissed when he submitted written proof of having previously paid his subscription in full. No suit was filed against R.B. Keating and several other stockholders because of their insolvency.

According to the FY-1913 annual report filed with the ICC, the M&BS earned only \$5,215.27 in freight revenue for the year. A description of the railroad which accompanied the report indicated that four miles of the line were constructed with 35-pound rail, while eight miles were constructed with 60-pound rail. In explaining the railroad's failure to give a more complete accounting to the ICC, the report advised that "...former secretary and treasurer R.B. Keating's resignation had left all accounts in a deplorable condition, the company was in the hands of a receiver, and all equipment and right of way was leased, making it rather difficult to give a very exacting report." The ICC was advised that the upcoming reorganization should place the railroad in a position to fully comply with the rules and regulations of the commission. Seven directors were listed for the railroad, including H.A. Langton, E.L. Hamilton, W.B. Fakes, G.G. McCrory, C. Hailey, R.B. Keating, and J.H. Beidleman, although the report indicated that the latter two had retired.

Perhaps sensing the impending demise of the M&BS, Rock Island officials began to insist on the payment of back rent for leased rail. On July 4, 1913, the receiver requested court authority to pay the Rock Island back rent in the amount of \$686.13, and the further sum of \$96.44 per month for as long as the M&BS was to be operated. Although this payment was made, the receiver's interpretation of the



railroad's lease to H.A. Langton & Co. was that the lessee was responsible for the monthly rental payments to the Rock Island. Based on the receiver's opinion, Judge Trieber on October 8th ordered H.A. Langton & Co. to assume the monthly payments to the Rock Island for rail rentals. If Langton & Co. failed to make these monthly payments, the receiver was authorized to take possession of the railroad.

Receiver Jernigan reported to the court in October that he had received a total of \$4,480 in payments of delinquent stock subscriptions. Prosecution of three additional stockholders for a total of \$3,450 was being delayed because of promises of settlement. (Of this amount, \$1,600 was due from Langton & Co., and \$1,600 due from W.B. Fakes.) Almost \$12,000 in claims against the M&BS had been allowed by the court, including \$8,970 to C. & W. Kramer Company, and \$2,190 to Farmers & Merchants Bank.

<b>McCrory &amp; Beedeville Southern Ry.</b>	
H. W. JERNIGAN, Receiver.	
H. A. LANGTON, President,	McCrory, Ark.
C. HAILEY, Secretary and Treasurer,	
L. L. LANGTON, General Agent,	
<b>Miles.</b>	<b>STATIONS.</b>
0	Jelks. <sup>1</sup>
2.0	McCrory. <sup>2</sup>
4.0	Comers Spur.
6.0	Ruken.
7.0	Odessa.
7.5	Jones Hill.
10.0	Mechlers.
12.0	Langton Junc.
THIS LINE IS OPERATED FOR FREIGHT TRAFFIC ONLY.	
Three and one-half additional miles of road under construction. Destination will be Beedeville, Ark.	
Connections.— <sup>1</sup> With Chicago, Rock Island & Pacific Ry. <sup>2</sup> With St. Louis, Iron Mountain & Southern Ry. <i>January, 1914.</i>	

Figure 1: This M&BS listing appeared in *The Official Guide of the Railways* beginning in January 1914.

H.A. Langton & Co. continued to extend track as needed to reach additional timber for lumber company operations. In November 1913, four miles of railroad were placed in operation, from Odessa through Jones Hill and Mechlers to Langton Junction. The new end of track was now only three and one-half miles away from Beedeville, and construction was reportedly underway along the remaining distance into the town. Four months later, the receiver issued a very optimistic report to the court, attempting to deflect a motion by C. & W. Kramer Co. to force the immediate sale and liquidation of the railroad. The receiver noted that H.A. Langton & Co. had complied with all terms of their lease contract, and had requested that their lease be extended for an additional year from November 1, 1914.

In support of continued operation of the railroad, receiver Jernigan provided the court with a copy of a March 4, 1914 letter from H.A. Langton & Co.

