



ARKANSAS RAILROADER



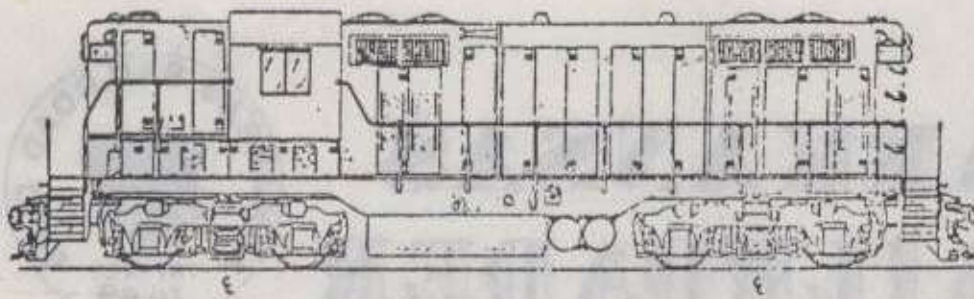
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 17 NUMBER 1

JANUARY 1986



The Mineral Springs depot still stands on the Graysonia, Nashville and Ashdown Railroad in southwest Arkansas. A GN&A southbound freight passes on the right September 13, 1985. Story of the GN&A inside.



GENERAL NEWS

CHRISTMAS PARTY on December 6 was fun and entertaining and the meal was great. Many of our club members went over to Carol Sue Schafer's home afterwards and were treated to hot cider and cookies plus an amazing array of train and Christmas collectibles. One Christmas tree had nothing but railroad-type ornaments on it (probably close to a hundred).

1986 MEMBERSHIP DUES - Dues are due!! Now's the time for all good "railroaders" to come to the aid of their club. 1986 dues are due (\$10/year for Arkansas residents and \$7.50/year for out of state). See back page for where to send the dues and a coupon. Absolute deadline will be March 15. If Treasurer Dick Byrd doesn't have your 1986 dues by then, I will be forced to take you off the mailing list. Thanks for renewing your membership.

BILL MERCK HOME - As of this writing (December 29), longtime club member and friend to all railroaders was at home after a stay in St. Vincent's Hospital. He would appreciate hearing from you. His address is Bill Merck, Rivercliff Apts, 24-W, 2000 Magnolia, Little Rock, AR 72202.

RAILROADIANA SHOW AND SALE sponsored by the Arkansas Railroad Club will be held Saturday, March 29, 1986 at Fisher National Guard Armory, 2600 Poplar Street in North Little Rock. This show and sale will feature railroad artifacts of all descriptions. The Arkansas Railroad Club invites you to buy and sell, or to simply browse through sixty tables of railroadiana presented by dealers and collectors from over a dozen states. Tables are available at a cost of \$17.00 each and will be furnished with two chairs. For additional information and table reservations, contact Bill Pollard at 32 Fair Oaks, Conway, Arkansas 72032 (phone 501-327-7083 from 7-10PM and weekends).

CLOSED FOR THE HOLIDAYS - For the first time in history the Cotton Belt, Pine Bluff Division was closed down for the Thanksgiving Holiday and the day after. Only a dispatcher, fire guard, a foreman and a skeleton crew on at 11 PM Friday night were on duty. Of the railroads operating into Memphis, only the MOP-UP worked over Thanksgiving.

BURNING RAILS! - Workers for the Kansas City Southern Railroad in Mena, Arkansas set the rails on "fire" on November 26 in front of the Mena depot when they ran a rope soaked in diesel oil along the rail and lit it. A railroad official explained that in cold weather, the rails contract and some of the bolts pull up. The fire heats the rails, which expand and can then be re-bolted. (MENA EVENING STAR)

GIFT PRESENTATION - The Cotton Belt Railroad recently donated \$2,200 to the Arkansas Foundation of Associated Colleges. The gift represented a 10 percent increase in Cotton Belt's annual donation to this organization over 1984's presentation. Representing Cotton Belt in the presentation were Pine Bluff District Sales Manager Howard Abernathy and Pine Bluff Division Superintendent Bob McClanahan.

A TRAIN AN HOUR - In 1985 an average of 26.7 trains a day traveled through Jacksonville, Arkansas on the Union Pacific/Missouri Pacific's double main line. A spokesman for the railroad projected 30.1 trains a day by 1990 and also said that every train is averaging 100 cars in length. (JACKSONVILLE DAILY NEWS)

14 CARS DERAIL - 14 cars of a 73-car freight of Missouri Pacific derailed November 20 near downtown Little Rock, 200 yards from the state capitol. Three of the cars carried hazardous chemicals, but no leaks were reported. The wreck is being investigated.

BLOCKING TROUBLES - As if the railroads don't have enough trouble, what with declining carloads and business, some cities are now getting stricter in enforcing their road-crossing limits. Texarkana, Arkansas's Board of Directors said a maximum fine of \$250 would be levied against railroads found guilty of blocking crossings for more than 10 minutes. Also, Raymond L. Bateman of Memphis, a conductor on a Missouri Pacific freight train, was arrested by Wynne, Arkansas police November 19 when his train allegedly blocked a street crossing for more than 40 minutes. Wynne police are encouraging anyone to report these crossing incidents.

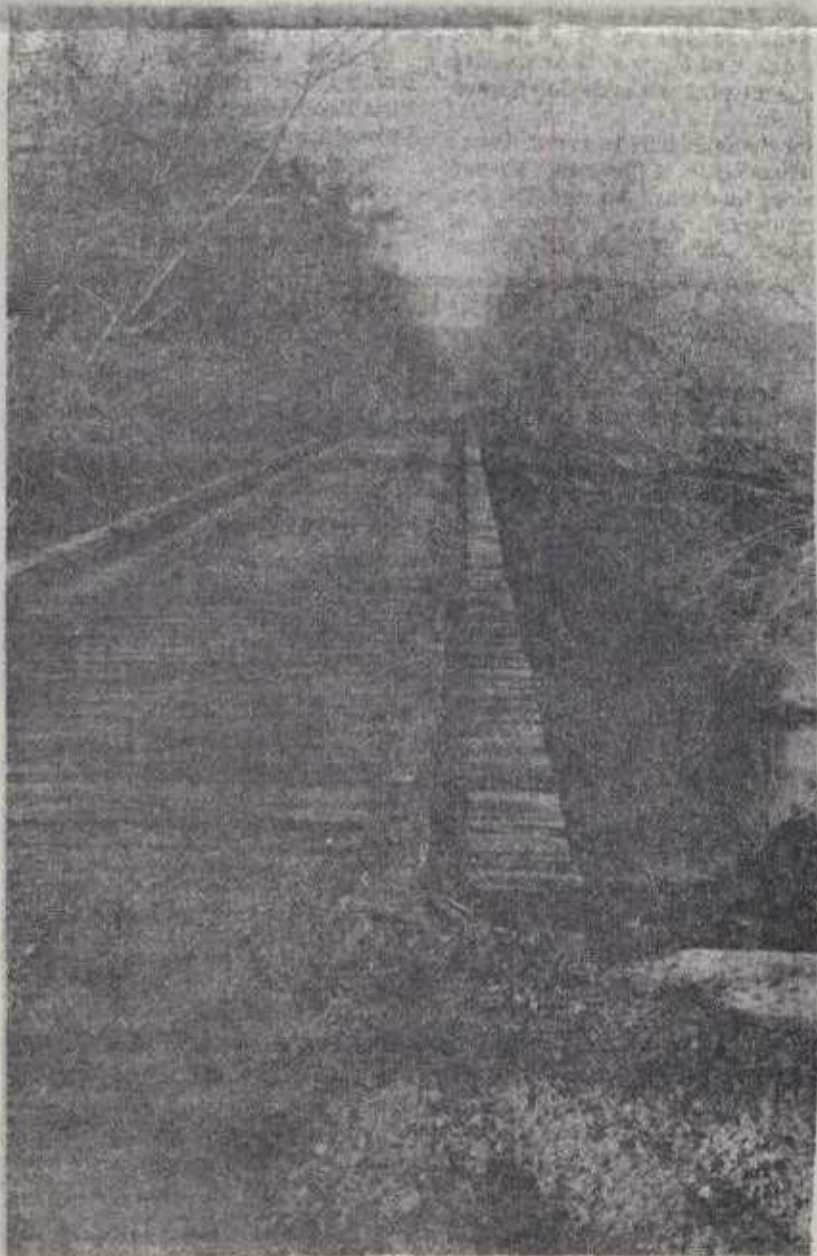
ROCK ISLAND UPDATE - Rails of the old Sun Belt Route west of Little Rock have now been taken up from the Oklahoma border to at least Abbott, Arkansas. I haven't been able to get there recently, but hope to in the next month or so. Status of the rest of the line from Abbott eastward to Perry is not yet determined. A news release from the Arkansas Association of Railroad Passengers said the removal of this railroad will undoubtedly result in decreased industrial development along the route and fewer jobs.

