



LITTLE ROCK CHAPTER
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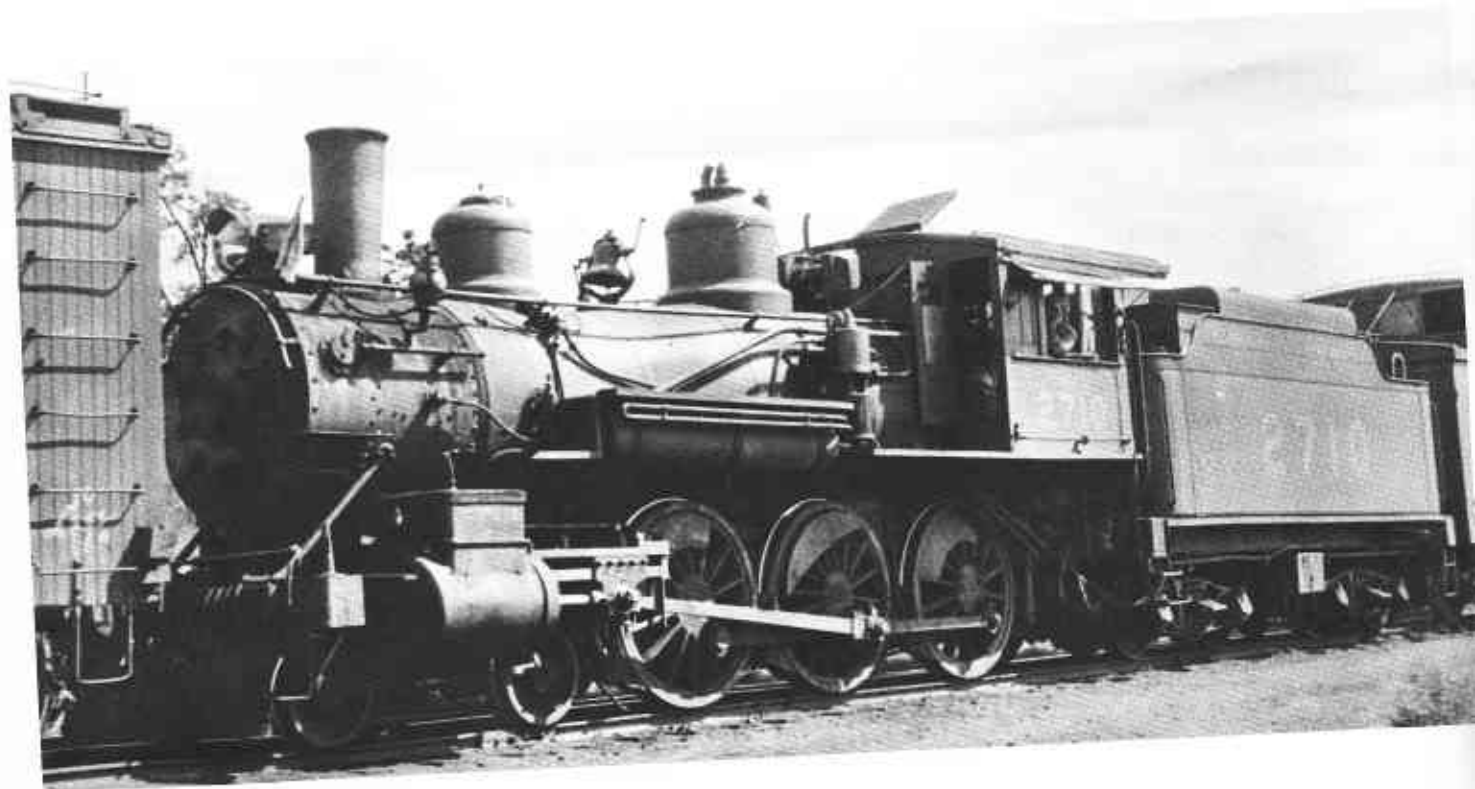
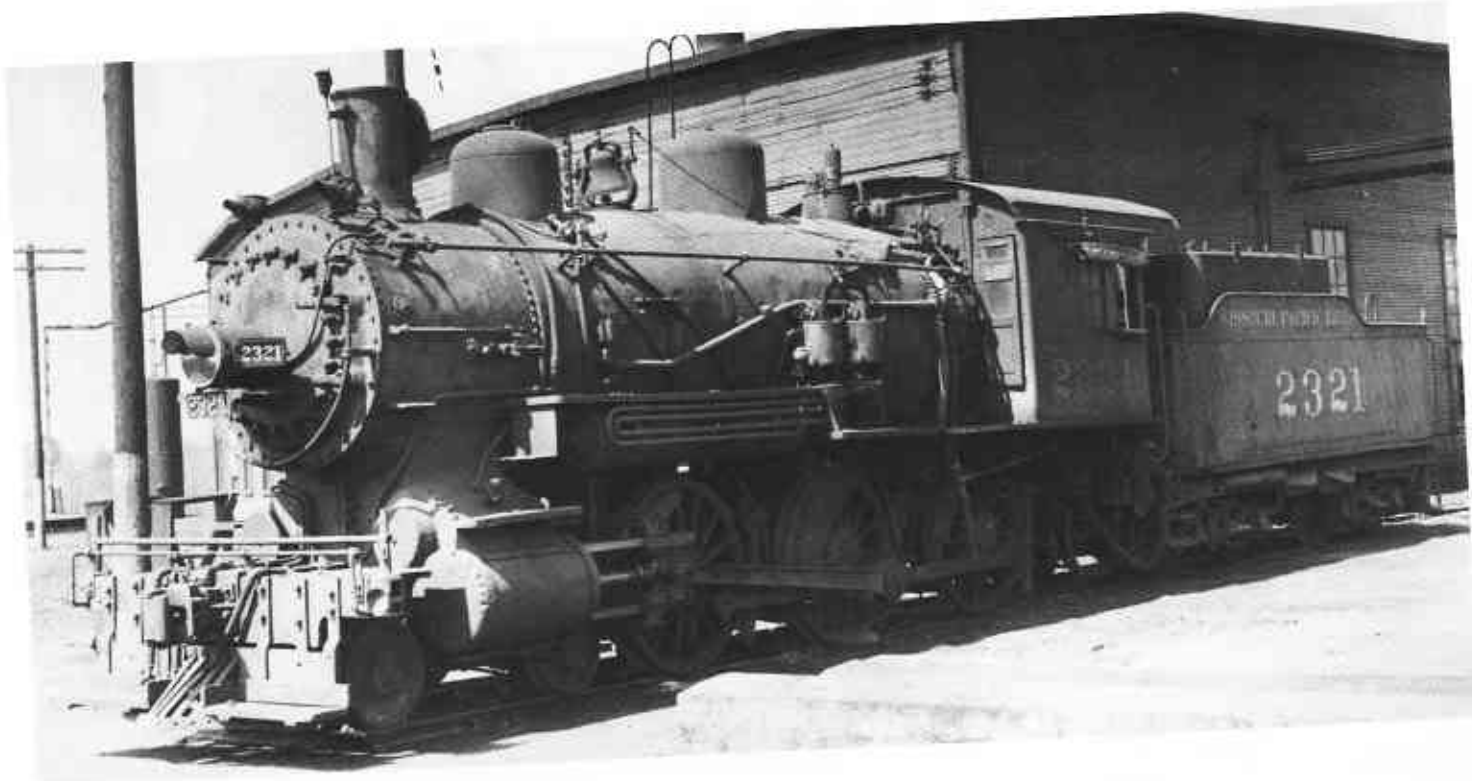
ARKANSAS RAILROADER



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Train 881 heading up the Norman (Arkansas) Subdivision with Engine #2348 at Gurdon on March 25, 1951. The engine was an oil burner with an overly-large cistern due to the lack of oil on the branch. The engine also had slide valves with Stephenson valve gear. A complete story of the Norman (formerly Womble) Branch starts on page 2. (*J. Collias photo, W. M. "Mike" Adams collection*)



TOP - 4-6-0 #2321 at the Gurdon, Arkansas roundhouse (4 stalls) on the Norman Subdivision on March 24, 1951. It had piston valves - Brooks cylinders - Stephenson valve gear and carried a large oil cistern. The roundhouse was dozed down and burned in 1955. (*Joe S. Collias photo, W. M. Adams collection*).

BOTTOM - 4-6-0 #2710, a coal burner built in 1889, also with a large tender, at Gurdon, Arkansas, March 1921. Note the side door caboose. The Gothic numbers were changed to Roman in 1926. (*Harold K. Vollrath photo, W. M. Adams collection*)

A JOURNEY THRU TIME

by: W. M. "Mike" Adams ©1995

Away! Our journey lies through dell . . . where the
broad oak lights the dreary forest.

Up and away! . . . for lovely paths are these . . .

To tread.

Adapted.

