



ARKANSAS RAILROADER

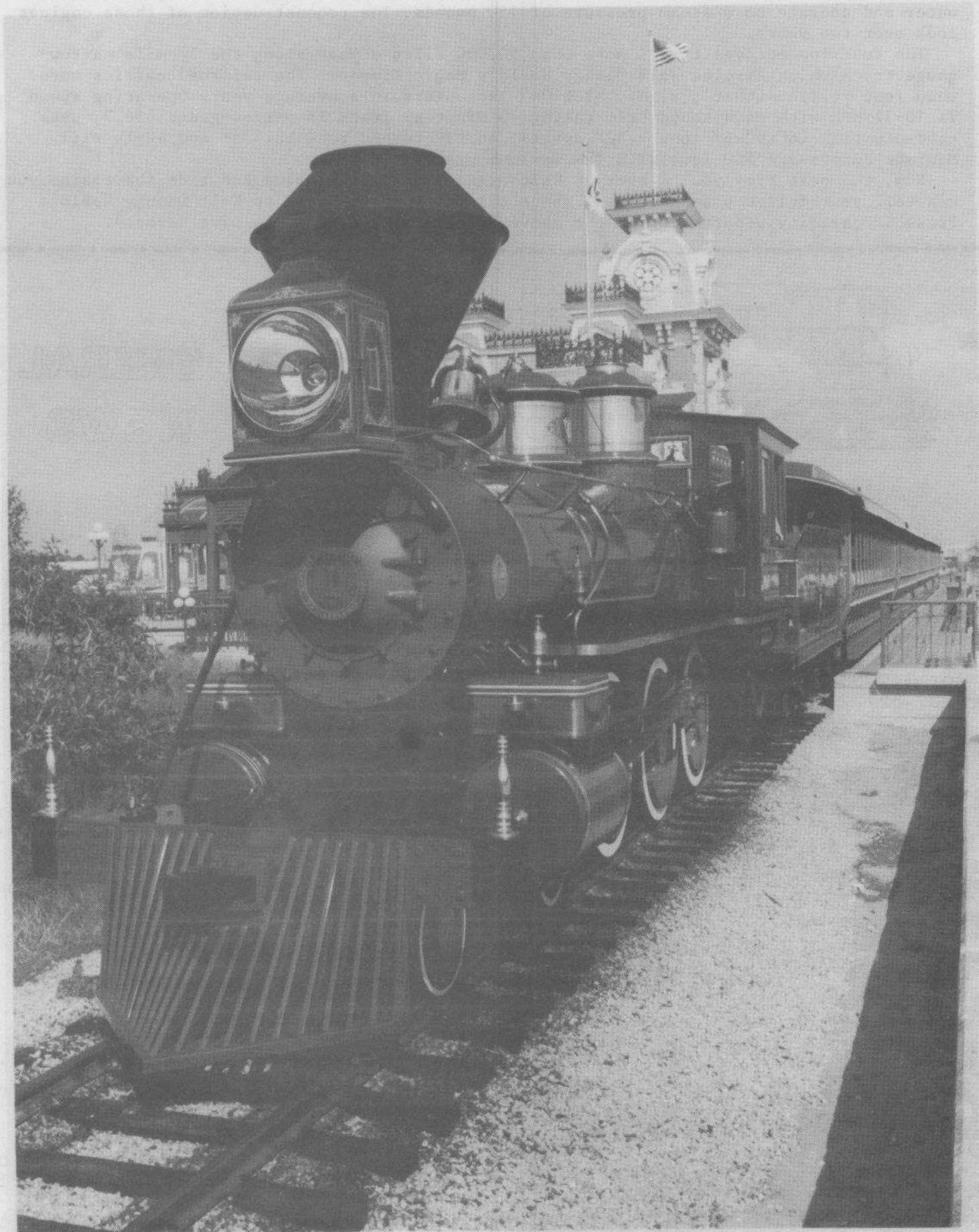


LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 17

NUMBER 2

FEBRUARY 1986



ALL ABOARD -- It's all aboard for one of the happiest rides in the world -- a steam locomotive excursion through Walt Disney World's Magic Kingdom and its six lands ... Main Street U.S.A., Liberty Square, Fantasyland, Tomorrowland, Adventureland, and Frontierland. Antique steam locomotives, found in the jungles of Yucatan and refurbished by Disney artisans, chug along a 1 1/2-mile-long narrow-gauge track for a fun-filled ride through the Magic Kingdom. (Copyright WALT DISNEY PRODUCTIONS)

COVER STORY - Walt Disney World's steam locomotive #1, the "Walter E. Disney", is getting ready to leave the Magic Kingdom's station. This particular locomotive (serial #58444) is a 10-wheeler (a 4-6-0) which was built by Baldwin Locomotive Works in 1925.

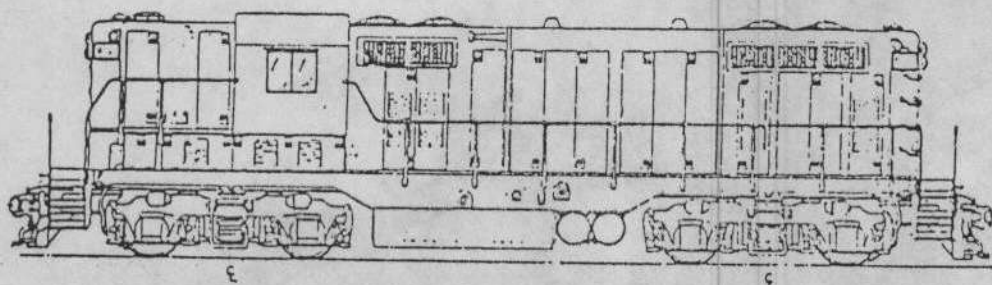
The other three locomotives Disney owns in its park in Florida are the "Lilly Belle" (Serial #60598, Mogul 2-6-0, Baldwin 1928), "Roger E. Broggie" (Serial #58445, 4-6-0, Baldwin 1925) and "Roy O. Disney" (Serial #42915, American type 4-4-0, Baldwin 1916).

The locomotives were purchased by Walt Disney Productions from United Railways of Yucatan headquartered in Merida, Mexico in 1969 and completely rebuilt in a Tampa, Florida shipyard. One additional engine was purchased and is being held for future rehabilitation.

Refurbished parts include: main frame, locomotive cylinders, driving wheels, main rods and side rods. All other parts are new. Weight of the locomotives is 35 tons, each one using number 2 diesel oil as fuel. Tenders hold 664 gallons of oil, 1,837 gallons of water and operate on a steam pressure of 150 pounds. The reconstruction of these engines took over two years.

The four locomotives travel more than 50,000 miles a year along the 1½-mile narrow-gauge track which circles Walt Disney World's Magic Kingdom. The railroad carries more than four million (that's right, MILLION) passengers in a average year. Operating speed is 10-12 MPH with each round trip taking 15 minutes. Track is narrow-gauge (36"), uses creosote ties (6"x6"x6' long - 12" apart), no. 3 crushed rock ballast and 40-lb rail. Minimum curves are 500 feet with the maximum grade 1½ percent.

Now, the next time you're ever at Walt Disney World in Florida and ride the train, you can tell your fellow passengers all about the railroad. (Thanks to Walt Disney World's Press & Publicity Department for the above information, especially Dave Herbst).