50-ENGINE TRAIN - A train with 50 old and worn-out Missouri Pacific engines traveled through Corning, Arkansas in October, 1985, moving toward Chicago. The engines were scheduled to be cut up for scrap.

819 UPDATE - Steam operation of the Cotton Belt 4-8-4 #819 is still slated for sometimes this Spring. Everything is on target.

NEW CROSSING AT PARAGOULD, ARKANSAS - Southern Pacific is installing a new railroad crossing guard and signals on three of the streets through Paragould. In return, the Mayor agreed to close another street (Wirt Street) crossing. (PARAGOULD DAILY PRESS)

LAWSUIT FILED AGAINST THE EUREKA SPRINGS AND NORTH ARKANSAS RAILROAD - A lawsuit requesting that the Eureka Springs and North Arkansas Railway not be allowed to continue construction on the old main line of the Missouri and North Arkansas railroad bed has been filed by Pat Costner in Eureka Springs. The suit, filed in Mid-November, asks that chancery court order the ES&NA and its owner Bob Dortch to discontinue using the part of the old M&NA bed that runs through Livingston Hollow. Dortch was planning to extend his railway by laying track where the original bed was and by laying trestles. Costner contends that the old railway bed is presently being used by residents of Livingston Hollow as a public road. The railroad has been abandoned for over 20 years, she said in the suit, and residents of the area have used it as a public road for 17 years. She reported that Dortch had built another road to replace the railway bed, but said that it was not as good a road as the railway bed. The county is looking into the matter of whether or not the railroad bed is a county road and whether or not the road Dortch has built has been dedicated. (EUREKA SPRINGS TIMES-ECHO)



GONE - The Union Pacific Railroad tracks between Caddo Gap and Norman, Arkansas in Montgomery County were recently scrapped (left). This railway was chartered in 1907 by the Gurdon and Fort Smith Northern Railway Company. The 5.74 miles of track was completed in Sep. of 1909 and later sold to the Iron Mountain (MOPAC). That stretch of track has not been used since the Caddo Valley Mills in Norman closed. Many in the county can remember when people used to travel to Womble, now Norman, to board the passenger train. A UP spokesman said the company got permission to abandon the track in June 1985. The line from Antoine to Caddo Gap remains open. (MONTGOMERY COUNTY NEWS, December 5, 1985)

ANOTHER CROSSING ACCIDENT - Pine Bluff had no less than three crossing accidents in a two-week period in December. One Greyhound Bus (carrying 5 people) and two autos were hit by MOP trains during the first half of the month.

COTTON BELT donated \$500 to United Way in Jonesboro recently. Even though the railroad is losing ground financially, they still have enough heart to help the needy in communities through which they run.

\$2 MILLION LAWSUIT - A lawsuit seeking a \$2 million judgement from the Missouri Pacific and John C. Peterson was filed November 15 in Saline County Circuit Court in Benton, Arkansas. Winnie Ruth Thomas was injured when the vehicle in which she was riding was struck by a locomotive operated by Peterson September 13, 1984. Edison died last May 5. The company was negligent, the suit says, because it allowed Peterson to operate the locomotive at a high rate of speed. Warning signals at the crossing are frequently activated when no train is approaching the intersection, said the suit. This causes vehicle operators who reside in that area who regularly approach the crossing to be lulled into a false sense of security. (BENTON COURIER)

CONTINUED DECLINE - Southern Pacific's total carloadings in October 1985 were 129,610, off 7.6 percent compared with the same period in 1984. It was SP's 12th consecutive monthly decline. Meanwhile, the Association of American Railroads reports carloadings for the first 45 weeks of the year were off 4.9%. What's all this talk about the "optimistic attitude" in the country?

PINE BLUFF TRACK WORK CONTINUES - Construction began the week of November 17 on a multi-million dollar major realignment of Cotton Belt and Missouri Pacific tracks in downtown Pine Bluff. The project calls for moving the SSW track on third avenue next to the MP's on fourth avenue at a cost of \$2.9 million. The project is expected to be finished by next May. Another part of the consolidation plan calls for a 4.5 million dollar overpass to be built at Plum Street.

ALASKA RAILROAD MUSEUM EXPANDS - The Alaska Railroad Museum has just acquired 147 acres of land, from the state of Alaska, on which they are going to lay a lot a track - enough so that they will be able to operate all the Museum trains. At this time, they own 38 pieces of railroad equipment. The new land is located north of Anchorage. (THE TRAINMASTER)

MKT STILL TRYING - The Missouri-Kansas-Texas Railroad is still trying to find a merger partner. In December, 1985, MKT says it plans to offer \$33.50 in cash for each certificate it sold in the late 50's, up from \$25 it offered a few months ago. If it can buy back 60% of these registered certificates, UP might once again be a willing partner.

"WISH UPON A STAR" COMES TRUE - Little Joey is dying of cancer. He's already had one leg amputated and may never celebrate his ninth birthday. But November 23 was Joey's day and Southern Pacific helped make it something very special. Joey and his parents travelled to Sacramento, California via Amtrak to visit the State Railroad Museum and tour the Sacramento Locomotive Works. The trip was arranged through the California Law Enforcement's "Wish Upon A Star" program, where terminally ill youngsters are granted their fondest wishes. Seems Joey loved trains and wanted to see some close up. (SP UPDATE)

SUICIDE USED AMTRAK - A man killed when he parked his car in the path of an oncoming Amtrak passenger train in New Buffalo, Michigan recently, left several notes indicating marital problems prompted him to commit suicide, state troopers said. According to witnesses, he pulled partially onto the track and waited for the train to come along, and it did. He then pulled directly into the path of the train. (THE DISPATCHER)

STEAM ENGINE FOR SALE - A coal-powered steam locomotive used to test the feasibility of switching from diesel fuel has been put up for sale because of a lack of investors and the drop in oil prices. Locomotive No. 614, a 1948 "Greenbrier"-type engine, has a price tag of \$500,000, said owner Ross Rowland. No. 614 hauled coal on the Chessie system's main line last January between Huntington and Hinton in southern West Virginia to publicize Rowland's plan to build a prototype steam engine that would be competitive with diesels. Rowland organized American Coal Enterprises a few years ago to develop ACE 3000, a \$40 million computer-controlled steam locomotive that would burn coal rather than oil, but when investors were slow to put their money into development of this project, he decided to call it quits. He plans to also sell the passenger cars used in the test phase of this endeavor. (THE DISPATCHER)

UP OPERATING DEPARTMENTS CONSOLIDATED - On November 21, 1985, Union Pacific System announced plans to consolidate the Operating Departments of Union Pacific and Missouri Pacific Railroads. Headquarters changes will become effective January 1, 1986. Of the approximately 2,100 employees in St. Louis, only about 300 headquarters employees will be affected by early retirement, relocation to Omaha or natural attrition. (INFO MAGAZINE)

PROTESTORS AT THE MOP - Several protesters marched on the UP/MP System Headquarters in North Little Rock on December 16. They were protesting not having received any compensation of medical expenses they say were caused by the chemical spill which occurred in the MOP yards a year earlier. MOP officials responded that they couldn't do anything as long as litigation was in progress.

FY-87 BUDGET AGAIN NIX'S AMTRAK - plus other popular programs such as the Interstate Commerce Commission, the Agricultural Extension Service, the Air Traffic Control System, parts of the FHA housing loan guarantees, some money for repairing roads. Seems once again that a fight to keep passenger trains is in order. As soon as possible, you should contact your Congressman. If they keep the cuts across the board, I personally wouldn't mind, but to single out entire agencies for elimination is not too bright.

AMTRAK CUTS ANNOUNCED - Amtrak announced December 20 that many of its passenger services would be reduced January 12 due to lack of funds. Amtrak's budget has been reduced to \$616 million, down from \$684 million in 1985. Another 4.5% cut is likely to occur in March, 1986. Among the cutbacks are: making the daily "Crescent" between New Orleans and Atlanta tri-weekly and making the "Pioneer" between Salt Lake City also tri-weekly. Other cutbacks involve Chicago-St. Louis and Chicago-Detroit trains. So far, Arkansas's "Eagle" hasn't been affected.

LOADED - Amtrak's "Eagle" through Little Rock (#22 northbound) on December 23 had 478 people on board.

OLD AGE? - In 1985, about 37,000 Americans are 100 or older.

RAILROAD STATS - In 1983, the average number of employees on the nation's railroads was 341,507. The average train was 70.4 cars long.

DRUG AND ALCOHOL TESTS O.K. - A Federal judge in California ruled the week of November 24th that the nation's 300,000 railroad workers can be subjected to mandatory drug and alcohol tests if they are involved in a major train accident.

