



ARKANSAS RAILROADER



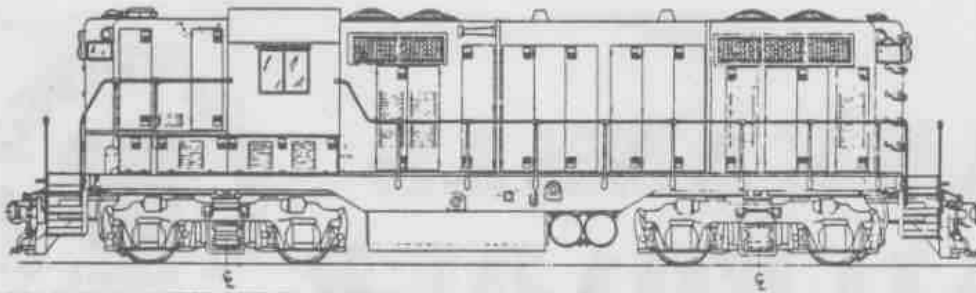
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 14 NUMBER 7

JULY -- 1983



Red, White & Blue for the 4th! Amtrak Celebrates it's American Heritage each day of the year as the patriotic *Eagle*, Train #22, with its *Superliner* consist of a Sleeper, Lounge, Coach, Diner and Coach-Baggage Cars make a rare daylight appearance in the Capitol City. This day an Ex-Santa Fe Hi-level Lounge subs for the regular *Superliner Sightseer Lounge*. Engineer Bill Glover waves a friendly Hello!



GENERAL NEWS

WHITE BLUFF COAL TRAIN DERAILS -- Six loaded Coal cars of an 111-car Unit Coal Train bound for AP&L's White Bluff Generating Station derailed in Union Station Wednesday, June 15 about 11:00 a.m.. Train CKB with Burlington Northern and Missouri Pacific power had backed from North Little Rock to just south of HH Tower by Union Station in a first (and probably last) time move due to track work in Smith yard. The coal train was to have taken the same route the unit wood chip train takes enroute from the Arkansas Division down the riverfront to the Louisiana Subdivision. Approx 2/3rds the way thru the depot a broken rail allowed the six cars to stray from the rails, removing about 200 feet of Amtrak's station track. The heavily loaded coal cars just sat right down into the ballast. In talking with Engineer Raymond Hill (a former R.I. Engr.) the air never did break on the train. He had recieved a radio message from the caboose that things were getting rough and he "big-holed" it. MoPac's Wrecker #250 was called in along with Hulcher Emergency Services to reraill the cars. The loaded car were difficult to handle, The #250 lifting one end and the side-boomed Caterpillars from Hulcher would lift the other end to reraill the cars. As an interesting side note, The train resting in the curves and on the ruling grade of the South end posed another problem. Since there is no crossover from North Little Rock to Ensign (65th St.), A locomotive was called to go out to Ensign and come back up the East Main track to pull back the rear of the train, couple back up to the front, minus the damaged cars, so the train could go on to the dumper in Redfield. A Hump Set of an MP-15, MoPac Home-made slug, and SW-1500 was called but when it tried to pull the loaded rear end of the train, nothing would budge. Electrical problems on one unit shut it down. So the Mablevale Job which was switching out in South-west Little Rock was called to come help pull back the train. After they arrived and coupled on another try was made with no results. At this point Three hours had elapsed and the work crews needed the weight of the train on the grade taken off the derailed cars so they would not roll down the hill and derail more. The Hill Job was switching the area behind Westinghouse and he was called to add more power to the string. He entered the West track at Westinghouse and headed South to Ensign to join the group on the East track via the crossovers. By the time he had reached Ensign, a decision was made to bring a 5-unit set of road power out to make absolutely sure the rear was moved. The Mablevale job was released and told to return to work at Assoc. Grocers. They cut off and headed for the industry. At the same time on the road channel (radio) the Hill job was ready to back down the East. With every thing tied up the hostlers were bringing the 5-unit set of road units toward Ensign, so with swift authority the Hill job was put in Sterling stores track to get them out of the way, the Mablevale job could then head straight by for A.G. and the road units could make the appropriate move to get to the East Track and the rear of the train. By all this time, all but two of the cars had been rerailled and a shoo-fly to the Inside track at the station was opened. The road unit set, consisting of Five GP-50 Locomotives (MoPac's Newest and most powerful units) coupled on the rear in the curve above 7th St.. With ease they moved the cut back the five-car lengths to switch it thru the shoo fly and they eased down the hill to couple into the rear of the Coal Train which then headed for White Bluff, some 6 hours after the incident. Fortunately, Amtrak had gone thru Wednesday morning and would not need the station track until Friday nite. Maintenance of Way crews repaired the track in time for #22 Friday nite and the world was back to normal again.