A simple definition of time is a "measured duration." Some things pass thru time rather quickly - light travels at the rate of 186,000 miles per second. On the old "Womble" branch of the Missouri Pacific - Iron Mountain the rate of spanning distance, say time, was considerably less. Stay with me and I will tell you about it and try to leave some historical data from the same measured duration.

On Thanksgiving Day in the year of our Lord 1954, I rode the "Womble Local" for the first time. To be more specific, this was Trains 880 - 881 as well as Trains 882 - 883 on the Norman and Delight Subdivisions of the Arkansas Division of the Missouri Pacific Railroad Company. Pretty long title for a rather obscure set of trains but it was a pretty long trip, especially in time. The actual distance was just over 130 miles but with the work to be done and the sedate speed dictated by the track conditions we were just 14 hours 55 minutes from call time at Gurdon, start of this auspicious journey, to tie up time back in Gurdon.

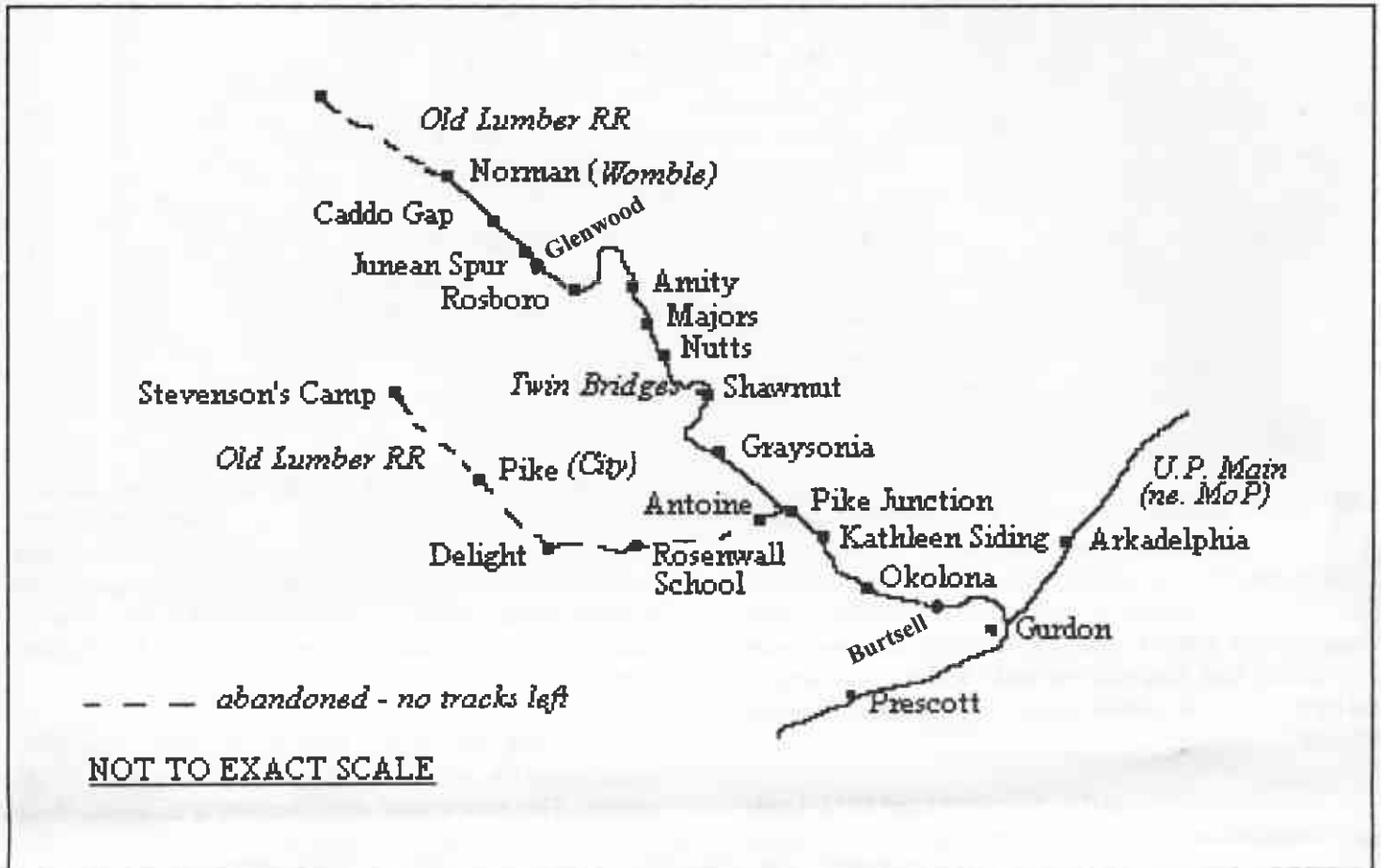
The train crew that rather cold dreary day was headed up by Conductor Arthur F. Buckley and included Brakeman Gaines E. Billingsley, David P. Barnard and Robert E. Graham. The engine crew were Engineer C. L. "Chick" McDonald and Fireman Jim Marshall. These two brothers were presiding over Engine 2348, a stately old ten-wheeler (4-6-0) built by the former Brooks Locomotive Works in March 1901 as Missouri Pacific 1208. She was renumbered to 2348 in December 1905. Built with slide valves she still retained them and was still fitted with the old fashioned manual reverse gear or as the old-timers called it, "the

Johnson bar." She carried 200 lbs steam pressure fed into 19½ X 28-inch cylinders, turning 61 inch drivers and exerting 29,670 lbs tractive effort. The 2348 had a total weight of 158,500 lbs, and fitted into the E-35 bracket of the Coopers Bridge Classification and that and that alone was the reason the old gal was still being used on the Norman Branch.

Long converted to burn oil, the 2348 had a good sized tender for such a small locomotive with a generous oil cistern. This was a good thing because it took just about every drop of it to spend two-thirds of a day up on the "Womble." This local was just a good old long job of work - the "hog law" in those days was a long arduous 16 hours. Since the only train you could hit up there was yourself coming back, the local operated on the old Form Y train order. This was a protection order available for car handling. Generous yard limits were also found at all the larger points. And another thing - there were no eating places up there until you got all the way to Glenwood. Which we finally did that long ago Thanksgiving Day - at 320 p.m.!

Of course the "Womble" as I knew it is no longer there - but it is still there nevertheless and still going strong if no speedier than in the "good old days." Let me tell you how it is in the age of radios, rockets, fast food emporiums, motels and last and certainly not least the ubiquitous pickup truck - the goal of every well brought up Arkansas lad. But before we hit the rail again, let us first examine the origins of the Womble Branch. We must go back well over a hundred years to the days when this region was the site of the last great virgin pine and hardwood forests in the country. When every lumberman worthy of the name was scouting and





Map of the Womble Branch. (Drawn via "Paintbrush" by Ken Ziegenbein)

mentally sawing wood and wondering all the time how you got into and out of this beautiful, rugged area. Soon after the completion of the Cairo and Fulton - St. Louis, Iron Mountain and Southern down the old Southwest trail in the mid 1870's, sawmills started springing up and the Arkansas Secretary of State was kept busy handling incorporation papers of aspiring branch lines.

The Smithton Lumber Company erected a large sawmill at the settlement of that name just 2.10 miles north of Gurdon in Clark County. On June 15, 1884, this company incorporated the Southwestern Arkansas and Indian Territory Railroad and completed a 14.16-mile line to Okolona in 1885. This was a three-foot gauge road but was widened to standard gauge in 1891. The company then built on to Antoine, 6.12 miles, in 1893 and completed the 12.73 miles from Antoine on to Pike City in 1897. Even before this construction was completed, in March 1896, a receiver was appointed and the road was sold to the Murrey Carleton interests. On April 28, 1900, the line was re-named the

Arkansas Southwestern Railway Company and in 1901 the capital stock was sold to the Grayson - McLeod Lumber Company. On February 21, 1903, the deed of the Carleton properties were conveyed to the St. Louis, Iron Mountain and Southern Railroad who acquired a majority of the capital stock. The line was operated as a subsidiary by the Iron Mountain Company until 1909 when all railroad property was conveyed by deed of September 1, 1909 to the StLIM&S and the Arkansas Southwestern ceased to exist.

On June 11, 1900, the Gurdon and Fort Smith Railroad was incorporated with a majority of the capital stock owned by the Grayson - McLeod Lumber Company. By 1903 the Iron Mountain Company acquired the property and completed construction from Antoine and Caddo Gap, 35.11 miles. This was finished on June 30, 1907. The Iron Mountain Company operated this line as a subsidiary until complete ownership was acquired by the StLIM&S under deed dated September 1, 1909. On March 17, 1905, the Iron Mountain Company incorporated the Gurdon and Fort Smith



Northern Railway Company to build from Caddo Gap, 5.74 miles to Womble. This line was completed January 1, 1908 and operated by the Iron Mountain Company until it was formally purchased by the StLIM&S under deed of September 1, 1909. This date must stand out for the legal staff of the St. Louis, Iron Mountain and Southern! To complete the branch, a 1.81-mile connection was built from the StLIM&S depot at Gurdon to intersect the former Arkansas Southwestern Railway at Smithton Junction thus eventually eliminating Smithton as the terminus.