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

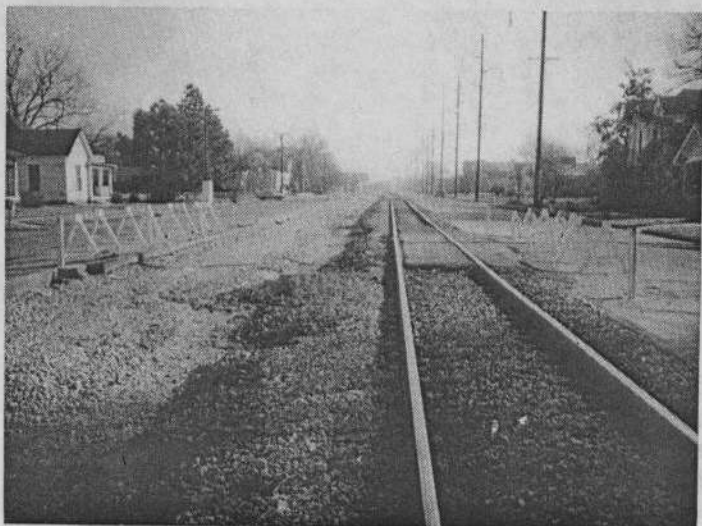
6TH ANNUAL RAILROADIANA SHOW AND SALE will be held Saturday, March 29, 1986 at the Fisher National Guard Armory, 2600 Poplar Street, North Little Rock, Arkansas. The Arkansas Railroad Club invites you to buy, sell or to simply browse through 60 tables of rail-related items. Dealers will come from over a dozen states. Admission is \$1.00. If you'd like to display, tables rent for \$17.00 each. Contact Bill Pollard at 32 Fair Oaks, Conway, AR 72032 (501-327-7083 7-10PM or weekends) for more information.

WANTED - Any information on any railroad that ever crossed the border into Newton County. Was there ever a spur line up that way from the MOPAC at Clarksville? Contact Robert Winn, 433 Prospect St., Fayetteville, AR 72701.

WANTED - Information on electric railways in Pine Bluff, Hot Springs, Helena, Texarkana, Eureka Springs and Walnut Ridge. Contact John Rossman, 304 3rd Ave #3D, New York, New York 10010.

WANTED - Information on the Missouri Pacific's "City of Mexico" train of the late 1930's. Contact Lloyd Neal, 2958 Sandra Dr., Snellville, GA 30278.

ARKANSAS RAIL NEWS



819 PROGRESSING - Cotton Belt Steam Engine #819 is now 95% complete. It passed the final Federal Railroad Administration's test on January 4. The jacket has been re-installed.

WORK CONTINUES IN PINE BLUFF - Work is progressing nicely on the re-location of Cotton Belt tracks next to the Missouri Pacific tracks in downtown Pine Bluff, as seen by the January 11 photo at left.

(continued)

BENTONVILLE ARKANSAS DEPOT TO BE RESTORED - The former Frisco depot in Bentonville will be restored thanks in part to 1,000 shares of Wal-Mart stock begin donated to the non-profit organization named the TRAIN STATION, INC. This organization was formed to restore the depot. The Wal-Mart stock, whose donor didn't want to be identified, is valued at \$31 5/8 a share. The first priority of restoration is scheduled to be a new roof for the building.

RAILROAD SAFETY was stressed at the Piggot, Arkansas elementary school when Robert G. Waddlington, Operation Lifesaver representative of the Cotton Belt, visited the school December 5, 1985. He presented a safety program concerning various ways children can be hurt if they play on railroad tracks.

"STEAM" ENGINE MOVED - The old boiler and steam engine that formerly furnished power to the stave mill in east Pochontas, Arkansas during the 30s and 40s was moved to the Maynard Pioneer Museum, where it will be on display. This equipment, which was manufactured by both the Continental Gin Co. of Atlanta and the Southern Engine and Boiler Co. of Jackson, Tennessee, has been exposed to the elements for many years. (POCAHONTAS STAR HERALD)

HOPE RAILROAD MAY SOON OPERATE? - Hope, Arkansas officials, trying to build a railroad between Hope and Old Washington, are encouraged by the Union Pacific Railroad's latest action. (The UP has tracks that run between the two towns). Paul Henley, director of the Hope Parks and Recreation Department, said Union Pacific officials in St. Louis have decided to base their decision on a recommendation from company officials in North Little Rock. Proposed passenger service would have to be scheduled around trains UP now runs. If permission to run passenger trains is gotten, plans call for a train station under the water tower along Interstate 30. Passengers would take a round trip to Old Washington. They already bought the original Reader Railroad Depot and have approached the owner of the Reader in Nevada County about moving that train to Hope. If the Reader Railroad does not want to be part of the project, they would buy their own train. (TEXARKANA GAZETTE)

ROCKS DEMISE - L.B. Foster Co. has completed taking up the old Sunbelt Rock Island from the Oklahoma border eastward to milepost 253.5, about 2 miles west of Booneville. At this time, there is no sign that the company is going any further east, as they have left the area. (Bill Pollard)

AIRLINE PULLS OUT - Air Midwest that served Springdale, Arkansas briefly is pulling out. Air Midwest has just absorbed Skyways when it decided to utilize the Springdale airport in hopes of increasing passengers. However, it didn't take long for the airline to decide that Springdale was not a profitable stop. The departure of Air Midwest is simply a part of the nationwide economic problems of the airline industry: too many airlines and too few passengers. (Sound like some railroads)

BURLINGTON NORTHERN TAKEOVER - Apparently the Burlington Northern has experienced a decline in business in northern Arkansas since taking over the Frisco. A BN official told the Sprindale NEWS that the number of loaded freight cars handled dropped from 30,000 in 1981 to 17,000 in 1985 along the line from Springfield, Missouri to Fort Smith, Arkansas. Consequently, the railroad decided to go shopping for a buyer for the 139-mile stretch of track from Monett, Missouri (near Springfield) to Fort Smith, which is sort of on the end of the BN route. The other alternative was to abandon the route. The prospective buyer is J.A. Hannold, who operates a small railroad called the Maryland and Delaware and has a reputation for making operations profitable. If the ICC approves the sale, Hannold will move his headquarters to Springdale and name his new line the "Arkansas and Missouri Railroad".

Hannold said a sale price for the line is in arbitration, but he expected to pay about \$4-\$6 million for the BN property. A source in the United Transportation Union said BN plans to sell all the tracks that were part of the Frisco Railroad. "I am thoroughly convinced that BN is now out to gut the entire former Frisco Railroad in the same manner they are going to do on the Arkansas line and it is also my opinion that the BN Railroad is the financial backer of such transactions with blind trust and it is their way of getting rid of organized labor". BN's William Greenwood dismissed that charge as "absolutely incorrect". (VAN BUREN PRESS ARGUS)

ANOTHER LAWSUIT - A lawsuit seeking \$2 million in damages from Missouri Pacific for the death of a man hit by a train in Fort Smith in October has been filed in federal court in Fort Smith. The lawsuit alleges warning lights at the crossing were malfunctioning at the time of the collision and also claims the MOPAC train did not sound its whistle or bell. (SOUTHWEST TIMES RECORD)

ANOTHER CROSSING ACCIDENT - An International Paper Company employee (Marion G. Woolley) was injured January 5 when his pickup truck collided with a UP train that he said he thought was parked. A witness to the accident verified that the crossing lights were working. Another spokesman for the State Police said he believed the truck had hit the train. But Woolley, talking from his hospital bed, said the train had hit his truck. He said he saw the warning lights at the crossing but that the train's lights were not turned on and the train's horn did not sound. He said it was dark and that he thought the train had parked on the tracks. On previous trips to work, he said, he had seen the train there and believed it was waiting for IP employees to cross.