"For the past six months, as lessees, we have derived

some revenue from the operation of the McCrory & Beedeville Southern, and believe that these revenues will continue as the road is extended; to that end, we desire to have our lease extended for one year. We do not have sufficient rails to complete the road, and if rails can be procured, we are willing to pay the rental on the rails and complete the road, which can and will be done under an extended lease for one year. We are of the opinion that if the road is sold at this time, or at the end of our present lease, it will result in a sacrifice of property to all creditors. On the other hand, if the road is completed as suggested, it will then be a revenue producing piece of property and have some real marked value out of which the claims of all creditors will be realized.

From the receiver's inspection, it has been shown that we (the lessee) have more than complied with our contract. In the matter of ties, we have put in twice as many as required (2-foot centers rather than 4-foot centers). This was necessary for the reason that the road could not be operated with the amount of ties mentioned in the contract. This has entailed an additional expense to us of \$2,634, in addition to the labor expended in placing same. We have paid the monthly rental upon the rails in the sum of \$96.44, although our interpretation of the contract indicates that this expense was to be borne by the railroad rather than the lessee. For proper handling of the business of the company, we have expended about \$1,000 in building switches and necessary depot and freight house.

The engine which has been used and is being used by the road is in need of constant repairs which have necessitated an expense of \$500. This engine is almost worn out, and the increased business of the road will necessitate the buying or renting of another engine and we will supply this additional engine at a cost of \$1,200, and at our expense, provided the lease we now hold is extended. At the present time, the operating and construction expenses of the road, after being credited with the operating revenues, show a deficiency of \$5,296 up to January 31, 1914. This amount has been expended by the lessees, and we feel that since the lessees are succeeding in placing the road upon a paying basis, that they should be allowed to operate the road until this deficiency is wiped out by the net revenues of the road. We now believe that with the necessary construction and operating expenses, this can be done during the life of the present lease. If the lease is extended for one year, the deficiency will have been wiped out, and the road can then be turned over to the stockholders as a revenue producing property."

There is no record of any court action approving or disapproving the request for a lease extension by the lumber company, although this request would appear to have been within the jurisdiction of the receiver. H.A. Langton & Co. continued to pay the Rock Island monthly rail rental through April 1914, but after that date, the future of the McCrory & Beedeville Southern suddenly became increasingly bleak.

Attorneys for the St. Louis, Iron Mountain & Southern filed a motion to intervene in the foreclosure lawsuit against the M&BS on October 2, 1914, in an effort to recover rental payments and four Iron Mountain/Missouri Pacific flatcars on M&BS property. Although these cars had been leased from the Iron Mountain in July 1912, there had been no lease



payments made since the appointment of a receiver for the M&BS in February 1913. From that date until mid-February 1914, car rental had accrued at the original rate of 45 cents per car per day. Beginning on February 15, 1914, the rate was increased to \$1.00 per car per day, and a total of \$1,474.20 in back rent had accumulated through August 1914. The Iron Mountain requested the court to order the receiver to pay the back rent, and also to deliver the four cars to the Iron Mountain at McCrory.

H.W. Jernigan submitted another receiver's report to the court on October 6, 1914, noting that H.A. Langton & Co. was six months delinquent in the monthly rail rental payments to the Rock Island, having made no payments since April. H.A. Langton & Co. was reportedly insolvent, and had not operated the railroad for about 30 days. The owners of the lumber company had already moved from McCrory with their families, making any resumption of service very unlikely. On this basis, the receiver recommended that the lease of the railroad to the lumber company be cancelled.

The fate of the McCrory & Beedeville Southern was sealed, only the timing of the dismantling remained to be decided. At this time, the railroad extended eleven miles from Jelks, having never reached its namesake destination of Beedeville. Trackage for approximately the first four miles had been constructed with rail purchased from C. & W. Kramer Company, while trackage on the remaining seven miles had been built using rail leased from the Rock Island. In order to salvage the Rock Island rail for return to that carrier, it was necessary to maintain the first four miles in operation to preserve a track connection to the Rock Island. The receiver suggested that the sale of this segment of the railroad be delayed for 60 days until the Rock Island rail could be removed.

Judge Jacob Trieber issued a decree on October 8, 1914, instructing the receiver to cease operation of the railroad as a common carrier as of this date. The court awarded the first four miles and equipment to C. & W. Kramer Company, based on terms of the sale contract wherein Kramer Co. retained title to these assets until the purchase money had been paid in full. C. & W. Kramer was granted permission to remove the trackage and equipment at any time after December 8, 1914. The four Iron Mountain flatcars held on lease were ordered returned, and the seven miles of track constructed with leased Rock Island rail was conveyed to that carrier.