Beautiful downtown Delight, Arkansas - the boyhood home of Glenn Campbell - as it looked on October 3, 1995. The former tracks ran left-right in the foreground. (Ken Ziegenbein photo)

We thus have a railroad entering an area drained by the Little Missouri, the Antoine and the Caddo Rivers, all tributaries of the Ouachita River which itself provides the principal drainage of the Ouachita Mountains. A railroad extending from the main line of the Iron Mountain Route into the very vitals of this forested bonanza. In round figures, the first 20 miles from Gurdon reaches to what became known as Pike City Junction on the east bank of the Antoine River. A small turntable was located at this point for many years. In the mid-fifties the old pit was still there. This route is through rolling foothills serving the villages of Burtzell and Okolona and includes two severe grades. From Pike City Junction it was less than a mile to the west, over the Antoine River, to Antoine, one of the first terminals. From here the original road went another five miles to Delight and then another seven miles to Pike City. It was a dozen miles up the Gurdon and Fort Smith from Pike City Junction to Amity and another half dozen to what became Rosboro. Then four miles on to

Glenwood, seven to Caddo Gap and less than six to Womble. From Gurdon to Womble it was almost 60 miles. From Pike City Junction the line started following the east bank of the Antoine River into the rock-ribbed extensions of the Ouachitas through places such as Graysonia and Shawmut that later assumed positions of great importance in the early life of the line. The Goulds did not fear hard rock terrain, they had just completed the White River Division through similar country. Instead they dug right into the hills and in the process crossed the Antoine River four times. Coming out of the valley or canyon of the Antoine at Amity the road then climbed to the top of the divide between the Antoine and Caddo Rivers at Rosboro. It then dropped down into the Caddo Valley, crossing the river just south of Glenwood and from here following the beautiful Caddo all the way to Womble.

A word about Womble at this time. This line was identified in the operating timetables as the "Womble District" until early in 1926. At this time the name of Womble was changed to NORMAN and all company records adjusted accordingly. When I went to Gurdon in 1954 I found most of the railroad men - all of the old heads for sure - still referred to this branch as the "Womble." I fell into the habit and it is plain to see I still cling to the usage. I suppose I just like the name better, seems more backwoods and this was strictly backwoods. Now there were many names up on the Womble in the early days. The number of spurs or stations was staggering and most of them directly connected to the logging industry. Sawmills were everywhere and some of these companies, rich and powerful, had their own railroads. A map delineating all of these "logging roads" is a veritable spiderweb. Some of these spurs (stations), and I have no idea I am covering them all, were Doane, Loomis, Summit, Cleburne Spur, later Winters Quarry, Nutts, Majors, Kathleen, Friendship Crossing, Decorah, Kadiak, Oconto, Patterson, Juneau, Kraft, Texport, Tobin, Kutlik, Vaughn Creek and Slates Spur, later Birds Mill.

This leads us back to the big sawmills erected along the Womble Branch. There were three huge two-band, four-stack mills built between 1906 and 1909. These were the Grayson-McLeod mill at Graysonia, the Caddo River Lumber Company at Rosboro and the A. L. Clark Lumber Company at Glenwood. And what about Rosboro? This was a shortened version of Thomas W. Roseborough's name. Roseborough was probably the most enterprising of all the entrepreneurs to gravitate into the Ouachitas. He decided his





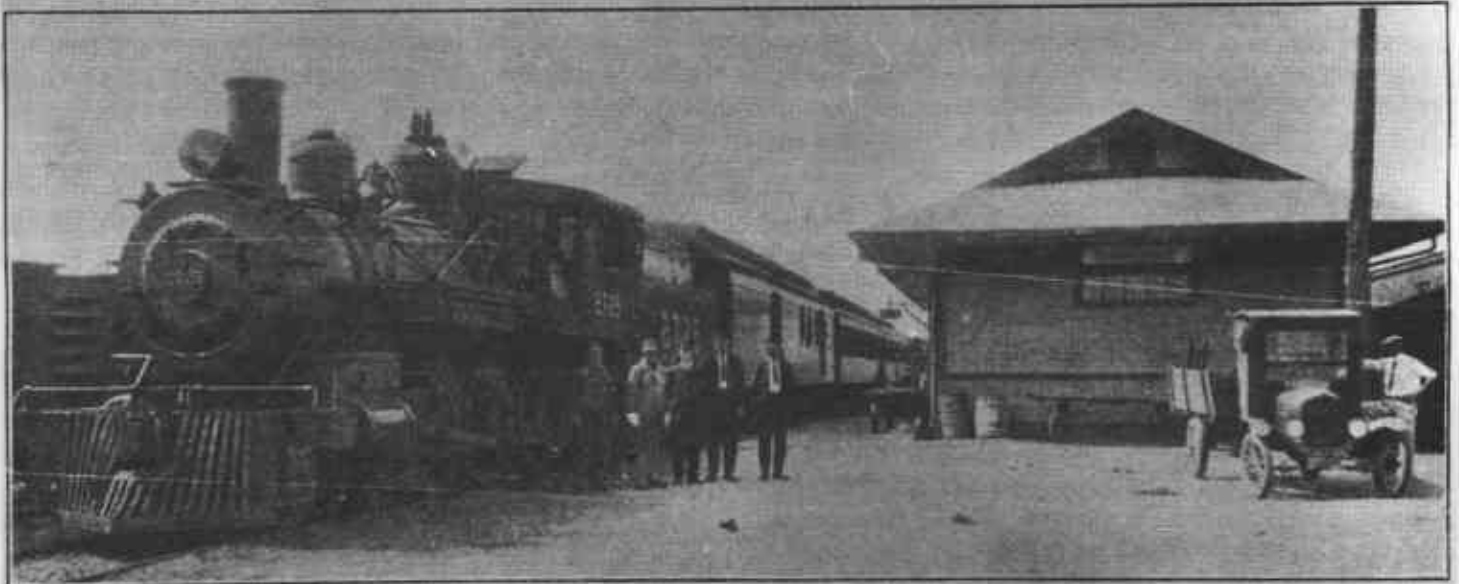
Sweeping curve on the Womble (Norman) Branch at Rosboro. See the round bales of hay to the right? These have been outlawed in most states - seems that cows couldn't get a square meal. (Ken Ziegenbein photo October 3, 1995)

name was too long to use as a station and/or post office and had it shortened thusly. Eventually this tycoon and his descendants owned all three of these mills and today still control the remnants. Roseborough built the Caddo and

Choctaw Railroad west from Rosboro into his timber sources and north of Glenwood into the Montgomery County forests. To connect these two segments he secured trackage rights over the Iron Mountain from Rosboro to Womble, 16.14 miles. In the year 1906, the Memphis, Paris and Gulf Railroad was incorporated to build from Hot Springs west to Glenwood and then, apparently, wherever they could. In 1909, this road changed the name to Memphis, Dallas and Gulf and finally reached Glenwood. In 1915, they secured trackage rights over the Iron Mountain from that point to Shawmut, 17.54 miles. To further complicate matters, in 1907 the Antoine Valley Railroad was incorporated to build from Arkadelphia, also on the main line of the Iron Mountain Route, to Graysonia. Completed in 1909, in 1910 this road was incorporated into the MD&G. The MD&G was eventually built all the way to Ashdown via Murphreesboro and Nashville. A portion of this line survives today as the Graysonia, Nashville and Ashdown.

The old Womble must have been a pretty hot railroad in the halcyon days up to and for some time after World War One. Contemporary timetables show a daily passenger train between Gurdon and Womble. At this time, 1921, there were two daily passenger trains between Pike City Junction and

Womble Passenger Train No. 833



Left to right: G. M. Morton, fireman; Wm. Perry, engineer; C. V. McDaniel, conductor; R. B. Thompson, brakeman; Silas Stephens, porter.

Engine 2725 (4-6-0), a coal burner with a larger than normal tender, pulling a passenger train at Womble in 1925. Note the train order signal and the Drayman's truck. The head car was a combination RPO. (Missouri Pacific Magazine, Nov. 1925 - Mike Adams)



Pike City plus a daily except Sunday local freight each way. There was also a daily except Sunday "mixed" train (freight and passenger) and a daily, except Sunday, local freight. The passenger trains were handled by one crew. Leaving Gurdon in mid-morning they ran to PC Junction and then over to Pike City and then returned to the Junction and went on to Womble. Returning after a 25-minute stop in Womble, which included turning the train and taking water, they made another detour up to Pike City thus giving that settlement double daily passenger service. The timetables reveal NO coal at Womble but obviously there was a water tank and a wye. The fact is there was no coal anywhere on the branch, at least according to timetables.