Paul Watkins, a spokesman for the Missouri Pacific at St. Louis, said the train's headlights were on and that the engineer was blowing his horn. He said Woolley's truck hit the train's fuel car, 20 feet down from the engine, indicating that the train was going through the intersection when Woolley tried to cross. The train was going 48 miles an hour, according to Watkins. (PINE BLUFF COMMERCIAL)

HOPE-HEMPSTEAD CHAMBER OF COMMERCE ASKS FOR CROSSING GUARD - A crossing guard has been asked for by this group and by Champion Auto Parts Rebuilders for the Missouri Pacific crossing of Generator Street in Hope, Arkansas. This crossing was the site of a wreck that killed two people and injured a third on December 19, 1985. (HOPE STAR)

ANOTHER NEW CROSSING? - The state Highway and Transportation Department has offered to provide 90 percent of the funding for a crossing on East Seventh Street in North Little Rock. The proposed crossing will replace an old wooden viaduct that was torn down in 1983. The crossing would be constructed if the Missouri Pacific approves it. The railroad owns the land in the right-of-way of the crossing and would have to remove two of the five tracks at the site. The old wooden viaduct wasn't torn down until the state legislature repealed Act 175 of 1911. The act required the city to maintain the bridge after ordering the Chicago, Rock Island and Pacific Railroad to build it. (ARKANSAS DEMOCRAT)

MOPAC FACTS - Missouri Pacific employs 2,806 workers in Arkansas with annual wages of \$111,432,000. The railroad also purchased \$19,746,340 in Arkansas goods and services last year and paid \$4,237,470 in taxes. The sound of a locomotive whistle is music to the Arkansas economy.

EUREKA SPRINGS RAILROAD AT BEAVER FOR SALE - The Eureka Springs Railroad at Beaver, Arkansas is for sale for \$1. The catch? "You have to have the money and the business plan to run it", explained Reat Younger, executive director of the railroad, "and you have to agree to run it for five years". The train stopped running last summer due to costs and competition (presumably from the Eureka Springs and North Arkansas Railroad in Eureka Springs). Whether the Eureka Springs Railroad will run this summer depends on a plan to switch to a diesel locomotive. Younger estimates it would cost about \$350,000 to fully make this railroad and area live up to its potential. (Benton County Daily Democrat)

ARKANSAS LIME OF BATESVILLE gets a new locomotive, a rebuilt 1948 General Electric locomotive recently bought by the company. The locomotive will take the place of two others used to transport rock from the quarry west of Batesville to the processing plant 2½ miles away. The narrow-gauge railroad was installed in 1924. (BATESVILLE GUARD)

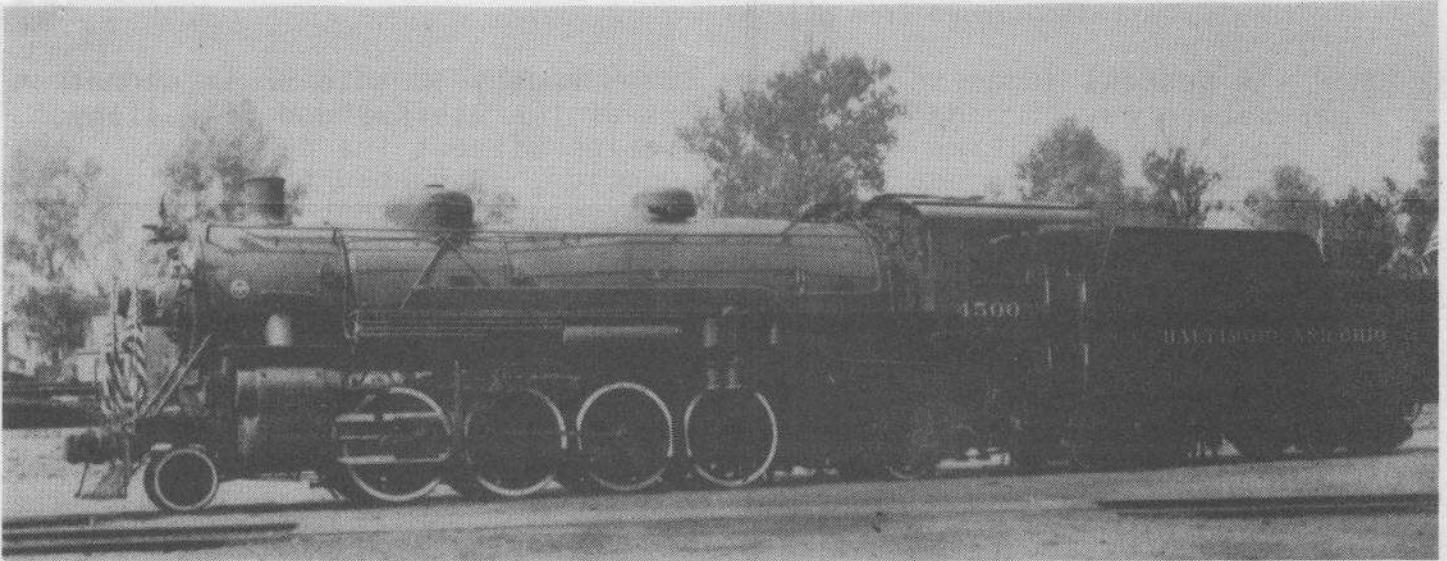
GENERAL RAIL NEWS

RAIL EARNINGS DOWN - Earnings for the nation's freight railroads during the first nine months of 1985 were down nearly 22 percent compared with 1984.

13 DOWN - Southern Pacific's total carloadings in November 1985 were 115,021 - off 9.2 percent compared with the same time in 1984. It was SP's 13th consecutive monthly decline.

CAPITAL SPENDING 1986 - Southern Pacific's proposed capital spending for 1986 is \$346 million, an increase of \$35 million over 1985. Meanwhile, Union Pacific plans to spend \$529 million in 1986 to do such things as buy 384 auto-carrying cars and \$64 million to purchase 60 new SD-60 locomotives. Norfolk Southern plans to spend \$618.1 million in 1986.

CNW-UNION PACIFIC SIGN COAL HAULING PACT - These two railroads signed a long-term coal-hauling contract with Wisconsin Electric Power Co. Shipments of about 1.5 million tons of coal a year will begin immediately through the Chicago and Northwestern and Union Pacific.



NO. 1 AMERICAN SOLDIER

BY: Clifton Hull

When the U.S. entered the World War in 1917, the railroads increased traffic had greatly overloaded the steam engines. On 28 December 1917, eight months later, the United States Railroad Administration took over the railroads of our country, under direction of William Gibbs McAdoo. Representatives of eleven railroads, from Baldwin, American and Lima Locomotive builders made up a committee to collaborate on designing standard locomotives for freight, passenger, and switching needs. The Baldwin plant at Philadelphia was made headquarters.

Joseph B. Ennis of Alco, Wm. E. Woodward of Lima, and Harry Glaenzer of Baldwin were in charge. Finally 12 standard designs for 8 types of engines were worked out. Road engines for light duty were given a classification of "A", heavy duty ones were class "B", such as a 2-8-2 "A" or "B".

Back in 1903, Edward H. Harriman did the same thing for his "Associated Lines", composed of Southern Pacific, Union Pacific, Oregon Short Line, Oregon Railroad & Navigation, and Chicago & Alton. During the war engines could be quickly serviced or repaired from a convenient stockpile of standard parts. When the time came to begin construction of the first U.S.R.A engine, Baldwin and Alco staged a friendly competition to roll out No. 1.