A number of stockholders had signed a surety bond to guarantee that the leased Rock Island rail would be returned at the conclusion of the lease. Stockholders H.T. Raney and J.F. Morgan were

appointed as a committee of two to oversee the taking up of the Rock Island owned rail. Each of the eleven stockholders who had signed the bond were on October 26, 1914, assessed an amount equal to 10% of their stock holdings. These funds were used to cover the expenses of laborers removing the rail, as well as crew and fuel costs for the salvage train. After having lost their initial investment in the railroad, this additional assessment to finance the dismantling of the line was unpopular and unappreciated. Those involved, however, realized that the assessment was much less of a financial burden than would be the forfeiture of their bond.

On March 9, 1915, the receiver issued his final report to the court, advising that all business of the McCrory & Beedeville Southern had been closed. The large claim against J.H. Beidleman for delinquent stock subscription payments had been dropped when Beidleman was found to be insolvent. With this end of legal action against stockholders, a balance of \$321 remained in the court treasury following the settlement of claims and the costs of the receiver. This balance was paid out on a pro-rata basis to the eleven stockholders who had been assessed to pay for removal of the leased Rock Island rail. The refund amounted to about 20% of the amount that had been assessed for salvage operations. With the discharge of receiver H.W. Jernigan by the court on March 19, 1915, the court proceedings involving the M&BS were ended.

C. & W. Kramer Company apparently dismantled the trackage containing their rail in early 1915, also repossessing the locomotive and remaining log cars for either scrap or resale. The McCrory & Beedeville Southern Railway operated as an interstate common carrier for just over three years, from August 1911 through September 1914. The United States Supreme Court reversed much of the Interstate Commerce Commission's tap line decision in 1914, and on July 29, 1914, the ICC reinstated all tap line divisions previously disallowed by the commission, although this ruling was too late to be of any benefit to the M&BS. Had the M&BS been constructed a few years before or after the ICC tap line controversy, it is likely that its life span would have been considerably longer.

Questions remain about the motivation for construction of a railroad to Beedeville in the first place, despite the prevailing belief that the company would become viable once that destination was reached. Several small sawmills were located in the Beedeville area, and it is possible that outbound lumber and on-line log traffic would have been sufficient to place the McCrory & Beedeville Southern on a marginally paying basis. Traffic from those





sources hardly seems sufficient to justify the construction of a railroad in the first place, however.