Now just over 145 miles is a pretty far piece to run on a ten-ton tank of coal and early photographs show some of the 2701 series ten-wheelers (4-6-0) in service fitted up with much larger tenders than usual. They appear to hold at least 14 tons of coal. Water would have been no problem as there were tanks at Pike City Junction, Delight, Glenwood and Womble. In the late 1920's, some of this problem was solved by the use of oil burning locomotives, but even this did not always pan out! I know from personal experience. An entry in my diary for January 28, 1955 reveals that Train 880 left the train at Summitt account Engine 2389 ran out of oil. When we came up with a rested crew we had to run a "gig" to bring the train in. We also had 28 cars at old Pike City Junction to bring in so the gig earned his pay.

Starting about six miles north of Pike City Junction, as mentioned, the railroad started playing footsie with the Antoine River and encountered first, the sawmill town of Graysonia. Here the Antoine Valley Railroad crossed the Iron Mountain. The AV later became the Ozan - Graysonia Lumber Company line and ultimately the Graysonia, Nashville and Ashdown. Just beyond Graysonia there was another GN&A connection, this to one of their logging extensions. Some two miles further north, at MP 535.33, was Shawmut and another GN&A connection. This was the former Memphis, Dallas (Paris) and Gulf. Of the towns Graysonia was much the largest. At its peak it boasted over 800 residents and all the needs of a town this size, including a pool hall. It was a typical company town - there for just one reason - cutting up logs into lumber. When I arrived on the scene in late 1954, one could still see the foundations of old Graysonia stretching off in the distance. Forty years of second growth timber has obscured that view now. Shawmut never achieved the stature of Graysonia but according to musty old records there was even a stock pen there at one

time so there must have been a little cattle raising going on once in those rugged hills as well as lumbering.

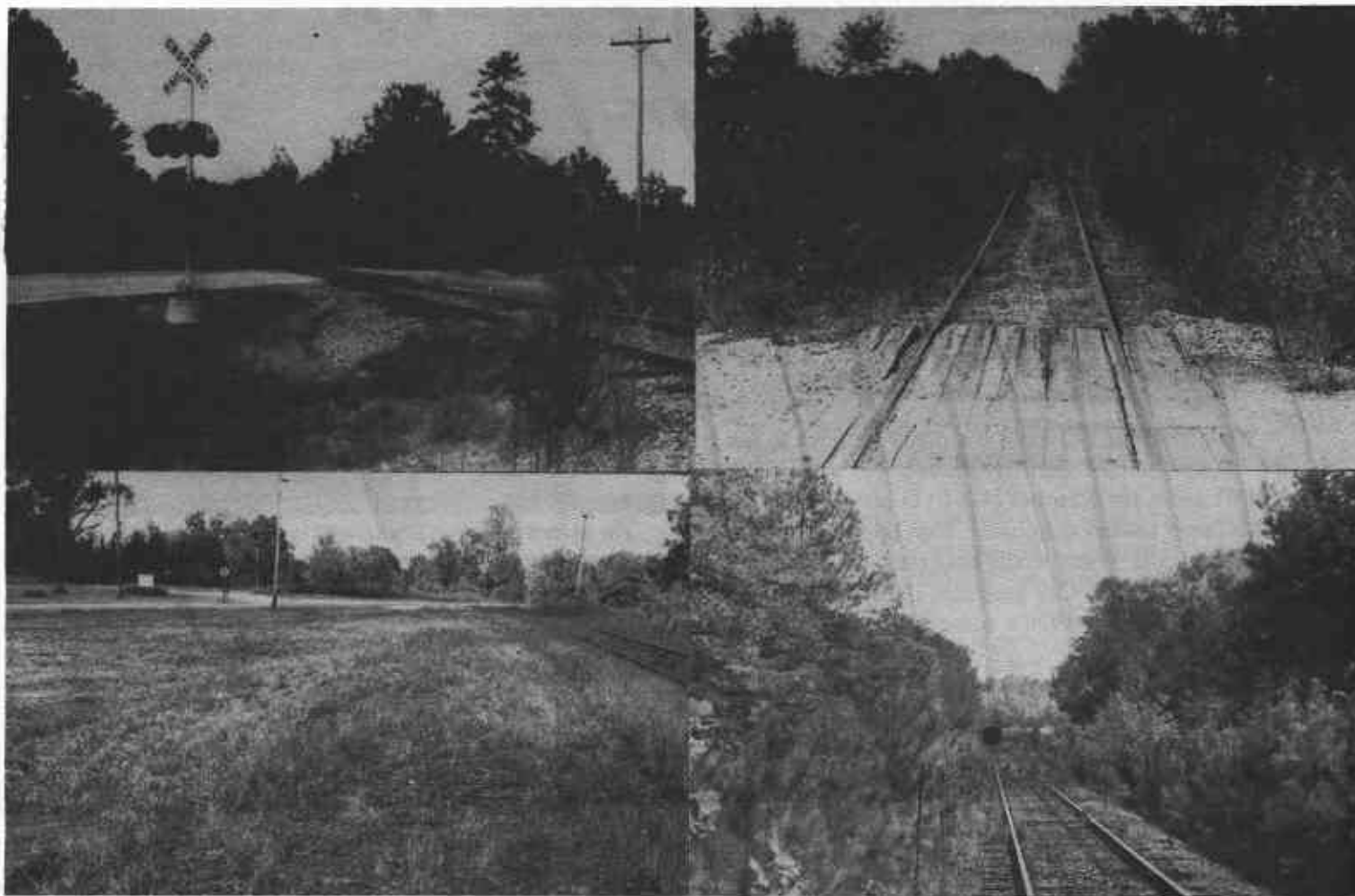


The closest thing to a downtown I could find for Pike City on this October 3, 1995 trip. (Ken Ziegenbein photo)

The 1920's were a period of gradual decline in the fortune of the timber barons and service on the Womble Branch had fallen off. By now the branch was part and parcel of the Missouri Pacific Railroad company by virtue of that line sealing the ties with the Iron Mountain in 1917. By 1933 the service consisted of a daily mixed train from Gurdon to Womble (officially Norman). The mixed train made two trips from Pike Junction, as it was now termed, to Delight but no service on to Pike City. The scheduled service ended at Kraft, 5.26 miles beyond Delight but in the early forties the schedule to Kraft was discontinued and by 1944 the track beyond Delight was removed. Pike or Pike City was gone in so far as the railroad was concerned. The junction was now called PK Junction. The turntable was removed and the daily mixed train headed over to Delight and then backed up to the junction. After the demise of Pike, Pike City and Kraft, the daily mixed train to Delight and back was cut to one trip daily.

After the close of World War II, the Missouri Pacific slapped a ten MPH restriction on the six steel truss bridges starting at MP 455 Pole 9 at Graysonia and the bridges at MP 456 Pole 6 and MP 458 Pole 13 (later called Twin Bridges), MP 460 Pole 16 at Amity, MP 472 Pole 25 near Glenwood and MP 482 near Caddo Gap. These were steel truss spans that were actually built in the late 1880's and brought in second hand and used to span the Antoine and Caddo Rivers.





UPPER LEFT - The old Womble branch, now the C.A.L.M., at the Hwy 53 crossing near Gurdon, October 3, 1995. **UPPER RIGHT** - Crossing at Burtzell. **LOWER LEFT** - Near Okolona. **LOWER RIGHT** - Near Antoine on Hwy 26 crossing looking south with a string of cars in the distance. (Ken Ziegenbein photos)

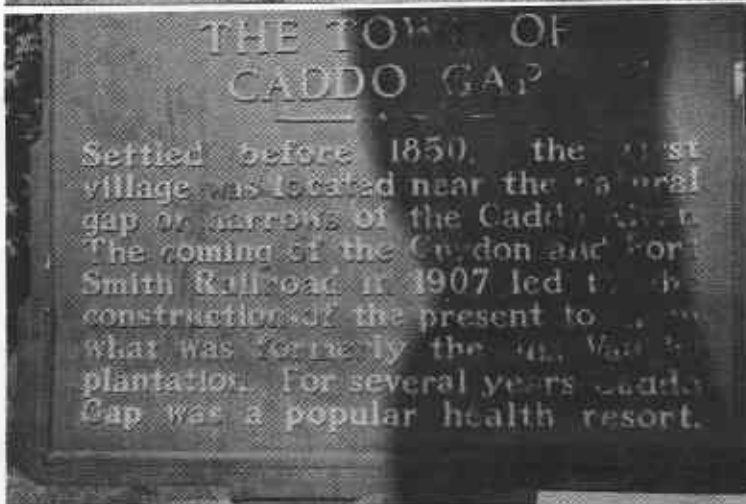
They could only handle a E-35 Cooper's engine rating and this meant nothing larger than a 2301 series ten-wheeler (4-6-0). These restrictions and practically identical schedules were still in effect when I went to Gurdon in 1954.