JOB CUTS? - Southern Pacific wants Cotton Belt Employees to be reduced by one-third in the next few years. An alternative would be for employees to reduce wages by about a third. "All these things would have to be done by labor negotiations", said Jim Johnson, public relation manager for the railroad. SP cut 3,000 employees from its work force in the last year. Its proposal would either eliminate a further 10,000 jobs over the next few years or cut salaries by 30%. The cuts would occur by attrition and buy-out plans to be negotiated with Southern Pacific's 15 unions. "We are facing a very tough situation", said Mike Mohan, the company's executive vice president. (PINE BLUFF COMMERCIAL)

KATY OPERATING REDUCED CREW INTERMODAL TRAINS - MKT has begun a new Texas Special intermodal train between Kansas City and Dallas which uses a two-man crew and end-of-train monitor. The overnight service provides 9 AM availability in both cities for TOFC customers. The new service began September 3, 1985. (RAILWAY AGE via GULF COAST RAILROADING)

THE ASSOCIATION OF AMERICAN RAILROADS SHOWED THE FOLLOWING for American Railroads in 1984: Return on investments, BN had 10.97%, the highest of all the railroads. KCS was second with 8.95%, UP was 13th with 3.80%, MP 14th with 3.54%, Cotton Belt 21st with 1.59% and SP Transportation was at a minus 0.72%. (SP UPDATE)

KANSAS CITY UNION STATION CLOSED - at the end of November, 1985, and a new \$1.4 million Amtrak station downtown opened December 6. The old station still houses some restaurants, however, so it isn't totally vacant.

BUSY WEEKEND - Amtrak's Thanksgiving weekend was called its busiest ever. The phone calls to Amtrak set a one-day record of about 173,000 (during a busy weather day - snow, etc. - at the National Weather Service office where I work in North Little Rock, the recordings of weather information are being tried 35,000 to 40,000 times per day with 80% of the calls not getting through). Despite putting on 1130 more cars and 80 extra trains, and a record number of borrowed cars from commuter services, Amtrak counted over 8400 standees on trains, compared to about 500 in 1984. (RAIL TRAVEL NEWS)

FATAL ACCIDENT - One SP employee was killed and another critically injured December 14 when their small track inspection car was hit by an automobile at a grade crossing in Phoenix. The person killed was Manny A. Corrales, 60, who had worked for the railroad for 35 years.

THE BUTLER COUNTY RAILROAD

by: William Church

In the first decade of the Twentieth Century, the American Sugar Refining company, through its subsidiary corporation, the Great Western Land Company, gained control of a vast tract of hardwoods and cypress timber land in Butler County, Missouri and the adjoining counties in Arkansas of Clay and Greene.

This land, approximately some 360 square miles, was a huge swamp. The annual overflow from the St. Francis and Black Rivers that formed its' eastern and western boundaries made travel withing its' confine almost next to impossible. Only the ridges of high ground running through the swamp had trails, and these being unservicable in the periods of wet weather.

Railroads in the area of this overflow land were the Iron Mountain, now the Missouri Pacific (Union Pacific System), and the Frisco, now the Burlington Northern. The Iron Mountain main line from St. Louis to Little Rock formed the boundary on the west, while their Cairo branch skirted the northern end. The Frisco's Cape Girardeau, Missouri-Hoxie, Arkansas branch, like the Iron Mountain, served Poplar Bluff, which was located on the northwest edge of this tract of land. The Frisco's Bloomfield-Campbell, Missouri branch crossed the Iron Mountain at Dudley, and formed the eastern boundary from the Iron Mountain at Dudley to Campbell, Missouri. On the extreme southeastern tip from the St. Francis River at Chalk Bluff to Piggott, Arkansas the Cotton Belt's Illmo, Missouri-Jonesboro, Arkansas main line finished the eastern boundary. The southern end of this tract was roughly the Clay-Greene County line, running from the Black River to Crowley's Ridge near Pollard, Arkansas.

The American Sugar Refining Company shipped its' product, refined sugar, all over the world in hardwood barrels and they were forced, by the ever growing demands of their product, to seek a steady supply of hardwood timber to be converted into barrels.

Through the American Sugar Refining Company's wholly owned subsidiary, the Brooklyn Cooperage Company, a hardwood stove mill was erected at the town of Poplar Bluff. This mill's entire output went to the parent company for sugar shipment. This mill, located on the east side of Poplar Bluff, just across the Black River, had a choice of either the Iron Mountain or the Frisco to handle their business, which either shipped to New Orleans or the the Port of New York.

The Butler County Railroad was born when the Brooklyn Copperage Company, to reach the hardwood forest on Great Western Land Company holdings, built a Standard Gauge railroad running from its' mill in Poplar Bluff, Missouri where it made interchange with the Iron Mountain and the Frisco, to the town of Piggott, Arkansas in Clay County. A branch line ran from the State Line to Tipperary, Arkansas from Osprey.

By 1910 the Butler County Railroad was making regular freight and passenger runs from Poplar Bluff/Linstead, Missouri to the timber cutting camps in the swamps and hauling hardwood logs back to the mill.

At first the Butler County trains for the timber land ran over the Iron Mountain by a trackage rights agreement from Linstead to Lowell Junction on the Cairo Branch for a distance of some seven miles. For this service the Butler County Railroad paid the Iron Mountain twenty-five cents a mile for a twenty-six car train.

While the crews who operated the trains from Poplar Bluff/Linstead were employees of the Butler County Railroad, the men who manned the locomotives and cars from the timber cutting camps to the Butler County main line were employees of the Brooklyn Cooperage Company, that also owned the locomotives operating out of the timber cutting camps.

After logging operations moved further into the forest, the Butler County built an extension running southeasterly from Linstead and made connection with the first construction from Lowell Junction. Later the Butler County was extended from the Missouri Line at Osprey to Piggott, Arkansas with a branch line of 15 miles in length in western Clay County, to Tipperary, Arkansas. This line was named the "South Branch". The main line crossed Crowley's Ridge near the town of Pollard, Arkansas and terminated at Piggott. When the main line was complete, the Butler County was a thirty-four mile railroad serving some of the richest timber land in the states of Missouri and Arkansas.

Butler County operations remained about the same after construction was complete from Poplar Bluff/Linstead to Piggott and Tipperary. For a while, a steam passenger, mail and express train departed from Poplar Bluff at 7:00 A.M. as Train No. 5 daily except Sunday, arriving Piggott at 8:45 A.M. Departing Piggott as No. 6 at 9:00 A.M. and arrived back at Poplar Bluff at 10:30 A.M. This passenger train made good connections at Poplar Bluff with both the Frisco and Iron Mountain and with the Cotton Belt at Piggott. Later a McKen Motor Car was used instead of a steam train.

(continued on the next page)

BUTLER COUNTY RAIL ROAD COMPANY EMPLOYEE'S TIMETABLE NO. 24

Taking effect 12:01 A.M. Sunday, July 1st, 1923

SOUTH BOUND				NORTH BOUND					
Second Class	First Class			STATIONS	Capacity Passing Tracks	First Class			Second Class
11	9	7	5			6	8	10	12
FREIGHT	MIXED	MIXED	MAIL	Distance from Poplar Bluff	STATIONS	MAIL	MIXED	MIXED	FREIGHT
Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only
A. M.	A. M.	P. M.	A. M.			A. M.	P. M.	A. M.	P. M.
	L 7 20	L 2 00	L 7 20		Lv. Poplar Bluff A.	A 10 30	A 8 00	A 10 45	
L 8 45	A 7 25	A 2 05	A 7 22	.80	LINSTEAD C.W.T.	A 10 26	A 5 55	A 10 10	A 3 00
	L 7 28	L 2 10	L 7 28	3.49	Morocco	L 10 21	L 5 50	L 10 34	
	L 7 36	L 2 10	L 7 36	6.82	Spread	L 10 12	L 5 42	L 10 27	
A 9 20	A 7 43	A 2 23	A 7 43	10.01	Braceley	A 10 04	A 5 34	A 10 19	L 2 25 7 A 2 15
	L 7 49	L 2 29	L 7 49	12.51	Nyssa	L 9 57	L 5 27	L 10 12	
A 9 44	A 7 56	A 2 30	A 7 56	15.41	Qulin	A 9 49	A 5 19	A 10 04	A 1 30
10 10	8 00		8 00	17.22	West Branch	9 44	5 14	9 39	1 38
	L 8 03	L 2 43	L 8 03	18.17	Hex	L 9 42	L 5 12	L 9 57	
10 25	8 06	2 46	8 06	19.86	Platanus	9 38	5 08	9 51	1 28
A 10 30	A 8 12	A 2 52	A 8 12	21.73	Fagua	A 9 32	A 5 02	A 9 47	A 1 20
A 10 45	A 8 24	A 3 02	A 8 24	25.22	Osprey	A 9 23	A 4 53	A 9 38	L 1 05 P. M.
A. M.	A 8 29	A 3 09	A 8 29	27.74	Dollard	A 9 17	A 4 47	A 9 32	
	8 35	3 15	8 35	31.10	Tango	9 08	4 37	9 23	
	A 8 45	A 3 25	A 8 45	33.91	PIGGOTT C.W.T.	L 9 00	L 4 30	L 9 15	
	A. M.	P. M.	A. M.			A. M.	P. M.	A. M.	
			111		SOUTH BRANCH STATIONS			112	
			Second Class					Second Class	
			Daily Except Sunday					Daily Except Sunday	
			A. M.					P. M.	
			L 10 50	35.22	Osprey	30	A 1 09		
			L 10 54	26.34	Strya	60	L 12 57		
			A 11 10	31.70	McDougal	66	A 12 45		
			A 11 25	36.12	Hivoria	30	A 12 23		
			A 11 49	40.58	TIPPERARY C.W.T.	50	L 12 10		
			A. M.				P. M.		