It had been decided that 2-8-2 "Mikado" types were needed first. Baldwin sent personal representatives to the various manufacturers of component parts to speed up delivery. Big castings rode in Pullman cars of top name trains, and horse express cars.

Sam Vauclain, Baldwin's senior vice president in 1918, sent word early in June that he wanted engine No. 4500, assigned to the B&O, ready by July 4th! On June 19 the boiler was put in the erecting shop. On July 1, the engine was hauled into the yard for her first taste of sunshine. On July 3 she was painted, numbered 4500, and lettered "Baltimore & Ohio".

She was on display July 4, had her picture taken, and pronounced complete (picture above). On July 5, she was off to the B&O - completed in a record of 20 days! Her statistics were 26" x 30" cylinders, 64" drivers, 200 pounds pressure, T.E. 53,800 pounds, weight 292,000 pounds, length of engine 47' 6 $\frac{1}{2}$ ". B&O No. 4500 was the very first U.S.R.A engine to roll.

- END -

NO TO SP - A federal judge in Salt Lake City January 10 told SP it cannot offer seperation pay or benefits to members of the Brotherhood of Railway, Airline and Steamship Clerks who wish to resign without the expressed approval of BRAC. Were it not for the injunction, SP wanted to offer all clerks who desired to resign voluntarily a severance payment in exchange for their resignations.

NEW BOSS? - According to a Wall Street Journal report, former Department of Transportation head Drew Lewis is about to head up Union Pacific.

NAME CHANGING SLOWLY - Missouri Pacific Railroad is now known only as the Union Pacific Railroad Co. The name change decision was made at UP's Omaha headquarters and was effective January 1, 1986. Up to now, the words "Missouri Pacific" still remained on re-painted locomotives in the UP yellow/gray, but no more. (ARKANSAS DEMOCRAT -Randy Tardy)

TRANSCONTINENTAL SLEEPER GONE - Amtrak on December 1, 1985 discontinued its only true transcontinental service, the 10 roomette 6 double bedroom sleeper between New York and Los Angeles via New Orleans. Seems the car required a car attendant at New Orleans overnight even if no passengers used the car in dormitory service. (THE MIXED TRAIN)

TRUCK DAMAGE - According to Union Pacific's Info Magazine, a Government Accounting Office study five years ago concluded that one 80,000 pound truck does as much damage as 9,600 autos.

RADIOACTIVE TRAIN RUN - UP ran a radioactive material train November 26-28 from the Westinghouse Electric company at Scoville, Idaho to Portsmouth, New Hampshire for the Naval base there. It was routed on UP to Omaha, Burlington Northern to Chicago, Conrail to Rotterdam, then on the Boston & Maine to its final destination. This particular train had UP 3306 on the point, an idler empty hopper, container car, an idler empty hopper, a container car, an empty hopper and caboose UP 25731. (THE MIXED TRAIN)

LOCAL PEOPLE NEWS - Seems Bill Merck is travelling, via air and train. He left to visit relatives in Dallas via airline in the middle of January and plans to ride Amtrak back to Little Rock.

"THE OLD STEAM DAYS"

by: Earl Harris, 1982

Bulging middle, balding pate,
Memory failing---hear of late
Glasses and dentures start to date.

Aches and pains they multiply,
Comments on how the years fly by,
Ah, yes but memory still can recall,
When steam ruled the rails overall.

Pacifics, Mikes and Northerns to name a few,
The feats they did in World War Two,
How they served along the line,
In our Depression, not a pleasant time.

Our minds recall only the best,
Best forgotten, lies the rest,
A lot of steam and friends have headed west,
No contempt Youth, we stood the test.

FROM THE OCTOBER 1925 ROCK ISLAND MAGAZINE:

Passenger and Freight Traffic South of El Dorado was entirely at a standstill for 72 hours due to a washout when D'Arbonne Creek near Dubach, La. overflowed its banks and went on a rampage due to heavy rains the First Eight days of November. The water covered several miles of track and washed out Bridges and ballast in many places. Water in some places covered the tracks 5 feet deep. As soon as the water descended all available section gangs were put to work and after a short tie up, trains were permitted to continue to their schedules. Train service North of El Dorado was not affected by the rains.

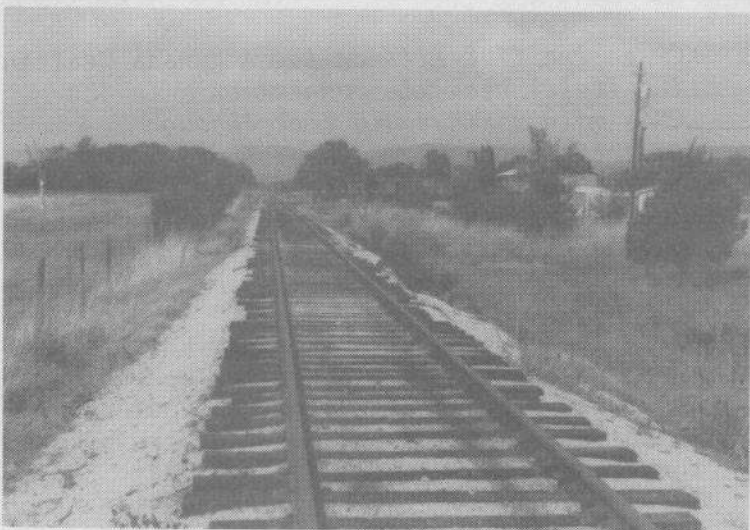
(Above donated by John Martin)



Flatcars decorated in red, white and blue and Kansas City Southern engine 4010 carry passengers and railroad and state dignitaries on the occasion of the re-dedication of the ARKANSAS WESTERN RAILROAD line between Heavener, Oklahoma and Waldron, Arkansas in July, 1983. This shot was taken by W.E. Bill Luttrell, Chief of Police of Waldron. The location was near Waldron, Arkansas.

CLASS III RAILROADS OF ARKANSAS

Part 7 - The Arkansas Western Railroad



ARKANSAS WESTERN tracks looking west from Waldron, Arkansas October 9, 1985.

(The following story was written around July 11, 1983 after the Arkansas Western Railroad rebuilt and re-dedicated its line between Heavener, Oklahoma and Waldron, Arkansas).

HISTORY OF THE ARKANSAS WESTERN RAILROAD (sometimes known as the "All Walk and Push")

by: W.E. (Bill) Luttrell

My name is W.E. (Bill) Luttrell, the Chief of Police of Waldron, Arkansas and a train buff. I was born and raised beside the Arkansas Western railroad tracks in 1942 on the east side of Waldron. I have wanted to do a story on the A.W. for some time, and now that they have dedicated our new railroad, it is time for history's sake. This story would not have been possible without the help of a lot of old-timers. My thanks go out to them. It would be impossible to write all the information they gave me and some of it was quite humorous.

The railroad tracks were completed to Waldron in 1902 with 80-lb steel and at one time supported two passenger trains which ran from Heavener, Oklahoma to Waldron, a

distance of 33 miles. One train (#2) left Heavener at 6:00 AM and arrived at Waldron at 8:20 AM with stops at Godman, Bates, Cauthron, Harris, Bryan and Hun. The return trip left Waldron at 9:00 AM and got back to Heavener at 11:30 AM.