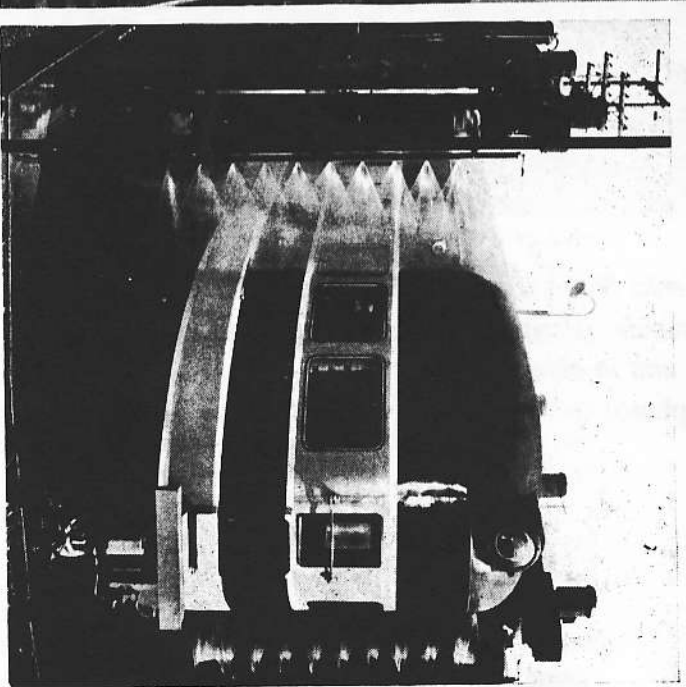
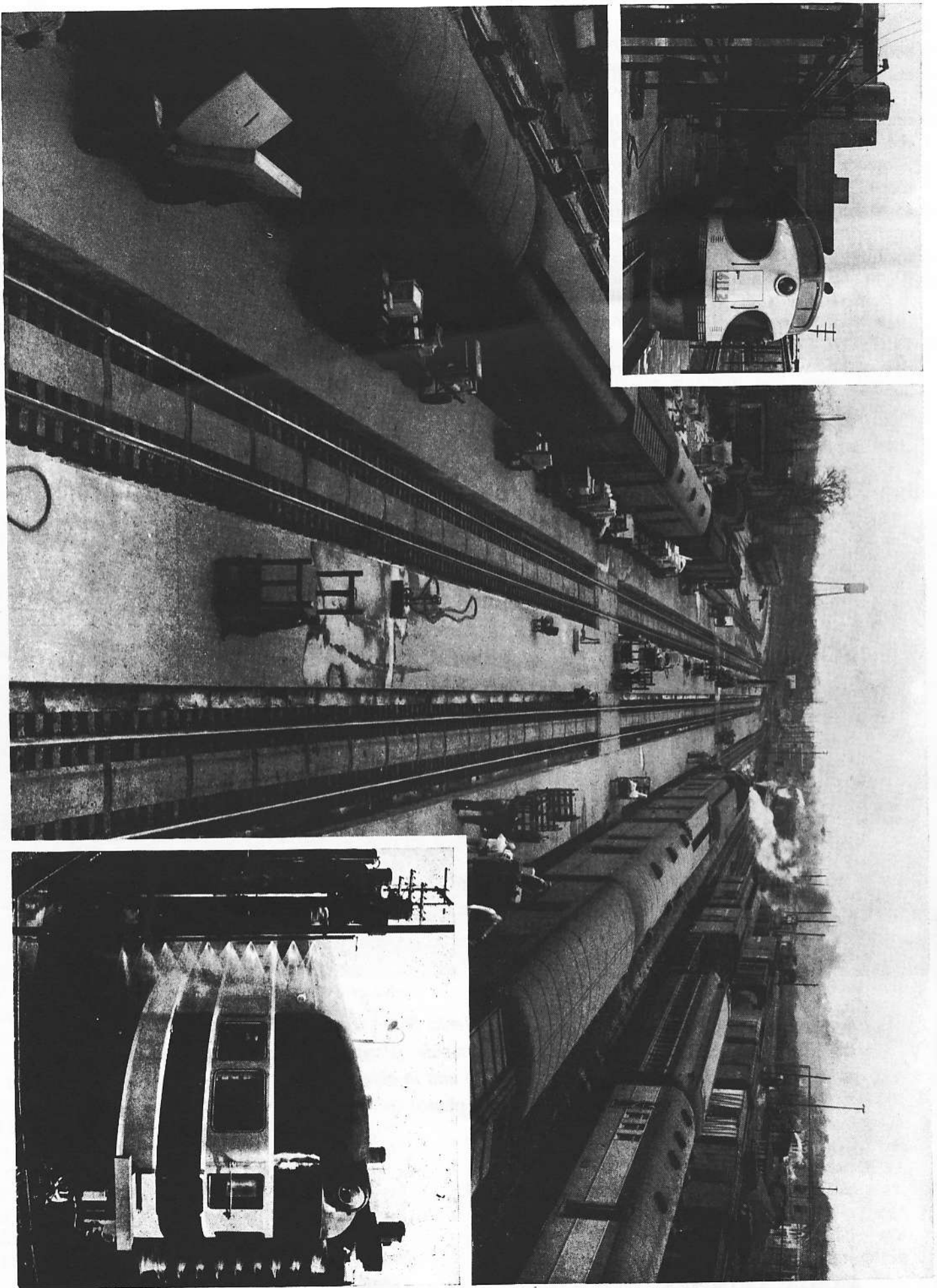
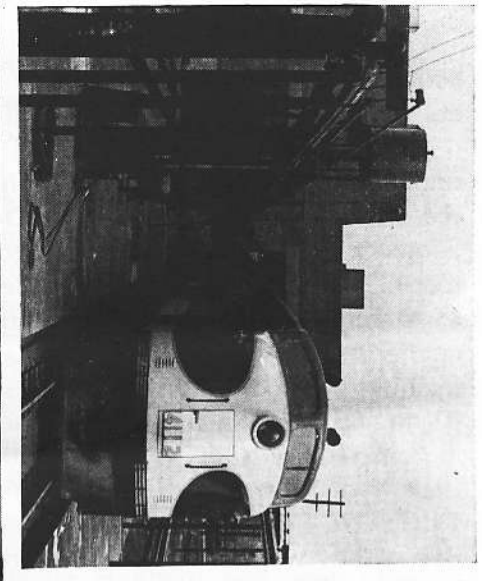
If the Rock Island was indeed providing some underlying financial support, one might speculate that the eventual destination of the McCrory & Beedeville Southern Railway was actually Algoa, a community located six miles north of Beedeville. Algoa was the southernmost terminus of a Frisco branchline which connected with that line's Kansas City-Memphis mainline at Bono (northwest of Jonesboro). The Rock Island and Frisco managements generally cooperated in joint ventures at this time, although the Rock Island's outright control of the Frisco had ended in 1909. A Brinkley to Bono route via Jelks and Beedeville would have provided a connection between the Rock Island and Frisco mainlines at a point well west of the Memphis congestion, perhaps