- No. 6 will wait at Piggott for No. 5 unless directed otherwise by Dispatcher.
- No. 8 will wait at Piggott for No. 7 unless directed otherwise by Dispatcher.
- No. 10 will wait at Piggott for No. 9 unless directed otherwise by Dispatcher.
- No. 112 will wait at Tipperary for No. 111 unless directed otherwise by Dispatcher.

Freight service was a pair of trains running from Linstead to Osprey, thence down the "South Branch" to Tipperary on a six day a week schedule. They departed Linstead 8:45AM and arrived back at 3:00PM.

Additional passenger service was by Mixed Train Service and was scheduled seven days a week, the Sunday schedule fulfilling No. 5 and 6 schedule that day. Weekday service was a train leaving Poplar Bluff at 2:00PM and arriving Piggott at 4:30PM. The Sunday schedule was fifteen minutes later.

Mixed service between Osprey and Tipperary on the "South Branch" was an extension of through freight service from Linstead to Osprey. No. 11 and No. 12 became No. 111 and 112 from Osprey to Tipperary.

SPECIAL INSTRUCTIONS.

1. All northbound trains are superior to trains of the same class in the opposite direction.

2. Extra trains may run ahead of second class trains.

3. **Standard Clocks:**

Poplar Bluff Passenger Station.
 Qulin Passenger Station.
 Piggott Passenger Station.
 Tipperary Passenger Station.

4. **Register Books:**

Linstead All Trains at yard office.
 Piggott All Trains at station.
 Tipperary All Trains at station.

Rule 83 is amended as follows:

A train must not leave its initial station on any division, or district or a junction, until it has been ascertained whether all trains due, which are superior, or of the same class have arrived or left.

Stations at which train registers are located will be designated by full faced type on time table.

At the initial station for their train conductors and engineers must check train register, familiarize themselves with the posted bulletins.

Conductors must check and enter in train register all the information required by its form.

5. **Bulletin Boards:**

Poplar Bluff Passenger Station.
 Linstead Yard Office and Round House.
 Piggott Passenger Station.
 Tipperary Station.

6. **Speed Restrictions:**

Linstead, All trains 15 miles per hour over Mo. Pac. Crossing.

Piggott, All Trains 15 miles per hour over St. L. & S. W. Crossing.

Second Class and Extra Trains will reduce speed to 20 miles per hour on curve at mile posts 10-11-13-18-20-22, P. 26 and P. 31.

Maximum speed at any point:

Passenger Trains, 40 miles per hour.
 Freight Trains, 25 miles per hour.

7. **Yard Limits:**

Linstead, Poplar Bluff Station to M. P. 2.
 Qulin, Ulmus Siding M. P. 14.50 to South Switch
 West Branch M. P. 17.

Osprey, { M. P. 25 to P. 26 Main Line.
 to 26 South Branch.

Gravel Pit, M. P. 30.50 to 32.25.

Piggott, M. P. 33 to Station.

McDougal, M. P. 29.5 to 33.

Tipperary, M. P. 40.00 to South Wye.

Within yard limits the main track may be used protecting against first class trains.

Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

8. **Stops on Signal:**

Nos. 5-6-7-8-9 and 10 at Halley's Mill, M. P. 5.17.

9. **Telephones are located at:**

Poplar Bluff, Passenger Station.
 Linstead, Yard Office.
 M. P. Crossing Interlocking Cabin.
 Sprend, Box.
 Densley, Station.
 Qulin, Station.
 West Branch, Box.
 Platons, Box.
 Fagus, Station.
 Osprey, Box North and Fourth End.
 Pollard, Station.
 Gravel Pit, Box.
 Tango, Box.
 Piggott, Station.
 Branch 4, Box.
 McDougal, Box at Station.
 Heoria, Box at Station.
 Tipperary, Station.

Telephones shown in box are protected by switch locks. To use phone, throw in switch; when through leave switch open.

10. Engines or trains of other Companies, operating on the tracks of this railroad are subject to the rules and regulations of the operating department of the Butler County Railroad. When such engines or trains desire to move over our main track from points outside of yard limit, where no agent is on duty, the Dispatcher will issue orders in prescribed form, to be copied on regular train order form and repeated by the engineer or conductor in charge. Such orders are not to be acted upon until "Complete" has been given by Dispatcher.

11. **Normal position of Main Track Switches:**

Osprey—for Main Line Trains.

12. Nos. 11 and 12 will carry passengers to or from South Branch Stations. First Class Trains will transfer South Branch passengers, express and mail at Fagus when connections can be made at that station.

But by far the largest number of trains were those extras from Linstead to the forest with empty log racks and those returning with logs for the mill. Also, several switch crews were at work in the mill area unloading log flats, spotting empties for barrel loading, making up trains for the forest and doing interchange work with the Iron Mountain and the Frisco in Poplar Bluff. Indeed, the Butler County Line was a very busy little railroad.

Between Pollard and Piggott, Arkansas, on Crowley's Ridge, there was a large gravel deposit. From this pit the Butler County got its' ballast to raise the line up out of the mud, finally allowing the speed of the passenger trains to be 40 miles per hour and freight 25 miles per hour. Additional loads of gravel for highway construction were moved in season for the Arkansas Highway Department to meet the ever-increasing demands for hard roads in the district.

The Butler County Railroad remained a financial success for its' parent, the Brooklyn Cooperage Company, all of its' corporate life. The yearly revenues increased from on-line independent shippers of railroad ties, piling, lumber and later agricultural products. The railroad's share from the freight rates for loads interchanged with the Iron Mountain, Frisco and Cotton Belt, plus those charges made against the cooperage company for inbound loads to the mill, coupled with the revenues from the mail, Express and Passenger service, made this railroad venture by the Brooklyn Cooperage Company a very worthwhile investment.

By the mid-1920's, the supply of hardwood timber for the Brooklyn Cooperage mill in Poplar Bluff was running low and the owners decided to move the mill out of the state and put the Butler County Railroad up for sale.

About the time the Butler County went on the market, the defunct Kennett and Southeastern Railroad was breathing its' last breath. The KSE, a 22-mile log hauling line, had a connection with the Butler County at Piggott and Frisco at Kennett, Missouri. Seeing the possibility of connecting its' property in Poplar Bluff with its' lines out of Kennett, the Frisco set about putting the wheels in motion to tapping the rich Black and St. Francis Valley in Missouri and Arkansas, making a one-line haul of such business to the Memphis Gateway.

By 1928, the KSE and the Butler County were safely tucked into the operating structure of the Frisco's River Division that had its' headquarters in Chaffee, Missouri. Butler County employees were given their seniority dates on the Butler County on the River Division.

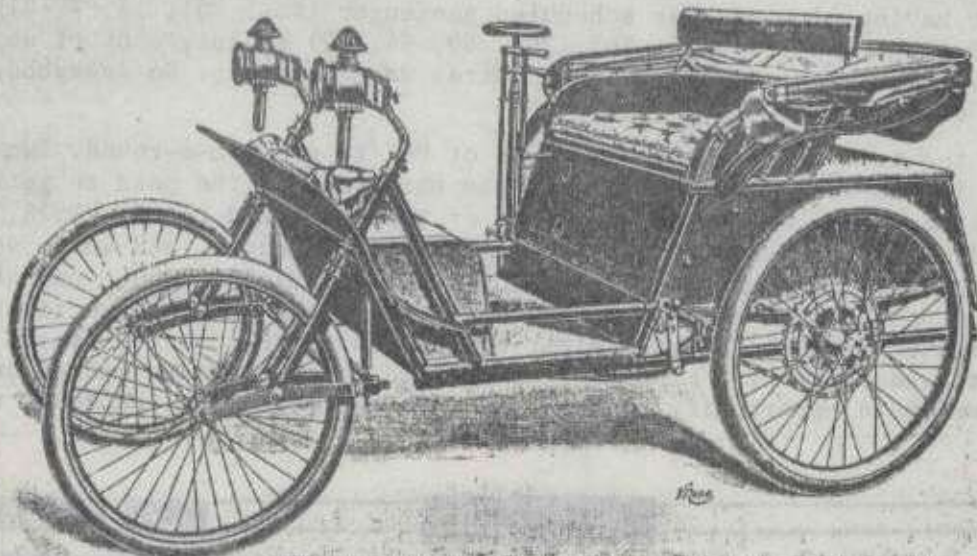
Although the "South Branch" had been abandoned before the sale and freight service had been reduced to mixed trains, passenger service was still maintained by the McKeen Motor Car. Under Frisco control, the KSE and Butler County service was extended through Piggott, Arkansas through Kennett to Hayti, Missouri on the St. Louis-Memphis line. This gave the shippers on the old KSE and Butler County Railroad direct service via the River Division main line to Memphis and St. Louis, and those customers also had better service than before.