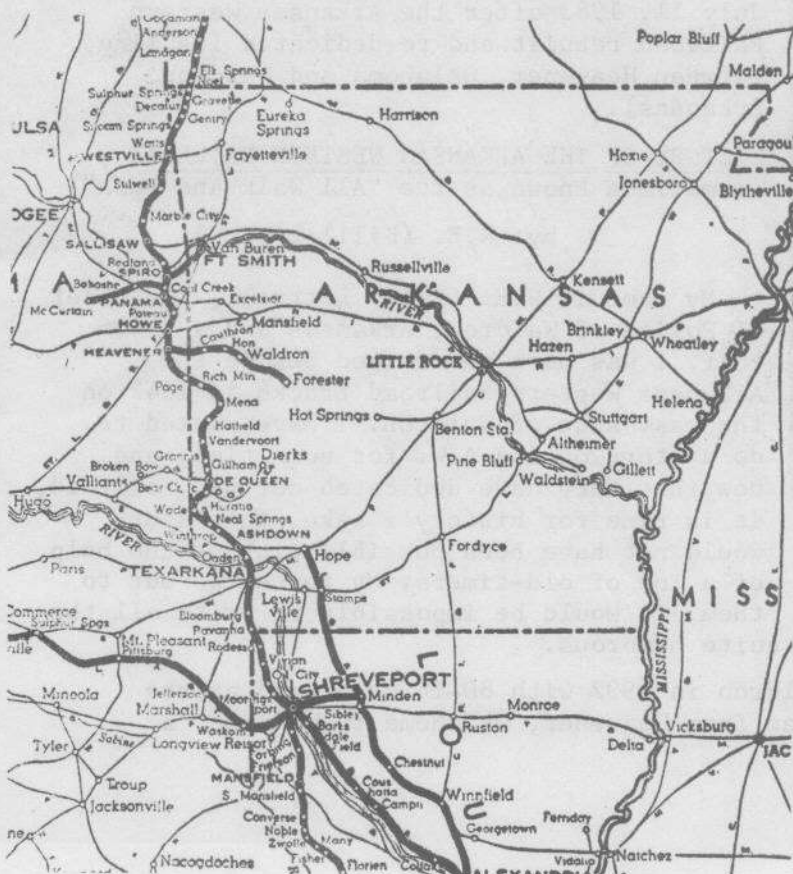
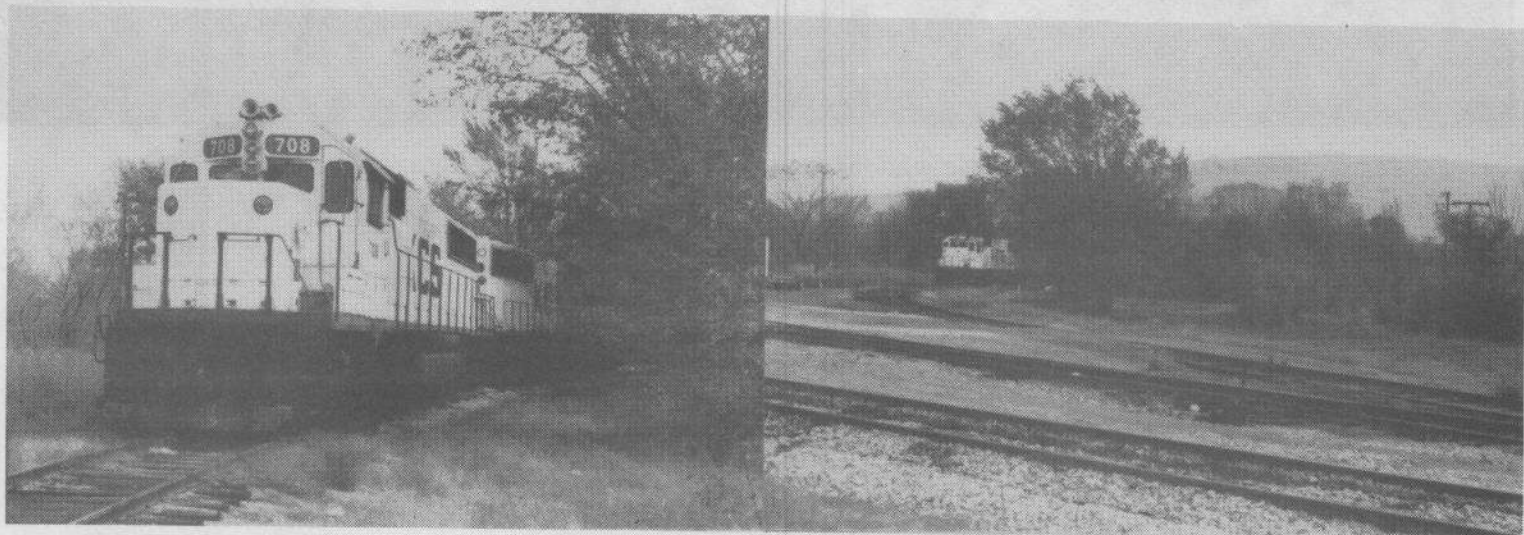
I now live one house from where I was born on the 33 1/2 mile marker, about a half mile from the end of the line.

In 1932 the railroad was extended 22 miles to Forester which was strictly a company-owned Sawmill town. When I was a child the train crew would throw me a candy bar, but I was afraid of the steam engine and would wait until it left before I would go get it. Back when train ran to Forester it was a mixed daily. It went to Forester one day and back to Heavener the next day. It always had a passenger coach on the back, and was pulled by an E-3 Class engine 2-8-0, hand fired coal burner.

Forester is now a ghost town, nothing left but foundations, cemeteries and lots of memories. Forester itself has quite a history, too much to mention in this writing. Forester in its heyday was a very busy place, at one time having a population of 1,500 compared to 1,200 at Waldron. It was built by Caddo River Lumber Company and later sold to Dierks Lumber and Coal Company. The town was laid out very neat, the white folks lived in green houses and the colored folks lived in all red houses on the other side of town. It supported a company store, large 2-story hotel, drug store, service station, garage, theatre, barber shop, beauty shop, doctor office and two schools.

Back then all the lumber was loaded by hand into box cars and it had the longest lumber shed in the south. Dierks Lumber and Coal Company kept two steam engines of their own at Forester, which ran for miles through the mountains to bring logs to the mill. With all the virgin timber gone in 1952, the company moved out. I saw my first pug-nose F-9 diesel at this time, a red and yellow Kansas City Southern unit. (See story of the Forester Extension following this story - ed.)

Then in the years to follow, business began to fall off in Waldron, with the shutdown of saw mills, and there was talk of abandoning the track from Waldron to Heavener, which is where the Arkansas Western joins the main line of the Kansas City Southern.



KCS engine #708 sits on the Arkansas Western Line (left) near its connection with the KCS's main north-south line through Heavener, Oklahoma. RIGHT - KCS's main line is behind the camera with the A.W. line curving to the right behind the trees. Location is again Heavener. (Ziegenbein)

In 1960 Arkansas Valley Inc. built a large feed mill for its chicken operation and later a processing plant and hatchery, which used an enormous amount of grain cars, today known as Tasty Bird, Inc. They saved the day for the Arkansas Western. The track had deteriorated so bad, the speed limit was 5 MPH and then they stayed on the ground about half the time. The freight now consists of feed cars, pulpwood and propane. The train now runs twice a week and more if needed. They used to call it the Tri-weekly, it ran one week and tried to get back the next two. They currently use double units consisting of SW-1500's, GP-7's or GP-38's.