We are not privy to the type and weight of motive power used on the early Womble but due to the rather severe grades between Gurdon and Pike City Junction it is doubtful if any of the old eight-wheelers (4-4-0) would have been used. This brings us to the ten-wheelers (4-6-0) of which the old Missouri Pacific - Iron Mountain had a bunch. The lightest surviving into the 1920s were the 2701 series engines built in the 1889-1890 period and some of these were used. Some of the earliest surviving pictures extant from the branch show them in service fitted with larger tenders than usual. They were rated at 600 tons from Gurdon to Pike City Junction, in both directions, and at 1220 tons from the

junction on to Womble.

The purchase of large numbers of heavy Mikado type locomotives (2-8-2's) in the early 1920's downgraded a flock of 2301 series ten-wheelers and a number of them, by now fitted to burn oil, showed up at Gurdon. At first they were used only as far as PK Junction but later all the way. They could handle 990 tons over Okolona and Maple Springs Hill between Gurdon and the Junction and 1750 tons on to Womble. They lasted until the end of steam on the Missouri Pacific. As the years went on, the Spot or One class locomotives (2-8-0's) were put into infrequent service from Gurdon to Pike City Junction and on to Pike City subject to a 15 mph restriction to the Junction and a 10 mph restriction on to Pike City. Later on, the branch was upgraded as far as the Junction to a Cooper's Rating of E-52 and this permitted the 1201 series Mikados (2-8-2's) to be used, as needed, as





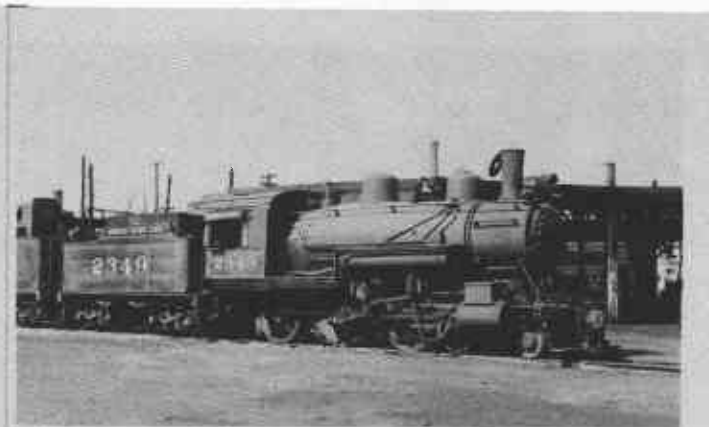
UPPER LEFT - Crew working just west of Antoine off Hwy 26 on the way to Delight. The line has been taken up past this point. **UPPER RIGHT** - Downtown Glenwood. **LOWER LEFT** - Monument in the town of Caddo Gap. **LOWER RIGHT** - The line has been taken up from just north of Caddo Gap to Norman. This scene shows remnants of the rail in the road at Caddo Gap. (Ken Ziegenbein photos, October 3, 1995)

far as the Junction. They were restricted to 20 mph and were used only when necessary on the extras or "gigs" needed to clean out PK Junction.

The roofing granules plant at Slates Spur (later Bird's Mill) brought some heavy loads into daily movement and after World War II the pulpwood business boomed. The Missouri Pacific served a hugh paper mill at Cullendale just below Camden on the El Dorado Branch, and via Hope and the Louisiana and Arkansas another equally large facility located at Springhill, Louisiana. There were several pole yards up on the branch and all in all business was pretty good and then the Winters Construction Company opened up their quarry at the former Cleburne's Spur at MP 452.40 and the pure tonnage off the branch increased drastically. This quarry produced rip-rap or one-man stone loaded in low side

gondolas. It was being used by the Corps of Engineers to rebuild the Cotton Belt Railroad around a new impoundment on the Sulphur River in northeast Texas. They tried to load 20 cars daily. Of course we didn't always have 20 empties a day to furnish and could really put up a howl. - made you want to hid out! The rock was loaded with huge power shovels and naturally wasn't weighed until it got to Gurdon. Bringing 25 cars of rock from PK Junction on a "gig" with a 1200 was no easy task and they had to run for the hill at Maple Springs. This was 90 pound rail on good creosoted ties and with a good deep chats ballast section. Not having speedometers on the 1200's (or any other steam engine for that matter) made it easy for the engineer to rap the old gal and get over the hill. As one engineer at Gurdon nicknamed "Speedy" said, "They give us five mph tolerance - and we take five!" Not having any engines turn over due to high





UPPER LEFT - The cause of a wreck on the Norman Sub on March, 13, 1956 was a transverse fissure - 80% old. Train #880 (engine #4109) had a load of pulpwood. (Mike Adams photo). **UPPER RIGHT** - 4-6-0 #2349 with slide valves and Walshert Valve gear as seen in North Little Rock, August 1952. (Harold K. Vollrath, Mike Adams collection). **LOWER LEFT** - Mike Adams, Assistant Trainmaster, looking over the site as the track was being lined back over, March 14, 1956. (J.M. Toler photo, Mike Adams collection). **LOWER RIGHT** - Twenty cords of Grade A Arkansas pulpwood lying scattered on the ground. (Mike Adams photo)

speed speaks well for the track. We did have some derailments alright but after the diesels arrived.

And the diesels arrived! The savior of the railroads - or so they say. Diesels were and are OK - if. If you had enough of them. If your enginemen knew how to run them - and - keep them running. If your mechanical forces knew the rudiments of diesel maintenance. A lot of "ifs" and it took quite a while to work them out. The Norman Subdivision from PK Junction to Norman had to have the bridges strengthened to an E-45 classification, and soon if you were going to get rid of steam and go all the way with diesels. This being the avowed objective. The engineering department hit upon the idea of building new bridge abutments under the old structures and replace the weak spans with strong girder

sections made up from perfectly good turntables being dismantled all over the system. The girder tailoring of the ex-turntables was carried out at North Little Rock. It worked and worked good. It just took time and was well under way in 1954 with a completion date of mid-1955 promised.

We had wound up at Gurdon with three of the ten-wheelers, the 2348, 2349 and 2389. Then the management decided to use the early FT 505-512 series diesels between Gurdon and Monroe, Louisiana on Trains 274 and 275. Then - during the layover at Gurdon (supposedly 16½ hours) they would be used in a two unit hookup to PK Junction and then with one unit all the way to Norman and back PROVIDED they had an empty idler car next to the engine.



This worked out OK as long as Train 274 got in from Monroe reasonably on time. When it did not, we fell back on steam. The two unit hookup would bring in a mess of rock from PK Junction and after we started getting some GP-7's we would use them on gigs. St. Louis was happy so long as you didn't use a steam engine. Then in February 1955 the BL-2's showed up from someplace on the Western District. The 505-512 A units weighed in at 228,000 pounds, and the B units at 222,600 pounds. The BL-2's tipped the scales at 221,200 lbs., and we started using them in the same fashion, one unit past PK Jct with an idler car. Engine 4108 was the first BL-2 to work the Womble. This was on February 15, 1955. Both the Road Foreman of Engines Jewell Friebolt and I rode the local that day and the next. We got a lot of work done and brought in a tonnage train out of PK Jct - no more gigs - maybe! As might be expected, on February 17, 1955, the mechanical forces started putting the 2300's in white lead. That is stored but serviceable. We never steamed them up again although we did have some 1200's and 9300's (0-6-0) under steam.

The 505-512 FT's were 1350 HP units and were rated at 1450 tons from Gurdon to PK Jct and return with single unit and 3600 tons with two units. From PK Jct to Norman they were rated at 2350 tons with one unit and 4800 tons with a pair. Back from Norman to PK Jct this tonnage was increased to 3850 and 7300 tons. The BL-2's, or as the crew called them "hermaphrodite sons of bitches," were generally disliked by them, especially when used in yard service. They were 1500 HP machines and rated at 1600 tons single and 4000 tons paired from Gurdon to PK Jct and return. From PK Jct to Norman they were rated at 2500 and 6000 tons up and 4200 and 8000 tons returning. The 1200 series 2-8-2's were never given a tonnage rating on the Womble but would handle a 2000 ton train easily between Gurdon and PK Jct and return. I never heard of one of them laying down and/or having to double the two hills between the Junction and Gurdon. Remember they had to operate backwards one way or the other - usually the engineer would make his desires known.

Lets just skip the next forty years! I went to Texas July 1, 1956 and forgot, well almost forgot, the old Womble. When the Cotton Belt rebuilding was finished, Winters Quarry was closed and car handling and tonnage (translates revenue) fell off. In 1980 the Missouri Pacific married the Union Pacific. Or vice versa. The Missouri Pacific name was used for a while before being discontinued. I retired October 1, 1980, before the happy event, but was

told the December paychecks, first after the nuptials, were headed up UNION PACIFIC. Having dabbled in psychological warfare during World War II this, to me, was a sly stroke. And, on January 1, 1986, the Missouri Pacific name was discontinued. The Union Pacific apparently spent little, if anything, on the branch. They did rip out most of the switches on one end or the other of the sidings, as is their wont, thus reducing them to mere spurs. In common with many a branch line inherited from the Missouri Pacific, the UP couldn't wait to get rid of the Womble and sold it to the Arkansas Midland Railroad in February 1992. The AM RR had precious little money to spend on the branch and in March, 1994, the Arkansas Short Line Railroads with headquarters in Hot Springs bought the branch left except for a short spur at Gurdon that serves the press board plant. The ASL RR's re-organized the old Womble or Norman or whatever as the CADDO, ANTOINE AND LITTLE MISSOURI RAILROAD or CALM.