serving as a bridge route of sorts between the two systems. [Rock Island system maps in 1904-1905 contained a proposed line from Bonnerville (on the Frisco mainline) to Newport (on the Rock Island branch), lending some credibility to the supposition of a planned connection between the two lines.]

Today, little evidence remains of the McCrory & Beedeville Southern. The once important junction point of Jelks no longer appears on maps, having been renamed Patterson in 1919. The junction itself is also gone, since the Rock Island branch line was dismantled during the early days of World War II. Although agricultural activity has obliterated most of the right of way, perhaps a few fading photos still exist as a reminder of this remarkably unsuccessful railroad.



**ABOVE** - Locomotives all in a row at UP's Jenks Shops in North Little Rock in October 1993. UP No. 6045 (left) seems to have a punched-in side. Alongside is MoP #2212, with an MKT switcher (believed to be the absolute last Katy unit in original colors at UP - it had come from Fort Worth, I understand). (David Robinson photo)



✧ Passenger Terminal Facilities ✧

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<b>JANUARY 9</b> - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.	<b>FEBRUARY 13</b> - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.
<b>MARCH 13</b> - Regular Club meeting, Twin City Bank.	<b>APRIL 10</b> - Regular Club meeting, Twin City Bank.
<b>APRIL 30</b> - Our club's annual Show & Sale at the Fairgrounds, Little Rock.	<b>MAY 15</b> - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.

Form 1334X

**FORM 19**      **NORTHERN PACIFIC RAILWAY COMPANY.**      **FORM 19**

TRAIN ORDER No. 245

Superintendent's Office, Nov 29 1909

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TO CONDUCTOR AND ENGINEER

*Op* Train Exa 1566 East at Rimulet STATION.

---

*Eng 1543 will run Ea  
and Eng 380 will run Eng Exa  
Desmet to at Regio Junction  
Ea 1543 and Eng Ea 380 West  
will run ahead of no 603 meet  
Ea 1566 East at Lathrop and 3  
Exros 398-1568 and 1514 East at Rimulet*

M M I Superintendent.

CONDUCTOR AND ENGINEER MUST BOTH HAVE COPY OF THIS ORDER.

---

Rec'd 540 M. Made 546 M. 500 Opr.

P. B. wooldridge

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet both on Saturday, January 1 AND Sunday, January 9 at Twin City Bank in North Little Rock., our usual place. On January 1 you can show up at 8 a.m. and bring things to show. At 10 a.m. Barton Jennings will have his program on Russia's trains. On January 9, come at 2 p.m.

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 publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The **RAILROADER** is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/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, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..



**ARKANSAS RAILROAD CLUB  
P. O. BOX 9151  
NORTH LITTLE ROCK AR 72119**

Newsletter phone: (501)-758-1340

(Leave message on recorder if I'm not there)

24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club

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**JOIN THE ARKANSAS RAILROAD CLUB**

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly.

RENEWAL     NEW MEMBER     CHANGE OF ADDRESS

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ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE NUMBER (\_\_\_\_) \_\_\_\_\_

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

**ARKANSAS RAILROAD CLUB - Treasurer  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119**