The railroad has been completely rebuilt, and was dedicated July 11, 1983. It was a joint effort of the KCS and Arkansas Highway and Transportation Department, a \$5 million project. They used quarter-mile sections of 100-lb welded steel, 43,540 new ties, 93,035 tons of ballast, 33 miles of ditching, replaced 29 timber trestles with culverts and 15 others were repaired. The speed limit has now been raised to 25 MPH, almost equal to the 35 MPH on the KCS main line. The entire trip and switching operation can now be done in 4 1/2 hours, which used to take all day. They now handle approximately 1500 cars a year. The main line of the Kansas City Southern runs north-south from Kansas City to Port Arthur, Texas.

They now use SD-40's and SD-50's on the main line, two pulling and one slave unit towards the end of the train, which usually consists of 100 cars. They also have a coal train that runs from Wyoming to Texas that uses 7 engines, 4 pulling and 3 slaves. This is a joint effort of Burlington Northern and the KCS.

The rebuilding of this branch line is ironic, when 15 miles to the north, the main line of the Rock Island from Tucumcari, New Mexico to Little Rock is now bankrupt (and being dismantled). The citizens of Waldron are very proud to have a new railroad into our city, especially when they are abandoning lines everywhere. I believe this will surely bring progress and new industry to our area.

(End of Mr. Luttrell's story)

From the WALDRON NEWS and other sources, it seems that a big time was had by all on that July 11 Monday in 1983 when the Arkansas Western was re-dedicated to Waldron. It was celebrated with a county-wide "Railroad Fest", and dignitaries from Arkansas, Oklahoma and Kansas City were in Waldron. J.E. Gregg, General Manager of the Kansas City Southern was there from Heavener, Oklahoma and Governor Bill Clinton of Arkansas made an appearance. A.E. Johnson of the Arkansas Highway and Transportation Department also was at the festivities.

Train rides were given on three flatcars that travelled to Waldron from Kansas City. They were decorated in red, white and blue.

A little more history of the line: On May 13, 1904, the Kansas City Southern Railway Company organized a company to build a railroad from Waldron, Arkansas about 50 miles east to Hot Springs and to take over the railroad of the Arkansas Western Railroad Company from Heavener. This company was known as the Arkansas Western Railway Company.

On the same day, May 13, 1904, the Arkansas Western Railway Company issued \$650,000 of 30-year first mortgage 5% gold bonds to be used to purchase the railroad owned by the Arkansas Western Railroad Company. The latter company has been incorporated in Arkansas December 15, 1899 by local interests and had completed construction of the road from Heavener to Waldron in 1901. The property of the Arkansas Western RR Company was acquired on June 1, 1904 by the Arkansas Western Railway Company.

A report on the original construction made by consulting engineer J. Spencer for the superintendent of the Arkansas Western Railroad on August 1, 1902 showed some interesting facts:

There were too many curves located in cuts; 2) after recent rains in 1902, many original ditches filled up with dirt to a level with the ties, making the operation of the road exceedingly dangerous on curves in cuts; 3) there were 42 bridges on the line in 1902; 4) ties were the worst culls taken from along the right-of-way with white oak, post oak, chestnut and pine ties found under one single piece of rail. Many of the ties had no holding qualities and were showing signs of rot after only a couple of years; 5) original rail was apparently 48-lb rail bought at a cut-rate price from the Santa Fe (who used this rail since 1880). The width of flange was only 3 1/2 inches wide; 6) the early line owned two 6-driver Santa Fe locomotives, one passenger coach and one freight car; 7) in 1902, freight traffic averaged \$5,000 a month and passengers \$950 a month. Section men (20) earned \$1.20 per day, their one engineer earned \$85 a month, the fireman earned \$55 a month.

All in all, the Arkansas Western started out weak but so did many other lines. It has since become a good, tidy operation.

The following story on the Forester Extension of the Arkansas Western is reprinted from the June 1972 ARKANSAS RAILROADER. It is an excellent history of this 23-mile extension.

THE FORESTER EXTENSION OF THE ARKANSAS WESTERN

by: James R. Fair, Jr

One of the last railroad construction projects in Arkansas produced a 23.2 mile stretch of mountain trackage that today has been well erased from the Ouachita landscape. This was a most interesting line that had 2.5% grades, 10 degree curves, deep cuts in rock and a monstrous wooden trestle. It rose and fell in Scott County, near the Oklahoma line, between the years of 1928 and 1955. Herein is its story.

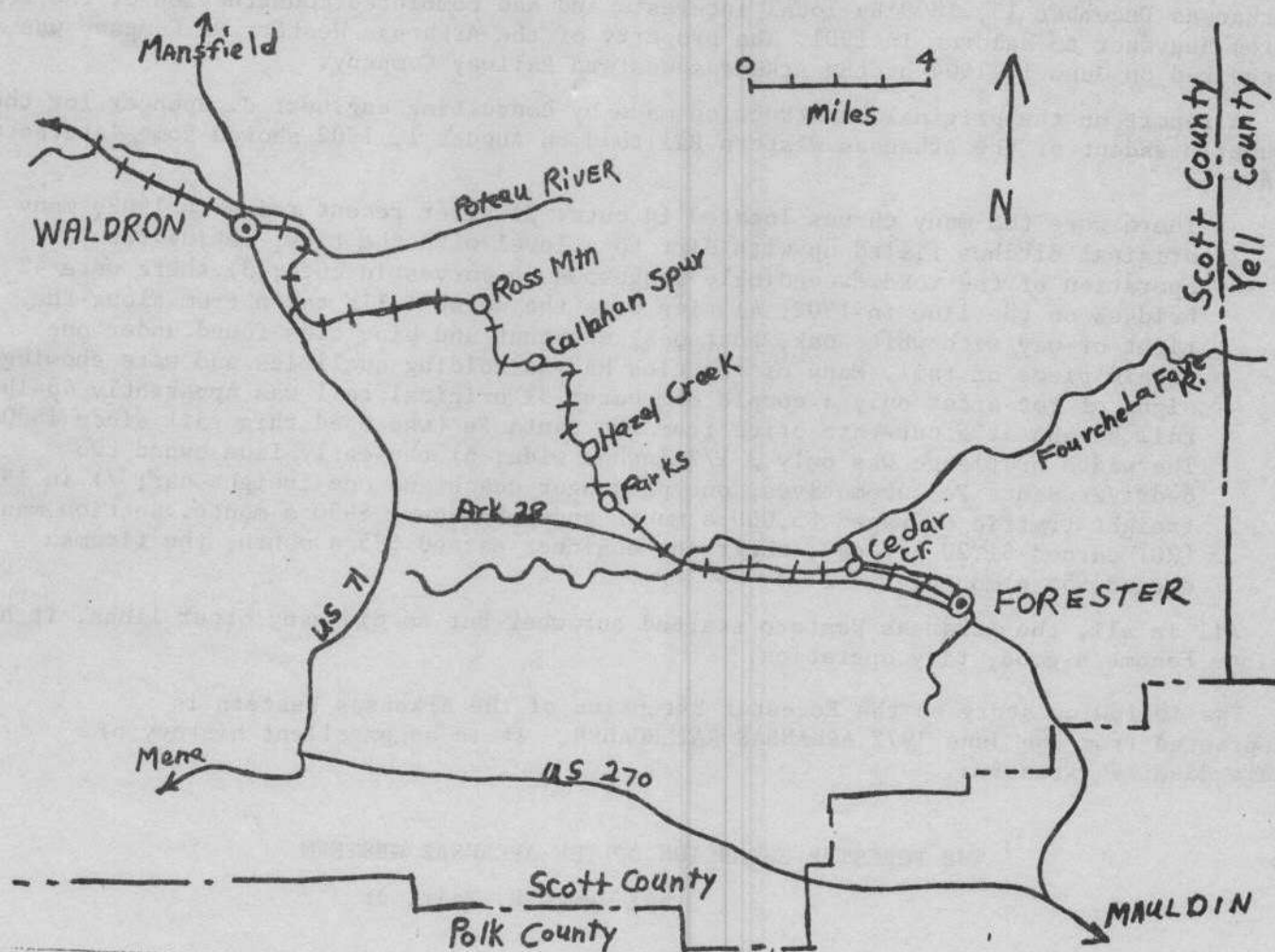
This line was planned in 1928 as an eastward extension of the Arkansas Western, and resulted from the need of the Caddo River Lumber Co. to ship finished lumber from a proposed new mill. The mill would be located near the southeastern corner of Scott County, on Cedar Creek and adjacent to the thousands of acres of virgin shortleaf pine owned or controlled by the company. To induce the Arkansas Western to invest in the construction of the 23 mile extension, Caddo agreed to ship at least 30 million board feet of lumber each year for a period of 15 years (some 15 or 20 years of cutting was available at this rate). This amounted to upwards of 1500 cars per year for the Arkansas Western, a wholly-owned subsidiary of the Kansas City Southern.