William K. Robbins, Jr., is Director of the ASL RR's. Bill is a hustler and whatever he is doing or where he is he belies the name of the new branch for Bill is not exactly calm! He took over the little five mile Dardanelle and Russellville Railroad in central Arkansas, pulled it up out of the mud and Johnson grass and has made a paying proposition out of it. Another short line operating out of El Dorado, Arkansas for many years as the El Dorado and Wesson was taken over as well as a part of a former Rock Island branch extending down into Union Parish, Louisiana (*Ed. note...part of the El Dorado & Wesson is still operating on its own*). Reorganized as the OUACHITA RAILROAD, the OUCH RR is busily serving this area. Bill has big dreams for the CALM and invited the author and Paul Moon and Jack Girono of North Little Rock and Wayne Shank of Little Rock to make a hy-rail trip over the CALM. I had a special reason for wanting to go, harking back to my tenure as trainmaster on this line years earlier. The other gentlemen are ardent railfans as well as model railroaders. Moon had even pulled an eight year stint as agent-dispatcher on the Reader Railroad when it was a common carrier between Reader and Waterloo. We were all friends of long standing with Bill and were elated when he extended his invitation. The trip was to start at Glenwood at 8:00 am or soon thereafter on May 11, 1995. We did run afoul of the stipulated speed limit drive taking place in Arkansas and arrived at Glenwood just a few minutes past our scheduled hour.

Bill and his general roadmaster, Bob Slieghbaugh, were on hand with the big Chevy crew-cab hy-rail pickup



truck. We were promised we could make Antoine for lunch, but remembering my belated Thanksgiving Day dinner of 1954 I took time to have a po-boy sandwich made up at a quik-stop to carry for emergency rations. Moon has been on a few safaris in his time and picked up a sandwich also. From Glenwood north to Bird's Mill, five miles, the track is restricted to a sedate five mph so we ran up to Bird's Mill on the highway and put on there. The track from Bird's Mill north to Norman was removed after a bridge washed out some five years ago shortening the branch about five miles. They have been loading roofing granules at Bird's Mill for over a half-century and are still hard at it. We then ran on the rail at a pokey five mph back to Glenwood but from there to the old Summit Spur switch just under the I-30 overpass north of Gurdon stepped right along at a good 20-25 mph (sometimes more). Bob knew all the holes and kinks of which there were plenty. The same rail, the same ties and the same ballast is still in place except for a short distance that was there in my last trip over the line in 1956. The ditches are foul and badly in need of cleaning out. This ditch condition contributes to poor drainage and causes soft spots or holes in the track. Lots of work needs to be done.

A word of explanation here. Norman (Womble) is northeast of Gurdon when oriented with a good compass. Leaving Gurdon the branch ran north and then northwest but the Missouri Pacific considered Norman SOUTH of Gurdon by timetable direction so trains leaving Gurdon carried an odd number and leaving Norman carried an even number. That is the way the Missouri Pacific and probably most other roads listed their trains in the timetable. I didn't get to see any of Bill's timetables, if he even has one developed, but for the sake of usage of highway maps and stark reality I will describe everything from now on by compass. In other words, from Glenwood to Gurdon is south. If you care enough to examine a map you will see what I mean. This timetable arrangement is carried out the same, naturally, on the Delight subdivision between PK Jct and Delight. The trains traveling northward are listed as southward in the timetable. Now back to our trip - southward.

Leaving Glenwood we shortly crossed one of the turntable reinforced spans, this over the Caddo River, and made one of many stops to look things over. Then on to where Rosboro was - believe me I couldn't recognize it at first. Arkansas vegetation is lush. Amity is still marked by an old station sign but the fine little yellow depot is gone. The old turnboard type train order signal rests in my storage room - sans signal lamp. The late Calvin Eudy gave me the signal

board many years ago when the station was closed but held on to the lamp (light). Cal was inspector of stations at that time and had to preside over the closing of many stations. The little yard, team tracks, siding, etc., are all long gone and since the town is about a mile to the east we saw little reason to tarry. We had to meet the north local down around Majors where a good county road crossed the railroad. Of course we took off the rail and let the local have its way. Incidentally, the turnboard train order signal was about step two in the evolution of the track side signal and was used at all train order stations on the Womble.

The canyon of the Antoine River is still as wildly beautiful as ever. We passed the sites of old Shawmut and Graysonia, and below the second of the Twin Bridges started looking for the location of the old Winter's Quarry. We finally picked it out of the jungle - the remains of the old loading ramp was still barely evident. We stopped here in the shade of Cleburne's Cliff and ate our emergency rations, but rambling Bill and Bob did get us to old PK Junction not too long past high noon. Bill has a little yard and a rip track set up here and we took off the rail and ran over to Antoine on the west bank of the namesake river and ate again. I don't remember the name of the diner, but it was the only one in town and you can't miss it.

Leaving PK Jct you go up the first of two stiff grades between the junction and Gurdon. The first is Okolona Hill. A badly leaning station sign marks the former location of the station building and the small yard. The town is off to the east of the railroad a bit and doesn't seem to be expanding much. Burtzell was hard to identify, but there was no mistaking the 2% grade up Maple Springs Hill. We met Bill's section gang on the hill where they were busy inserting and tamping ties and slaying an occasional cottonmouth moccasin in the adjacent water course. We topped out near the old siding of Summit about a half-dozen miles shy of Gurdon. We took off here on a country road in the shadow of the I-30 overpass. Our trip back north to Glenwood was on state and county highways and was much swifter than the ride south, albeit in no way as interesting. Homeward bound we did stop in the western environs of Hot Springs and inspected the new Arkansas Short Line Railroad's headquarters. We got back to Pulaski County just in time for the 5:00 pm rush.

The old Womble Branch is a testimony to the way Mother Nature, left alone, will restore in great measure things just about as they were. It just takes a little time, but then to Mother Nature what is a little time? Forty years seems like a



lot to us but represents nothing in the great scheme of the Universe. If Bill can restore the old branch line in emulation of Mother Nature, who knows? It may soon be possible for any railfan to ride a part of the old Womble - perhaps behind steam!

"A damn'd cramp piece of penmanship as ever I saw in my life."

Shakespeare....

XXX



THE SEMAPHORE SIGNAL

by: Gene Hull

It was in France in 1790 that a young student perfected an idea for rapid communication. Signal arms were attached to a crude wooden tower. The position of the arms was variable. The towers were placed on exposed headlands, or promontories. One signal was in sight of the next, so that the position of the arms could indicate directly to the next tower whatever message was desired. Messages were relayed over long distances quickly. The system was called TELEGRAPH.



The British Navy used semaphore arms many years before the railways adapted them. The earliest American semaphore had only one arm, and this signal unit was worked manually until the Erie Railway adopted Morse Code telegraph for train dispatching on 22 September 1851.

Did you know that? Neither did I. Now we both do. The Arkansas Railroader is a dispenser of knowledge.



NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, NOVEMBER 12, beginning at 2 p.m. at the Twin City Bank on Main Street in North Little Rock. The program will be given by TOM SHOOK and be on the recently completed takeover of Chicago & Northwestern by the Union Pacific. Interesting discussions should result. Refreshments will be served.

1996 SHOW & SALE - Remember that our annual Show & Sale will be held on Saturday, May 18, 1996 at the Robinson Center in Little Rock (setup May 17). Prices for tables: \$25 for one, \$20 for second, \$15 third. Admission will be \$3 adults, \$1 children. If you'd like a table, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. (Our 1997 show may be in conjunction with the NMRA convention here).

1996 I.D. CARDS with renewed or new memberships will be sent in the December, January or February newsletters, depending on when you renew. AND as you can see by the enclosed brochure, it's that time of year again when your DUES ARE DUE. They are \$20 for local and \$34 if you wish to join the NRHS at the same time (hopefully, you'll join the national organization as well).

CHRISTMAS PARTY - We have reserved a railcar at the Spaghetti Warehouse (located in the old Choctaw Rock Island depot off 2nd Street in Little Rock) for Saturday, December 9. Seating begins at 7:00 p.m. and everyone will order off the menu. We are SOLD OUT. We will have some sort of program, but are not certain exactly what at this time.

T-SHIRTS AVAILABLE - T-shirts from our U.P. 3985 trip are still available for \$10 each, postage paid. Sizes are L and XL, but we can special order for you. Send your \$10 to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. They'd make great Christmas gifts.