The Depression of the 1930's did not harm the New Butler County service. It still maintained its' daily except Sunday mixed trains, plus a daily Poplar Bluff-Hayti, Missouri motor car, making connections at Hayti with the Memphis-St. Louis "Sunnyland". But what the Great Depression could not do, World War II and paved roads did. The Butler County-KSE fell on hard times for the lack of business, and the Frisco asked for abandonment of service. By the 1950's the Butler County-KSE was gone.

Now where once proud 2-8-0's and McKeen Cars trod, lies grassy mounds of abandoned right-of-ways and in some places, modern asphalt highways. Now the whine of eighteen-wheelers fill the air as truckers haul the produce of the Butler County territory to the Memphis Gateway, and the old lines are now just so many memories.

- END -

(Author's Note: Thanks are extended to Dr. Pollard for information from his files. Bill Church started his brakeman career at Chaffee, Missouri and made runs over the Butler County Line).



Run-a-round

© 1985

by: Eakles A. Hille

Run-a-round. The dictionary defines it as (slang) artful deception; evasion.

But on the railroad it means more than that, and it could cost you money. There are several ways to be run-a-round on the railroad:

- a. The crew-caller might call another person for a job instead of you.
- b. With two trains in the yard, each having extra men on them and called for different times, the yardmaster might release the second called train first, thereby causing a run-a-round.
- c. To let another train pass you and have to follow them into the terminal.

This last kind is what this tale is all about.

One nice spring morning, I don't remember the date, but it was in 1943 or 44, we were called north for about 3:30 AM with the "Hawkins Oil", 63 cars of much needed war material. Our power was a good 1400 class (2-8-2) Mikado with a thermos bottle (water car) and everything was fine. We registered cut and received our orders at the old wooden yard office, just south of the Ft. Smith Crossing. There being no overdue passenger trains, the fireman with the help of the head brakeman lined up the switches for me to take the engine to track #30 in the "Hole Yard". After making a terminal brake leakage test and having the train OKed by the inspectors, we headed up through the yard to the main stem, picked up the "Big Ox" and started the 179 mile trip to Poplar Bluff, Missouri.

Now, all this makes for a perfect day except for one fly in the crude-oil. There was another of these "hot" oil trains called thirty minutes behind us. Engineer C. E. (Pop) Ashley on the second train also had a good 1400 and a water car and also would not have any work to do enroute. Mr. Ashley was a nice man and a good engineer, but he sure liked to make the mileage and would run-a-round another crew if at all possible. I could not let any grass grow under my wheels.

The conductor got on, we already had a "High Ball" on the Main Line Gate and over Nigger Hill we went. Those oil cans were rolling fine until we passed Jacksonville, then I saw a fussee burning on the caboose. That was the skipper's (radio) message to the head-end that something was wrong and to stop. The headman dropped off and went back to help if he could.

When the two brakemen came back to the engine they said that we had a hot-box (heated journal) on a car about ten ahead of the cab. The plan was to drag the train over to Holland about four miles, to stop on the main between the switches and come back through the passing track and set the car with the hot-box in the passing track and then couple up the rear end again.

I am sure that any of you that have ever worked out railroad track puzzles will readily see that when we went back toward the head-end of our train through the passing track that we would be pushing the B O tank car ahead of the engine. That was just fine as we wanted to put it in the south end of the team-track at Cabot (3.65 miles).

Where was the second oil train while we were doing all this work? Yes, sir, he was right behind us as we started north through the passing track.

Now at this point let me do a little explaining, some of you may be wondering, why the other train did not just use the other (south) main track to pass us. First remember this was 1943/44 and that the 56 miles between North Little Rock and Bald Knob, although being double track, was an extremely busy section of the Arkansas Division. The AM hours were the worst having nine regular scheduled passenger (Nos. 201, 17, 7, 219, 2, 226, 26, 4) and eight freight (Nos. 93, 65, 265, 266, 60, 94, 72) trains, many of which carried the green. Besides like these two oil trains, extras were numerous. So everybody had to stay on their side of the fence.

So back to the tale of to get run-a-round or NOT to get run-a-round. Two of the brakemen were in the cab as we returned to the north end of the pass to get on our train and go to Cabot and set out the hot-box. One of them remarked to me, "Well, here is where we get trimmed". I asked "How". "They are heading in behind us, and while you pump off the air they will head out past us", he said. I glanced back and sure enough "pop" was coming into the pass behind us. And I knew why. When I had stopped the first time there was two or three car lengths of room clear of the end of the passing track. That space would be plenty and the 4 or 5 minutes I would need to release the brakes on our train, would give them ample opportunity to head out onto the main line. OR could they?



I had learned somethings in my twenty years of firing, some from good engineers, some bad, but all shrewd men, ones that know how to take care of themselves. We still had one chance and the other crew might cry "Dirty Pool" but I could not hear them as the engine "Popped" about that time.

I asked the brakemen if they would do as I told them when we got out on the main, (the rules specify that brakemen are under direction of the engineer, in the absence of the conductor). They both agreed, so here is how-we worked it.

After we were on the North Main over the north switch they lined it for the main and locked it. Then we backed toward our train, BUT we stopped with the bad-order tank car right on the frog, set the hand brake and cut off from it. Then we coupled the engine on to the head end of our train, pumped off the air brakes, pulled up and got the B O again, let off the hand brake and headed for the team-track at Cabot.

In closing, need I add that none, no none of that second crew bought my supper at Poplar Bluff that night?

- END -

NICKNAMES I HAVE KNOWN

by a Cotton Belt Railfan

Our kindly editor recently gave us some good information on Halley's Comet, which was certainly well received. However, the Cotton Belt (yes, Virginia, there is still a Cotton Belt), "Halley's Comet" was the nickname for a local freight which worked Tyler-Corsicana, whose main purpose was to switch Ni-Pac, Texas. The train owed its nickname to the fact that the assistant superintendent's name was J.A. "Joe" Haley, so the rail workers coined its name. At last report, Mr. Haley, not retired, was living in the Hot Springs, Arkansas area. (The nickname was later declared unsuitable by the superintendent in far-away Pine Bluff, but its use continued as long as the train was operated.

The North Little Rock-Pine Bluff local in earlier times was known as "Tollyfair", an offshoot of the name Taliaferro, who was conductor on this run for many years. Train dispatcher G.C. Stevens affectionately called this same train the "Bull Moose", for reasons known only to himself. "Steve" called all diesels "thousand-leggers", and had various nicknames for the other trains on his district.

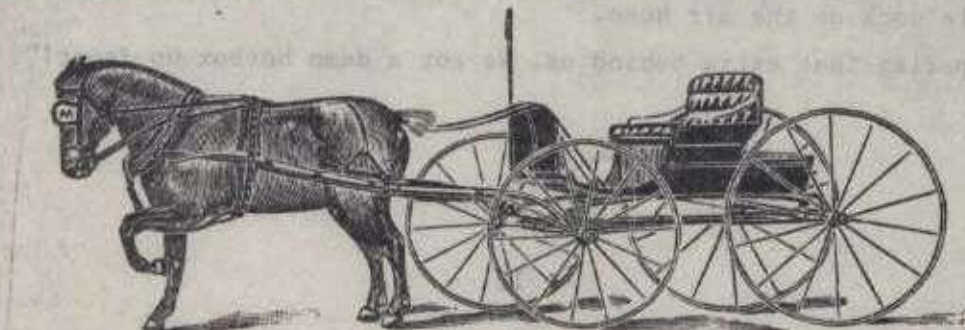
Perhaps best known was that of the dead freight, operated nightly out of Texarkana, enroute to Pine Bluff. This train picked up gravel at Lewisville, the L&A connection at Stamps, the L&NW connection at McNeil, any "north cars" at Herbert and Camden, the Rock Island connection at Fordyce, any repaired "Bad Order" cars - on line, in addition to the pulpwood, pickles, and ties entrained at Texarkana. The nickname, "MAE WEST", of course - it had everything.

Some of the irreverant called passenger trains No. 5 and No. 6 the "Cotton Picker", because it was said that you could get off of either train and pick a bale of cotton, and then catch up with the train by foot, prior to its arrival in either St. Louis or Pine Bluff.