At the time, the lumber company was operating a hardwood mill at Mauldin, near Mount Ida in Montgomery County, and softwood (mostly pine) mills at Glenwood and Rosboro. The latter communities were in the northeastern corner of Pike County and a few miles apart on the Norman branch of the Missouri Pacific. The company's Caddo and Choctaw Railroad had formerly operated common carrier service west out of Rosboro, but by 1929 had cut back to serving the three existing mills by trackage rights over the Missouri Pacific (Rosboro-Norman) and over a lumber company line from Norman to Mauldin.

Construction of the extension was estimated to cost \$425,000, financed by the issuance of first mortgage bonds that were purchased by the Kansas City Southern. The eastern terminus (and mill town) was given the name Forester, after an Arkansas Western director and prominent citizen, C. E. Forrester (but with the spelling changed). At Forester the lumber company developed plans for a large town complete with electricity, hotel, company stores, and some 500 houses. Investment by the company would be over \$700,000.

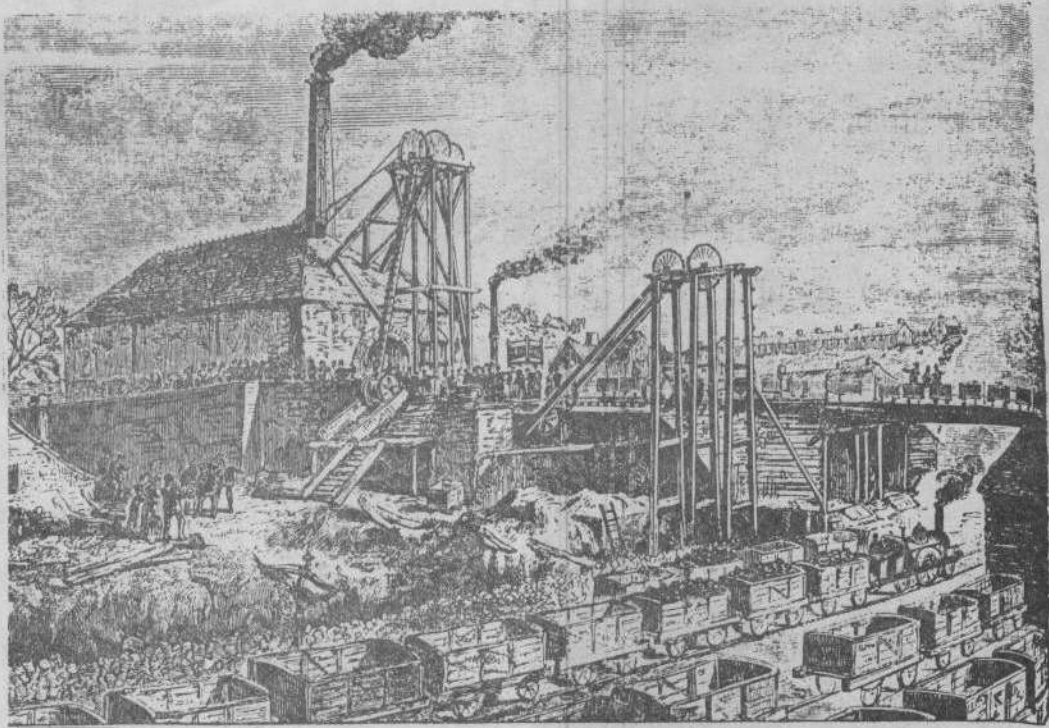
Railroad construction commenced June 26, 1929, after receiving approval from the Interstate Commerce Commission on April 23, 1929. Grading was handled under contract with the firm of Williamson and Williams of Batesville, Arkansas. Bridge and trackwork was handled by KCS forces. The line was well built with 85-pound relay rail, white oak ties and tie plates on curves of 7 degrees and over. Dirt ballast was considered sufficient. There were 24 bridges, all rated Cooper E-29 or higher. One steel span was included, a 250-foot through truss affair over Fourche La Fave River at mile 49.4.

From Waldron (mile 31.8) the line swung through a gap and then began a steady 2.5% climb up the side of Ross Mountain, increasing elevation from 665 feet at Waldron to 1,020 feet at the summit (mile 37.8). Then there was a series of ascents/descents to the summit of Dutch Creek Mountain at 1,105 feet and mile 41.1. From this point the line descended to the Fourche La Fave valley on a steady 2% grade, crossing Hazel Creek at mile 44.4 on a spectacular trestle 686 feet long and 58 feet high. From Parks (mile 45.8) the line followed the river valley to Cedar Creek and then up that creek to Forester at mile 55.9 and elevation 655 feet. The approach to Forester was up a 1.25% grade with a final short stretch of 3.0%.



Service began with the completion of construction on September 1, 1930. For a number of months the service was quite irregular, since the mill and town at Forester were still under construction and the work force had to be recruited. Timber cutting began in the summer of 1931, and mill operations in the fall of that year. As part of Caddo River's operations, a network of standard gauge railroads was constructed out of Forester, and the mileage of these lines ultimately reached about 70, and six steam locomotives were maintained at Forester by the company. Some of the locomotives and logging cars were moved from Mauldin over temporary trackage connecting with the Forester lines.

Regular schedules were posted for Forester service on November 9, 1931, and called for the thrice-weekly mixed train out of Heavener, Oklahoma, to extend its operation to Forester. The train arrived at Forester on Mon, Wed, and Fri at 12:30PM, and left Forester on Tuesday, Thursday and Saturday at 8:30AM. Facilities at Forester included a 20 x 60 ft. frame depot (which never housed a regular agent), water tank, wye and yards which connected with Caddo River tracks. Loading platforms at the mill could accommodate 25 cars. The crew handled switching in the afternoon, and then laid over at the Forester Hotel for the night. Outbound trains were limited to 10-12 cars because of the 2% grade up Dutch Creek Mountain; on occasion it would be necessary to double the grade, setting out the cars at Callahan Spur, mile 40.8. Motive power was a light E-3 consolidation of the KCS.