1996 CALENDARS FOR SALE - Our 1996 calendars are READY TO SHIP. They include 13 photos of railroads in Arkansas, all black and white. Costs are: \$8.00 for one, \$7.50 for 2-9 and \$6.50 for 10 or more, postage included. Railroads included are KCS, Missouri Pacific, Santa Fe, Rock Island, Cotton Belt, Prescott & Northwestern, Neiman-Marcus special, D&R, AD&N, UP, M&A, Warren & Saline River, Frisco and UP 3985 passing Paperton Junction Southern's Alco.

OKLAHOMA RAIL CALENDAR for 1996 is for sale from the Central Oklahoma Railfan Club, 2936 Bella Vista, Midwest City OK 73110. Costs are \$6.50 for one, postage included. Railroads included the Santa Fe, Rock Island, Katy, Frisco, KCS, etc. It contains 14 b/w photos.

1996 OFFICERS NOMINATED - Here are the names of 1996 officers nominated by the Nominating Committee: President-TOM SHOOK; Vice-President-CRAIG GERARD; Treasurer-WALTER WALKER; Secretary-CAROLE SUE SCHAFFER. The Board of Directors will vote on these at a November 12 meeting.

Also, GENE HULL was nominated for the Board of Directors, class of '00 (2000). He will be voted on by the membership at the November meeting.

Other positions in the club which the Nominating Committee recommends are: NRHS National Director ROBIN THOMAS; Office of Photography-JOHN C. JONES; Newsletter editor-KEN ZIEGENBEIN.

HAPPY BIRTHDAY MIKE! - On October 24, Mike Adams turned 76. A story he wrote is seen in previous pages. Long live railroad history!

CALENDAR CAPTION CORRECTION - The caption on the June 1996 calendar photo should have read "Two Alcos near Pine Bluff. Paperton Junction Southern 5 (built 1947) is passed by UP #3985..." I inadvertently left off the word "Southern." Sorry about that.

BOOK REVIEW - The 1994-95 Edition of The Official Locomotive Rosters & News by James W. Kerr is packed with

the engine rosters of every railroad in the country, including amusement parks like Disney World. Although I didn't verify its accuracy, it seems to be pretty complete. It lists the engine number, type of engine, number of engines the railroad has, builders and building dates. Arkansas lines included: ARKANSAS & MISSOURI (16 engines); ARKANSAS, LOUISIANA & MISSISSIPPI (2); ARKANSAS MIDLAND (11); ARKANSAS RR MUSEUM (2); ASHLEY, DREW & NORTHERN (8); CADDO, ANTOINE AND LITTLE MISSOURI RR (4); DARDANELLE & RUSSELLVILLE (5); DeQUEEN & EASTERN (5); EAST CAMDEN & HIGHLAND (3); EL DORADO & WESSON (2); EUREKA SPRINGS & NORTH ARKANSAS (4); FORT SMITH RR (3); FORT SMITH TROLLEY MUSEUM (3); KIAMICHI RR (19); LITTLE ROCK & WESTERN (3); LITTLE ROCK PORT AUTHORITY (1); MISSOURI & NORTHERN ARKANSAS (23); PRESCOTT & NORTHWESTERN (3).

\$1000 REWARD for information leading to the recovery of builder's plates stolen from the Lake Shore Railway Museum in May and August. One is 5" x 14" bearing serial number 35059, model U28C, April 1965, the other 6" x 12" bearing serial number 78431, location Schenectady NY, December 1950. If you see these, call 814-825-2724.

WANTED: FOR SALE/TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. Only personal inquiries, NO COMMERCIAL BUSINESS, please. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is

not responsible for misleading ads.

WANTED - Photo of a CNW GP-50, especially in the Arkansas-Louisiana area on the U.P. Will pay for picture. Contact DON SMITH, 2103 Emerson Dr, Monroe LA

71201 or call 318-387-7376.

FOR SALE - Steam locomotive headlight, believed to be a Pyle National. \$65. Contact J. CARY NETTLES, 255 Caroline Acres Rd, Hot Springs AR 71913.

ARKANSAS RAIL NEWS

DEPOT FOR DISPLAY?

(Mansfield) - The city of Mansfield has asked Southern Pacific to donate a caboose to the city to enhance tourism and their connection with railroads. (Mansfield was on the Rock Island's Sunbelt Line, which was taken up in the early 1980's.) (Mansfield Citizen, September 20)

TRAIN WHISTLES O.K.

(Pine Bluff) - Pine Bluff's city code has been amended to allow trains to legally continue to sound their horns inside the city limits at all road crossings. The wording of the city code on "loud and unnecessary noise" now excepts train whistles. (Pine Bluff Commercial, September 21)

TRAIN WALL ART

(Hope) - \$40,000 for painting art on a wall that would separate the Hope depot from Union Pacific tracks failed to get one vote at a recent Hope City Council meeting. However, the depot is still slated to be made

into a museum by the Spring of 1996. (Hempstead Star, Hope, September 20)

PROTESTING ABANDONMENT

(Harrisburg) - The Harrisburg City Council passed a resolution stating that it opposed the proposed abandoning of the Union Pacific line between Jonesboro and Cherry Valley as part of the UP/SP merger details. Gulf Rice had planned to build a new mill there and if the line were abandoned, they would not do this. (The Modern News, Harrisburg, September 14)

CROSSING FATALITIES

(Brinkley and Wilton) - A 44-year old man, Davie Noble, was killed and his 20-year old Marine son was injured when their 1990 Chevrolet pickup ran in front of a Southern Pacific freight at the Highway 17 crossing south of Brinkley on September 16. WARNING LIGHTS AND



BELLS WERE WORKING at the time of the accident (as is the case in most crossing accidents). Also, a 72-year old man, Leroy Kell, was killed August 9 when his 1995 Mack truck was struck by a KCS freight on Highway 234 in Wilton, Arkansas. Crossing guards were also down at this intersection and he failed to yield. (Brinkley Argus, September 20 and Little River News, Ashdown, August 17)

A morning-glory at my window satisfies me more than the metaphysics of books.

- Walt Whitman

TRUCK TERMINAL?

(Warren) - A highway commissioner, John Lipton, suggested that Warren and Monticello should combine forces to establish a TRUCK freight terminal in Warren since the Ashley, Drew & Northern is trying to abandon it's Crossett to Monticello line and the Union Pacific spur to Warren from Dermott has a

10-mph speed restriction. (*Gazette Democrat, Warren, September 13, 1995*)

TEXARKANA OLD YMCA BUILDING

(*Texarkana*) - The Union Pacific Railroad vacated the old YMCA building in Texarkana in August. It had been using this facility for a crew change point. U.P. is working with the city to donate this building to them for \$1, after which it would be torn down and the land made into a parking lot (*Ed. note...WOW!! HOW ORIGINAL! Obviously the brainpower of Texarkana folks is amazing!*) (*Texarkana Gazette, September 16*)

DEPOT DONATIONS

(*Camden and Hazen*) - The Lincoln Alumni Association of Camden bought 124 bricks in September to benefit the restoration of the historic Missouri Pacific depot there, and Dr. Fred Dietrich donated \$500 in August to the same project. The rails themselves may be taken up soon, should Union Pacific get permission to abandon the Gurdon-Camden line. Also, AP&L donated \$3000 in September to benefit the Hazen Rock Island depot restoration. (*Camden News and Grand Prairie Herald, Hazen*)

POTENTIAL TOURIST LINE?

(*Camden*) - Having heard that the Union

Pacific would abandon its line between Gurdon and Camden should the merger with Southern Pacific go through, Larry Rogers (chairman of the committee that's trying to restore the old Missouri Pacific depot in Camden) thought that maybe the committee could buy this line and turn it into a tourist line. It goes through Reader, which has the Reader Railroad (Possom Trot Line) and Richard Grigsby, owner of the Reader, said he'd be happy to run excursions from Reader to Camden should the opportunity arise. (The Reader still owns 5 miles of track and has three steam locomotives, although it hasn't run since 1992). (*Arkansas Democrat-Gazette, October 12, by Rodney Bowers*).

GENERAL RAIL NEWS

FRISCO STEAMER IN ARKANSAS?

(*Kansas City*) - Frisco steam engine #1352, owned by the Smoky Hill Railway in Belton, Missouri, has been bought by Ted Leman of the Monticello Railway Museum in Monticello, Illinois. The Alco engine (a 2-8-2) was built in 1912. It is said that an Arkansas shortline has expressed interest in buying this engine (wonder who that could be?) (*The Gateway Railletter, October 1995*)

When you are deluded and full of doubt, even a thousand books of scripture are not enough. When you have realized understanding, even one word is too much.
- Anonymous

DURANGO & SILVERTON ENGINES

(*Durango, Colorado*) - Here's a list of operating narrow gauge steam engines on the D&S: K-28 2-8-2's #473, 476 and 478; K-36 2-8-2's #480, 481 and 482. All were built 1923-25. Not operational: 2-8-0 #42 and K-37's 493, 498 and 499. (*Cliff Downey via the Internet*)

UP/SP MERGER NEWS

Apparently, some sort of agreement has been reached between Burlington Northern/Santa Fe and Union Pacific that would allow the merger of the UP and SP without any objections from BNSF. It involves much trackage rights of the various roads. Here's a

summary I found on the Internet as well as newspaper sources:

1) BNSF would get access to the Port of Oakland and trackage rights via Donner Pass and Feather River from Oakland to Denver; 2) BNSF would buy the ex-Western Pacific from Keddie to Bieber; 3) BNSF would get trackage rights from Lake Charles/Beaumont to Houston, Texas; 4) BNSF get trackage rights from Houston to Memphis via the Cotton Belt in Arkansas through Fair Oaks (*this was disputed at the October club meeting by Peter Smykla who said UP brass had told them they didn't want anything to do with BNSF coming through Pine Bluff - it remains to be seen*); 5) BNSF would get exclusive trackage rights Houston to Corpus Christi, Texas, affectively blocking KCS from getting to Corpus Christi to connect with the Tex-Mex from Corpus to Laredo (which KCS recently got a 49% stake in).