During the late 1950s, Cotton Belt/Southern Pacific instituted a super-expedited train from St. Louis to Los Angeles carrying auto parts and high class merchandise, officially called the APW (Auto Parts West). This short, heavily overpowered train, which spent only moments in terminals - in keeping with the times - quickly was dubbed the "Flying Saucer", by the awed men of steel.

During the winter perishable season of the 1960's, SP-CB operated symbol WG (officially Winter Gardens), from the valleys of California to the east coast. Cotton Belters promptly called it by their nickname "Winter Greens".

- END -



IMAGES OF MEMORY

by: Gene Hull

It has been said that living in the past is a prelude to senility. Perhaps the time has come when the fleeting images should be committed to paper instead of memory. Yesterday you and I and the world were young, and there was always tomorrow. Now there is much more face to wash than hair to comb, and tomorrow isn't so certain.

My association with the railroad (for pay, that is) was at the beginning of the second "war to end all wars." If you could walk the armed forces were interested in you. During the waiting period, the railroad was equally interested in you. They were desperately in need of warm bodies. War-time freight was increasing rapidly and Uncle Sam was pointing his finger at many experienced railroaders. This combination of events allowed me a rather brief interlude of "riding the rails".

One of the images I still can see rather clearly on the screen of memory was the first time I had the responsibility of flagging a train. I was working as a brakeman on the Central Division of the Missouri Pacific between North Little Rock and Van Buren. It was a "dark" railroad (no block signals), and as well endowed with curves as a Mae West movie. We were given a timetable, a handful of train orders superseding the timetable, and a parting salutation of "Good luck" when leaving town.

Although I was innocent of railroad experience, I wasn't railroad ignorant. My father was a fireman and my brother was a brakeman, so I had been exposed at an early age.

This flagging incident occurred one night north of Mayflower, 20 miles from North Little Rock. I was riding the "chariot" on local freight No. 197, heading for home on the third day of a three-day trip. The first day of that job was consumed going from North Little Rock to Van Buren, 158 miles. The second day we ran 83 miles Van Buren to Russellville. On the third day we hoped to cover 75 miles from Russellville to North Little Rock without getting caught by the "hog law", which was 16 hours of duty. On this particular trip I was "lucky" enough to be in charge of a red flag, a red lantern, a white lantern (both oilburners), one pocketfull of fusees, and another pocket loaded with torpedoes, feeling like a walking hardware merchant.

We had spent the day shuffling boxcars in and out of every business track on the railroad, and ducking in and out of passing tracks like a scared prairie dog in its burrow, getting out of the way of superior trains in both directions on a single-track main line. It seemed that even a gandy dancer's handcar was superior to our third-class local. We had spent so much time switching at Conway the crew should have been given temporary citizenship at the town. The engine headlight had been turned on, and my hayburner lanterns were burning before we left Conway. We should have had a good 30-mile run to North Little Rock. A regular three-shift switch engine was working Maumelle Ordnance Works, and we had no instructions to pick up cars there. The only superior train was a freight extra about 40 minutes behind us. The slack hadn't run out of our train before I was resting my hip pockets on the cushion in the cupola.

The time was early spring 1941, and the pleasantly cool night air was fluttering through the cupola window. The "brains" was downstairs shuffling waybills, and all was well with our little portion of the world. There were about 50 freight cars between the crummy and the 100-class Consolidation. Occasionally there was an intermittent crimson glow at the head end as the fireman dumped a few shovels of coal into the back corners of the firebox. That "wooden-handle" stoker kept him fairly busy.

At that time the country south of Conway was pretty heavily wooded and trees grew thick along the right-of-way fence. The curves in the track were easy, but the woods restricted the view. We were bouncing along fairly well, clearing the wait-order time of the train behind us. About four miles north of Mayflower there was an attack against my olfactory organ. An awful stink is what it was. It wasn't familiar, but I did remember some of the "old heads" talking about a peculiar smell that was unpopular.

The "brains" got a good whiff of the odor about the same time. He was familiar with it, and it produced the predictable result - he began cussing. He yelled at me to drop a fusee, and he went onto the back platform. By then my dropped fusee was a gleaming puddle of orange-red light on the rock-cinder ballast, and the conductor was slowly opening the angle cock on the air hose.

"Get ready to flag that extra behind us. We got a damn hotbox up front!"

I grabbed my hayburners and got on the bottom step waiting for the speed to slacken until I could drop off. (The company had issued me one of those fancy electric lanterns, but, in compliance with Murphy's Law, the batteries hadn't arrived. At some earlier time a couple of oil lanterns had followed my Dad home, so I was using them). Our train rolled around a curve to the right and I could see a tongue of flame wiggling under a car up toward the head end. The "brains" cursed some more and opened the angle cock a little wider. By then we were only about 30 minutes ahead of the extra, and I must say I was a wee bit nervous. The conductor knew this was my first time with the "flag", and he also knew who the engineer was on the extra.

"Gene, keep goin' back till you meet him!"

Those hayburner lanterns were not fantastic illuminators, so I sort of dropped off the bottom onto the invisible rock-cinder ballast, hoping I stayed top side up. The night was dark as the inside of a coal scuttle, and on that uneven ballast hurrying seemed awfully slow. I slipped and stumbled along the track and around the curve just in time to see my fusee sputter and go out. I kept going. About a mile from where I parted company with the caboose, I heard the exhaust of an engine, and it sounded like he was running at least 100 miles an hour. The outline of some trees showed in the bouncing reflection of a headlight. The time of decision was at hand.

That flickering kerosene flame behind a red lantern globe looked mighty dim. I sat the lanterns on the ground, grabbed a fusee from a back pocket, pulled the cap off and dropped it scross the fusee head like striking a match. The thing lit up half of Faulkner County just as a headlight waltzed around a curve. A couple of quick bellows of an engine whistle greeted my frantic, sweeping signal. I guess it might have looked like an emergency "washout". My anxiety improved to the panic level, but that didn't last long. The only change in the exhaust was that it grew a bit heavier. The engine consumed a half-mile of track in what must have been less than 10 seconds and roared by me with swooshing wind kicking up a cloud of dust from the roadbed.

The engine disappeared around the curve. I dropped the burning fusee, grabbed my lanterns, and began a stumbling race along the still rolling train. I was waiting for the horrible sound of my crummy being demolished. The only thing I could think of was - the idiot wasn't going to stop. The smell of hot brakeshoes didn't register. I floundered along for what seemed hours until I realized the train had stopped.

Weak from relief and gasping for breath I finally reached the engine. A hundred yards ahead sat my caboose, safe and whole. I again sat my lanterns on the ground and, weak kneed, climbed up into the cab. I got two surprises. The engineer, whose name is not important now, was grinning like a cat enjoying a canary salad. My Dad was sitting on the other side of the cab, but he wasn't grinning. I learned later this engineer enjoyed scaring a

brakemen with a flag. Dad said he knew I was flagging on the local, and he told the engineer when he deliberately ran past a fusee and a red lantern that whatever happened would be sitting directly in that engineer's lap.

I suppose that I was very fortunate to have been a real "greenhand" in the railroad business. Otherwise I probably would have been fired for wrapping up a No. 3 scoop shovel around that engineer's head. Also, after a bit of experience I wouldn't have been so scared. A fusee buried in the ballast would prove where I had been, and the engineer was the one who would be running through a standing caboose.

Needless to say, that fellow was never on my favorite-people list.

Perhaps at some future time I can share with you some other exciting and informative tidbits.

- END -

TRUCK FACTS - A recent study by several UP marketing research people revealed some facts for all railroad employees to consider: More than one million 18-wheel trucks travel Interstate 80 in the western U.S. each year. It is estimated that approximately 300,000 of these trucks are hauling goods that could be moving on the railroad. Truckload carriers pulling vans, refrigerated trailers and flatbeds are viewed as the most serious rail competitors because the commodities they carry are suited for rail transit. Union Pacific System has geared up to fight back in several ways. One way is a program called "Truckbusters". Each UP sales person in the country has a "Truckbuster" responsibility. This program already seems to be working. It offers incentives to get business away from the trucks. ((INFO MAGAZINE)

LARGE RAILROADS, ENGINEERS REACH ACCORD - The nation's biggest railroads and locomotive engineers reached a tentative labor agreement December 18 that includes concessions on some long-standing wage and work rules, cuts starting pay and trims cost-of-living adjustments. The agreement takes big steps toward eliminating some of the industry's costly work rules, some dating back to the steam-engine days. The engineers agreed to a 10.5% wage increase through June 30, 1988 and an initial 25% cut in trainmen's starting pay. The agreement calls for a \$565 lump-sum payment to each of the 22,600 engineers covered by the agreement. One of the work rules that would be changed is the so-called 100-mile-day rule. Under this rule, train crews earn a full day's pay for each 100 miles of travel. Fast moving freights can cover 300 to 350 miles a day, allowing workers to earn between three and four days pay in an 8-hour run. The proposed contract would raise gradually the 100-mile rule to 108 miles by 1988. (WALL STREET JOURNAL)

FORMER CHAIRMAN OF SOUTHERN PACIFIC DIES - Donald J. Russell, retired chairman of Southern Pacific Company died December 13. He was 85. Russell became president on January 1, 1952 and chairman on December 1, 1964. He retired May 17, 1972.