The Forester mill had nominal capacity of 40 million feet/year, and after shaking the throes of the depression managed to exceed this capacity. Operations were conventional; steam-loading of logs in the woods, hauling to the mill with logging cars, transferring the logs to the mill pond, and feeding the saws. Lumber was planed and dried at the site. The train arrived three times a week, after a leisurely trip over from Waldron; in season the crew had time to stop and pick huckleberries that would later in the day be served to them by the cook at the Forester Hotel.

When the 1940 census was taken, the busy Forester outscored the sleepy county seat of Waldron in population, 1,306 to 1,298. But increased operations during the years of World War II depleted the timber reserves, and by 1950 the end of the cutting was in sight. By this time, there was blacktop road (Arkansas No. 28) almost to Forester; field operations had been converted from rail to truck; and population of the town had declined to 818. Caddo River Lumber Co. had been acquired by Diréks Lumber and Coal Co. on August 23, 1948. Preparations were made to bring the business to an orderly conclusion.

The mill shut down on April 15, 1953, after having shipped only about 100 cars since the first of the year. Some shipments of logs, posts, pulpwood billets, etc., continued for the rest of the year while the mill, houses and stores of Forester were dismantled. On April 24, 1954 the Arkansas Western filed application for abandonment, noting that at the time one train per week was being continued to Forester, with essentially no business. By this time Forester was deserted.

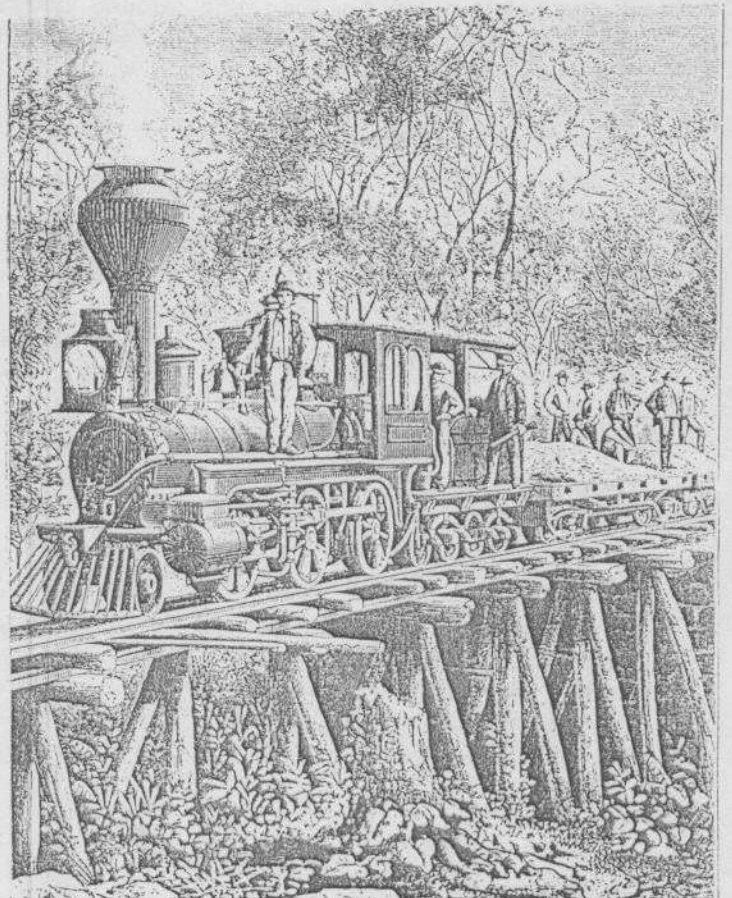
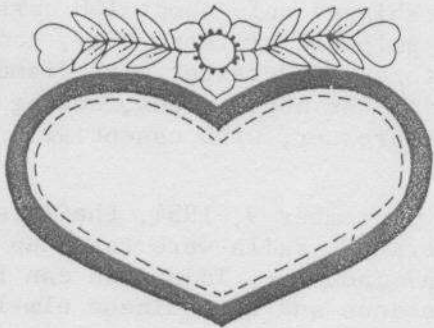
There was no opposition to the abandonment, and on September 9, 1954, the Interstate Commerce Commission granted the petition. Shortly afterward, rails were taken up to a point just east of Waldron at mile 35.1, to serve local industry. Today one can find traces of the line along Highway 28, as well as foundations and the Chinese elm-lined streets of Forester. But the traces are few.

(Continued on page 12)



UPPER LEFT - The end of the line on the Arkansas Western at Waldron. This is where the Forester Extension continued on to Forester. UPPER RIGHT - You can still see traces of the old Forester Extension roadbed just outside of Forester. A tie is in the foreground. OTHER THREE - Remnants of the once-thriving town of Forester, Arkansas. All that's left is foundations. Someone built a picnic pavilion on the site. All photos taken in November of 1985.

- END -



☆☆☆ PROGRAM ☆☆☆

The program in February will be given by E. B. Faulkner on Employee Timetables. This will be interesting to anyone interested in learning about train schedules and should be enjoyed by all. The meeting begins at 2:00 PM Sunday, February 9 at the Twin City Bank Building in North Little Rock, just across the river from Little Rock. Be there for a good time. Refreshments will be served.

ROSS HOLT MEMORIES

G. Ross Holt, Jr, age 65 died January 9, 1985 in Pine Bluff. Ross was born into a railroad family, his father being a railroad engineer. He courted and won his wife Ruby on the Cotton Belt. Sometimes they would ride the passenger train from Pine Bluff to Memphis and return with his father as the engineer.

For anyone who knew Ross, you'd know that railroading was his life. He was a great Southern Railway fan, riding as many of that road's excursions as time would allow. He was always around when any kind of special train came to town - you'd always see Ross there.

Ross was the original charter Secretary of the Arkansas Railroad Club (since 1969). He was also a member of the National Railway Historical Society as well as the Cotton Belt Rail Historical Society.

At the Pine Bluff Arsenal, Ross was the Director of Facilities, having hundreds of people under his charge. He was well-known there as well as in railroad circles. He served during World War II and helped build the Burma Road. He was a Deacon at First Presbyterian Church in Pine Bluff, where at one time he was in charge of maintenance.

He is survived by his son G. Patrick Holt of Dallas and his wife Ruby.

REST IN PEACE MR HOLT...YOU'LL BE MISSED

(Much of the information above relayed to me by Tom Shook and Naomi Hull)

JOIN THE ARKANSAS RAILROAD CLUB

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

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

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

WELCOME ABOARD!!!

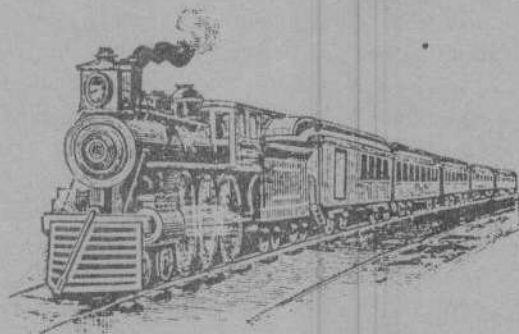
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed about 1½ weeks before the meeting takes place. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed to all members automatically.

If you would like to join, send your check made payable to the ARKANSAS RAILROAD CLUB to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Stories, pictures (both color and black and white, any size), poems, diagrams, news, etc., are all welcome! Send all correspondence regarding the ARKANSAS RAILROADER and all material contributions to:

KEN ZIEGENBEIN
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118
(501)-758-1340



ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118

NON-PROFIT ORGANIZATION
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