6) UP/SP would get trackage rights over BNSF in Oregon between Bend and Chemult; 7) UP/SP would get trackage rights over BNSF Mojave to Barstow, California; 8) BNSF would get trackage rights Houston to Brownsville, Texas (*Ed. note...like a Santa Fe conductor once said to me in 1957 while on a SF passenger train between Brenham and Houston on my way to Harlingen, Texas via the Missouri Pacific - "Why didn't you take*

Santa Fe All The Way?" Now you could); 9) BNSF would get trackage rights Houston to Lake Charles with the SP line from Lake Charles to New Orleans sold to BNSF with full trackage rights returned to UP/SP; 10) BNSF would get trackage rights over UP or SP between San Antonio and Sealy, Texas (*which means my home town of New Ulm, Texas on the former KATY line would have UP/SP/BNSF locomotives*), San Antonio-Eagle Pass, Taylor-Round Rock, Waco-Taylor-Smithville, all in Texas; 11) UP would sell its Dallas-Waxahachie line to BNSF but retain full trackage rights.

I'm sure there were other arrangements. Some lines proposed for abandonment due to the UP/SP merger would be: Wheatley-West Memphis, Arkansas (50 former Rock Island miles); Gurdon-Camden, Arkansas (33 former Missouri Pacific miles); Jonesboro-Harrisburg, Arkansas (18 former Missouri Pacific miles); SP route through Tennessee Pass in Colorado (173 former D&RGW line); Pueblo, CO to Herrington, KS (162 mile U.P. line); Klamath Falls, OR-Wendel; Suman-Bryan, Texas; Cypress-Navasota, Texas; Victoria-Placedo, Texas; Seabrook-San Leon, Texas.

The official petition to merge will take place December 1. (*Arkansas Democrat-Gazette, September 27 by Randy Tardy; Bill*

Pollard)

TOWER 55 OUT OF SERVICE*(Fort Worth, Texas) - Famous Tower 55 in*

Fort Worth, which controlled the lines of the Santa Fe, Burlington, Southern Pacific and Missouri Pacific in their times, was closed on May 15, 1995 with all functions transferred to

STO Ft. Worth. Video cameras on a microwave tower in the area show what tower personnel used to see. *(Gulf Coast Railroading)*

AMTRAK NEWS**SUNSET LIMITED DELIBERATELY WRECKED**

(Hyder, Arizona) - Shortly after 1 a.m. on Monday, October 9, Amtrak's Sunset Limited hit a rail that had been purposely loosened, plunging 8 of its 12 cars off a bridge into a dry creek bottom, 30 feet below. One person was killed and 100 were injured of the 268 aboard. The dead man was a sleeping-car attendant, Mitchell Bates. The site was 27 miles east of Hyder, Arizona, right in the middle of the desert and only accessible by rail or air.

Notes at the site referred to the federal sieges at Waco, Texas and Ruby Ridge, Idaho and was signed by "Sons of Gestapo." The FBI was investigating. They had separated two sections of track and placed a wire between them so the signals would still work. They had also pulled up 29 spikes from a rail. They knew what they were doing (and I would think they were probably watching the site when the wreck occurred). The tracks are owned by



Southern Pacific, which had run a freight on the route 18 hours before - they have plans to abandon the line if Amtrak would move its route farther south.

This accident was surprisingly similar to the deliberate derauling of the *City of San Francisco* near Harney, Nevada on August 11, 1939. In that case, someone had moved a rail four and five-eighths inches out of line and respiked it, putting a sagebrush over it and not breaking the wire connection between the rails. Twenty-four people were killed in that wreck. It had also occurred on a Southern Pacific line. *(Various news reports and S.P. Trainline, SP Historical Society, Fall 1995 edition via Jim Johnson)*

AMTRAK STEAM EXCURSIONS?

Amtrak has discovered that one of its' biggest money-makers is special trains. It is now in talks with CSX and Conrail about possible steam trips and since Amtrak's agreement with the railroads allows them to run trains whenever they want, the roads may be forced to go along. Such trips would operate with non-Amtrak equipment. No talks have been made with Norfolk-Southern.

(Piedmont Flyer, via the Dispatcher, October 1995)

It is good to have an end to journey toward; but it is the journey that matters, in the end.

- Ursula K. Le Guin

GOOD NEWS

A House Transportation Committee approved a four-year reprieve of Amtrak funding, continuing the funding through 1999. Operating subsidy would stay at \$712 million a year through 1998 and \$403 million in 1999. The bill would end the ban on contracting out. Amtrak would get \$200 million in capital funds through 1999 also. *(NETCOM news reader, September 21, 1995)*

REROUTING

Amtrak's *City of New Orleans* was rerouted September 10 south of Memphis to go through Yazoo City and Greenwood, Mississippi instead of Canton, Durant, Winona, Grenada and Batesville.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

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

OKLAHOMA CITY - November 11, 12 - Union Pacific E-9 excursion between Oklahoma City and Shawnee, El Reno and Enid, Oklahoma - Shawnee and El Reno trips \$40-\$60; Enid trips \$65-\$95. Contact the Central Oklahoma Railfan Club at 405-794-9292 for details. Also, the first week in December is the famous OKC Train Show at the Oklahoma State Fairgrounds in Oklahoma City.

SPRINGDALE, VAN BUREN, ARKANSAS - Ozark train rides - Wednesdays, Fridays, Saturdays - The Arkansas & Missouri Railroad specials leave Springdale, Arkansas 7:45 a.m., leaves Van Buren 11:00 a.m. Call 501-751-8600 or 800-687-8600 for information.

CALICO ROCK, ARKANSAS - 90-mile round trips between Flippin and Calico Rock, Arkansas along the former Missouri Pacific

(now Missouri & Northern Arkansas) Railroad's White River line. Uses former MoP coaches. Trains leave Flippin at 8:45 a.m. and 1:30 p.m. and runs Thursday-Monday through August and will run on a different schedule in September-December. Fares are \$22.00 adults, \$14.00 children. Call 800-305-6527 for reservations. You can write to the ticket office, 10 North Main Place, PO Box 1093, Flippin AR 72634. Tickets may also be bought on board. ~~Admission~~

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White River Railway's passenger train through the beautiful Ozark country of the former Missouri Pacific White River Line (now Missouri & Northern Arkansas RR) in northern Arkansas. This scene, with five refurbished cars of MoPAC colors, is near Cotter on September 23, 1995. Other towns/areas the train goes through: Flippin (an end point), Cotter Tunnel and White River Bridge, Cotter, the famous White Water Land Development property, Buffalo City, Napon, Norfork, and Calico Rock (another end point).

The train runs everyday but Tuesdays in October (except it will run on Halloween), and Thursdays through Sunday in November and December, except Christmas week. For tickets, more information, call 501-453-3000 or 800-305-6527 or write PO Box 1093, Flippin AR 72634. Former Arkansas Railroad Club member Sean W. Reed is the Superintendant of the White River Railway. (Photo by John C. Jones)



ARKANSAS RAILROADER - HAPPY THANKSGIVING

1995 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Tom Shook , 1716 Alberta Dr, Little Rock AR 72207-3902 (501-225-8955)
VICE-PRESIDENT - John C. Jones, 117 Cottonwood, Sherwood AR 72116-4011 (501-835-3729)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)
NATIONAL NRHS DIR -Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
HISTORIAN - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)
BOARD '95- Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '96 - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)
BOARD '97- Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)
BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)

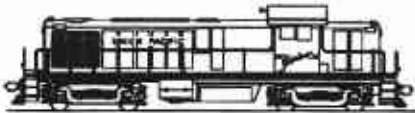
The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, **NOVEMBER 12** at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 \$20/year for Arkansas residents and also \$20/year for out-of-state. The **RAILROADER** is mailed to all members automatically.

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, or \$34/year.

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 and FAX phone: (501)-758-1340
(Leave message on recorder if I'm not there)
E-mail address: ken.z.rw@ix.netcom.com



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$20/year per individual. 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 \$34 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly. Send the coupon below to our address in the center of this page.

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