SP-SANTA FE MERGER NEWS - Closing briefs were filed December 16 by all interested parties in the proposed SP-Santa Fe merger. In its brief, Santa Fe Southern Pacific Corporation said the merger is essential to the survival of the two railroads and beneficial to the public. SFSP chairman John L. Schmidt said that given the desperate financial condition of Southern Pacific Transportation Company, the merger takes on critical importance to shippers and communities throughout the western United States. (SP UPDATE)

CSX CUTS BACK - CSX Corporation announced in December that they plan for the disposal of unproductive railroad track and equipment and proposed incentives to cut the railroad work force by 6,700 employees. This reduction would be in addition to a normal attrition of between 2,000 and 3,000 a year.

NEEDS HELP - The Roanoke Transportation Museum was devastated by the November floods in that part of the country and need financial help in restoring some of the equipment. (C&O Steam engine #1604 weighing 750,000 pounds was washed several yards by the waters). If you'd like to help out, contact the Roanoke Chapter, HRHS, P.O. Box 13222, Roanoke, VA 24032

SELLING TRACK - The Chicago & Northwestern announced November 26 that they plan to sell about 870 miles of track to L.B. Foster Company, a salvage company. The track runs from Rapid City, South Dakota to Winona, Minnesota.

NEW DISNEY PARK - A new Disneyland-type park will be built in France, 20 miles east of Paris. What has this to do with railroads? Seems the Disney organization loves trains, and in next month's Railroader there will be a short story on the Walt Disney World Railroad and their 80-year old locomotives.

BRIEFS - Legislation allowing the Federal Government to sell Conrail appears to have died in the U.S. Senate this year. -- The railroad Yardmasters of America has officially joined the United Transportation Union. The 2,400 member Yardmasters Union will retain full autonomy.

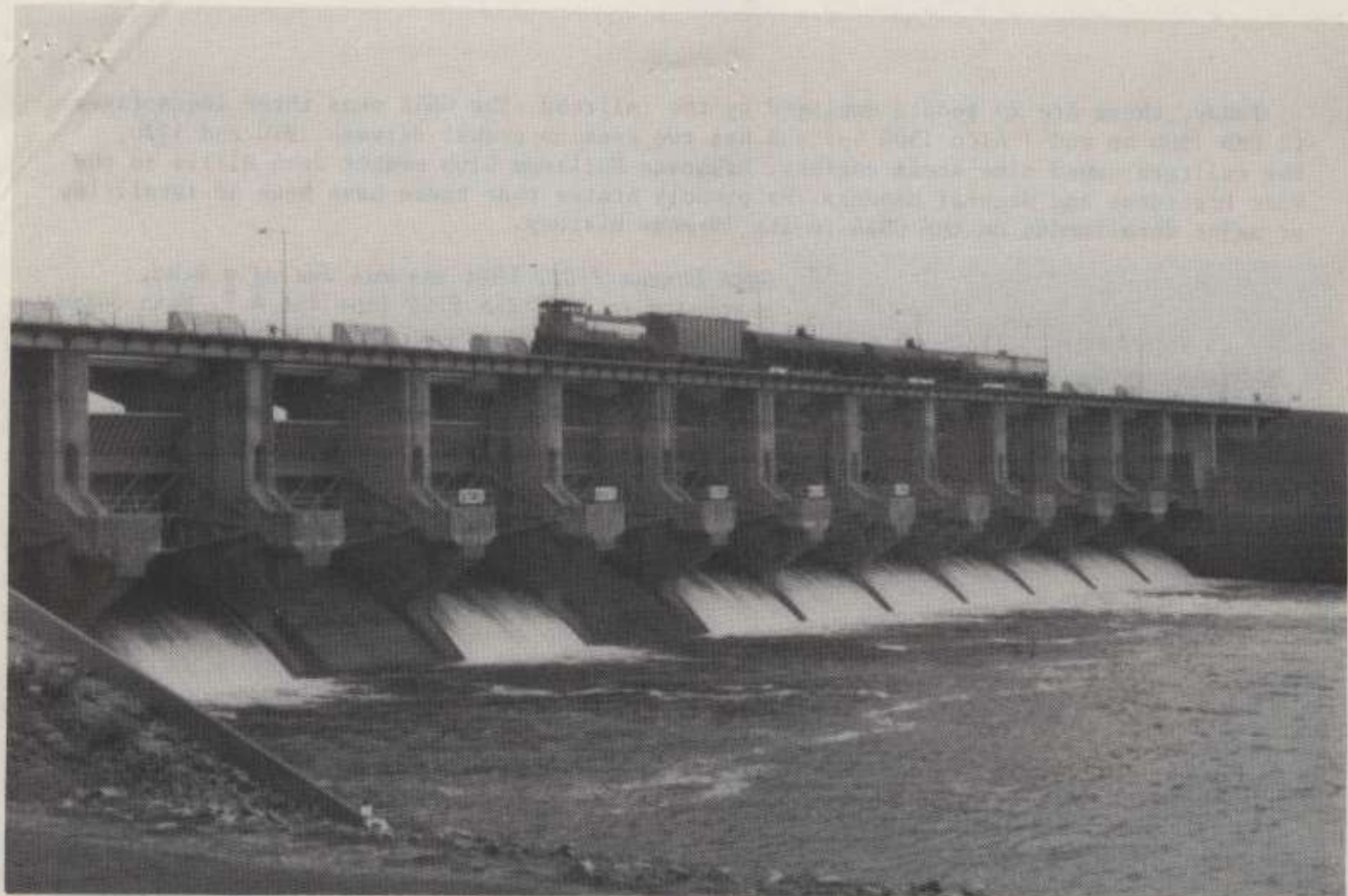
FROM THE JUNE 1928 ROCK ISLAND MAGAZINE...

Hot Springs enjoyed the best Season in the History of the Resort. The Rock Island is handling one or more Extra Sleepers daily on both Trains #45 and #47.

The Rock Island is now handling Milk and Cream daily in Baggage Service. These commodities are handled by the Express Company.

The Rock Island Operated a Special Drawing Room Sleeper, Little Rock to Memphis and Return March 6 to accomodate patrons attending the Grand Opera in Memphis.

From the Collection of John M. Martin



The Graysonia, Nashville and Ashdown Railroad's weekday southbound freight crosses Millwood Lake Dam between Nashville and Ashdown, Arkansas on this cloudy September 13, 1985 day. Vice President and General Manager of the GN&A, John Hillis, accompanied me on this trip and provided some of the story that follows.

CLASS III RAILROADS OF ARKANSAS

Part 6 - The Graysonia, Nashville and Ashdown Railroad

The 32-mile long Graysonia, Nashville and Ashdown Railroad (between Nashville and Ashdown, Arkansas) fills a high priority need for Ideal Basic's Cement Division by providing rail transportation to the Okay, Arkansas plant. The GN&A is owned by Ideal Cement.

In addition, the railroad does a thriving business in transporting grain to feed mills which supply the poultry industry in the area. Additional revenues are generated by interchanging cars between the Missouri Pacific yard at the north end of the GN&A in Nashville and the Burlington Northern and Kansas City Southern Railroad yards in Ashdown at the south end.

"The Cement Division pays GN&A to haul its cement from its plant at Okay", Clarence Savage, former GN&A office manager explained in an edition of the company magazine "About Ideal". "We used to haul a lot of lumber when there was a good deal of timber around but we don't anymore because the saw mill is now closed down."

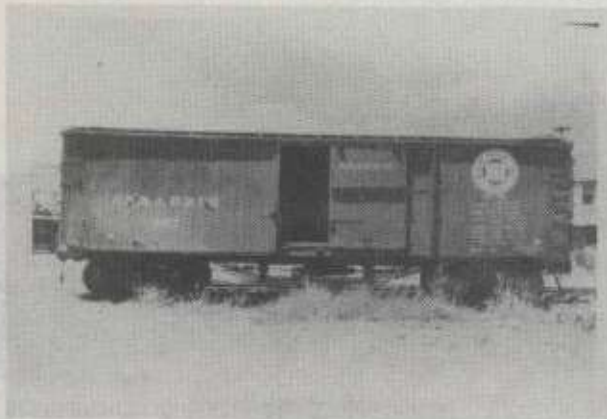
The Graysonia, Nashville and Ashdown Railroad started out in 1906 as one of many short-line railroads in Arkansas. Known as the Memphis, Paris and Gulf Railroad Company, the railroad was established for freight and passenger traffic between Memphis and Dallas. Freight in the form of timber from nearby forests as well as produce, raw materials and supplies for area residents were the items carried in the early days.

In 1907, the line was reorganized as the Memphis, Dallas and Gulf Railroad and plans for expansion were undertaken. The economic impact of World War I plus declining reserves of lumber and diminishing use by passengers forced abandonment of plans and the line was reduced to its route between Nashville and Ashdown and reorganized as the Graysonia, Nashville and Ashdown Railroad Company.

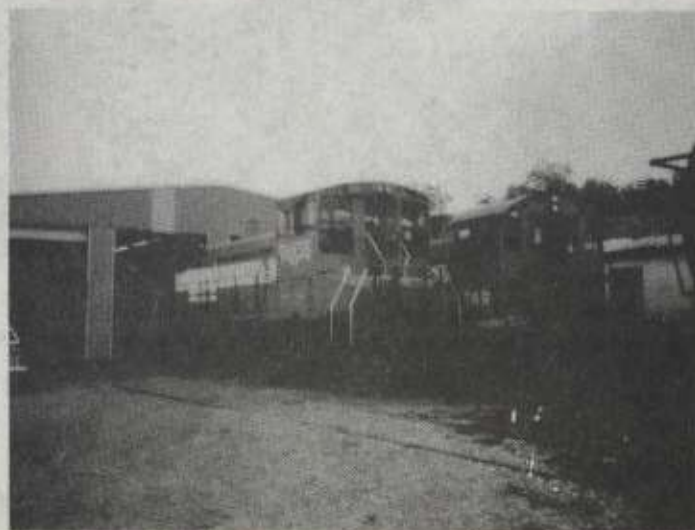
Business was only fair and in 1927 Ideal purchased the line to haul cement from the Okay plant at Okay, Arkansas. Spur lines were laid into the plant grounds and in 1929, upon plant completion, the first trainload of cement composed of 125 cars and pulled by a steam locomotive rode out of the plant yards on October 2.

In October, 1929, the GN&A ran 4 daily passenger trains. Train #1 left Nashville at 10:00 AM, arriving Ashdown at 11:25 AM with stops at Mineral Springs, Schaal, Paraloma, White Cliffs and Troy Spur. Train #3 left Nashville at 4:11 PM arriving Ashdown 5:36 PM. Train #2 returned from Ashdown at 12:15 PM, arriving at Nashville at 1:35 PM and Train #4 left Ashdown at 6:20 PM, arriving Nashville at 7:32 PM.

Today, there are 29 people employed by the railroad. The GN&A owns three locomotives (2 EMD 1500 hp and 1 Alco 1500 hp) and has two section crews. Between 1910 and 1920, the railroad owned nine steam engines. Arkansas Railroad Club member John Hillis is the Vice President and General Manager. He proudly states that there have been no fatalities or major derailments on the GN&A in its 79-year history.



GN&A boxcar #101. This car was one of a kind, purchased in 1929 for \$700 from the A.T. Herr Supply Co. of St. Louis (a second-hand equipment dealer). The car, originally built in 1915, had been rebuilt for sale to the GN&A. The car was retired in 1936, and parts of it (along with parts from ex-MP cab #210 and ex-MP tender #2630) were used in the construction of homemade cabooses #60, which now operates on the Eureka Springs & North Arkansas Railroad in Eureka Springs, Arkansas. (Photo from the collection of Bill Pollard)



UPPER LEFT - Immaculate, trimmed and clean is the office building headquartering the Graysonia, Nashville and Ashdown Railroad in Nashville, Arkansas. UPPER RIGHT - GN&A engines #9605 and 74R at the engine house in Nashville. LOWER LEFT - Car repair facility of the GN&A. LOWER RIGHT - GN&A #9605 picking up two tank cars at Mineral Springs on its way south to Ashdown. (All photos by Ken Ziegenbein taken September 13, 1985)

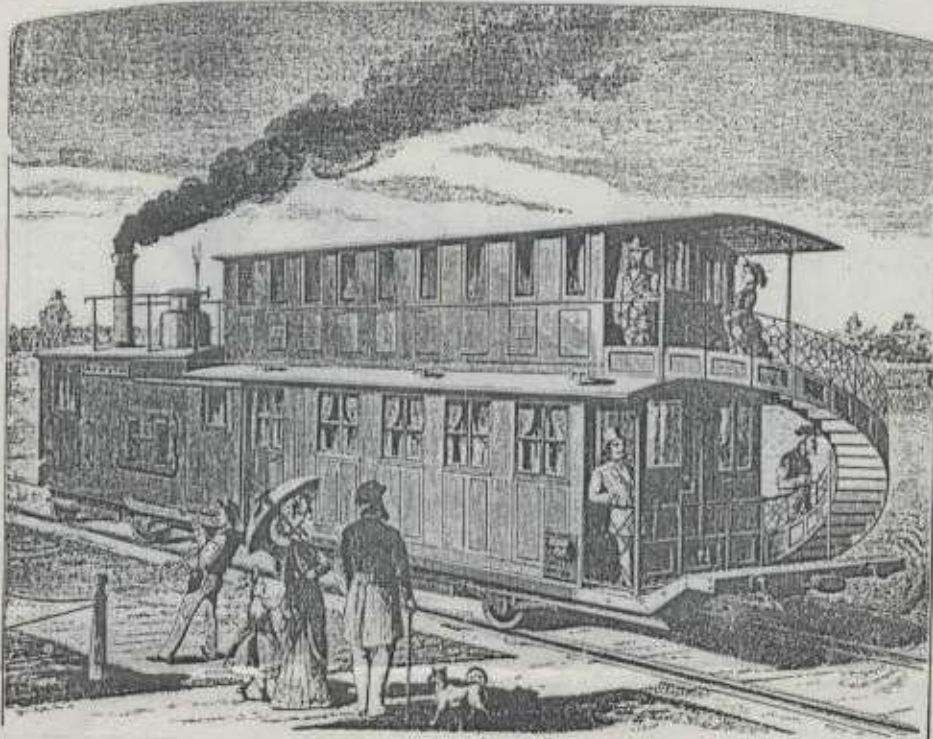
THE PROBLEM IS NOT IN KNOWING WHAT TO DO - THE PROBLEM IS IN KNOWING WHAT TO DO NEXT!!

☆☆☆ PROGRAM ☆☆☆

The next program of the Arkansas Railroad Club will be held Sunday, January 12, 1986 at the usual place, the Twin City Bank Building on Main Street in North Little Rock (just across the river from Little Rock). Time will be 2:00PM, on the third floor.

ROBIN THOMAS will present a show on two and possibly three trips behind steam locomotives (the 4449 of SP, the 3985 of UP and maybe a few shot of the 4301 of Southern. This promises to be a good show, so bring all those friends and enjoy yourself.

Yours truly, Ken Ziegenbein, will not be able to attend this meeting due to work committment. If you have anything for the newsletter, please mail to me at 905 Valerie Drive, North Little Rock, AR 72118 or phone me at 758-1340. THANKS.



JOIN THE ARKANSAS RAILROAD CLUB

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

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

RENEWAL

NEW SUBSCRIPTION

YOUR NAME _____

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

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

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

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

WELCOME ABOARD!!!

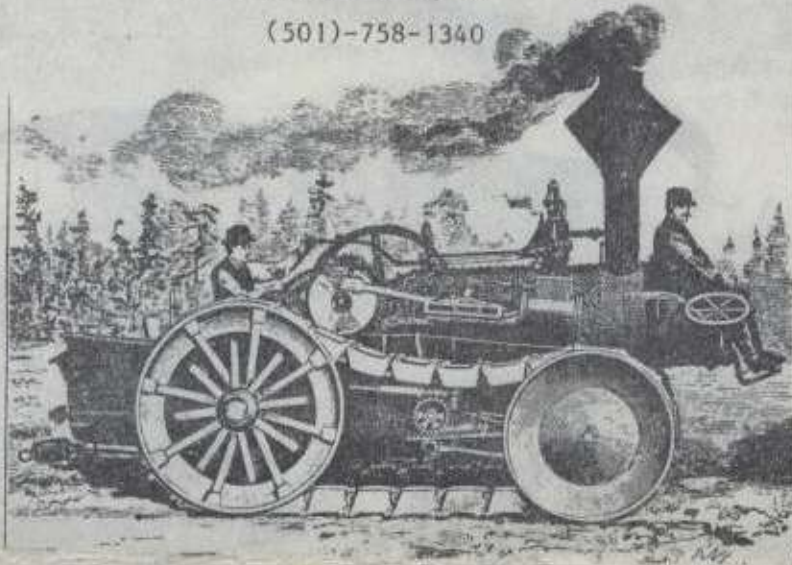
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

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
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