MP CABS ON THE OKKT -- The Oklahoma-Kansas-Texas Railway which operates the former Rock Island North-South line from El Reno to Ft. Worth is using the following MoPac cabs:
MP #13522, 13596, 13568.

From Bill Pollard

ANOTHER ONE -- Another MoPac-Union Pacific Inspection Special arrived in Little Rock June 22nd. Train ISL-121 with MoPac Units 2333 and 2334 with 8 Union Pacific Passenger/Business Cars arrived at Little Rock at 4:41 a.m. and was stored in 3 rail in the hole at 5:00 a.m. It was to leave about 4:00 p.m. according to sources.

SP Stock Splits -- The Board of Directors of the Southern Pacific Company declared a 75 cent per share dividend and a two-for-one split of its common stock. B.F. Biaggini, Chairman and C.E.O. said, "The cash dividend represents the optimism and confidence that the Board of Directors feels with respect to the future of the company."

From the Gaines

THE EUREKA SPRINGS & NORTH ARKANSAS RAILWAY CO.



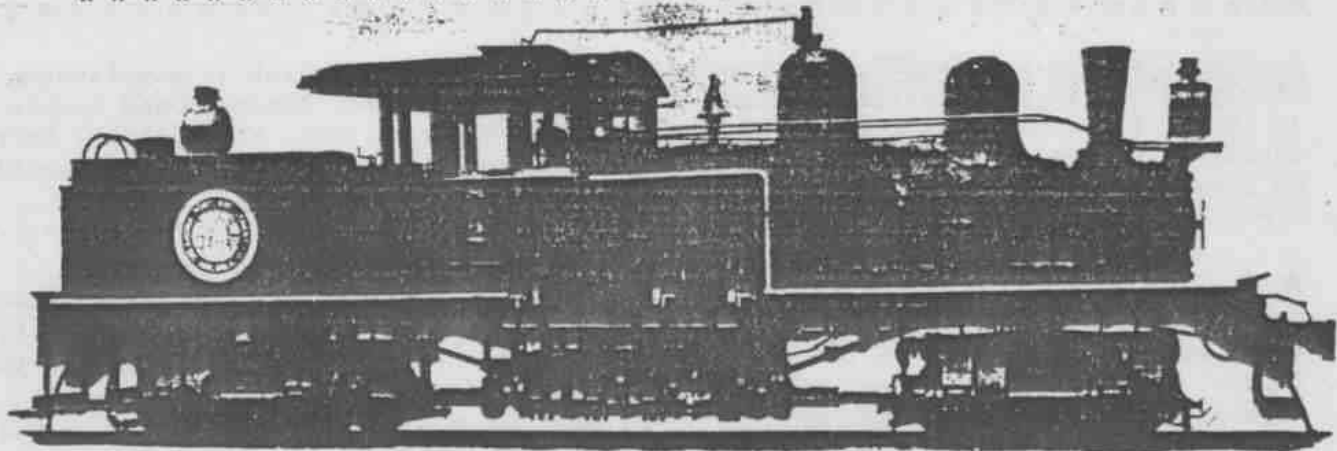
**NEW
LOCO**

The Eureka Springs and North Arkansas Railroad has acquired a 50-ton 2-truck Shay Locomotive. The Ex-Oklahoma Portland Cement Shay was constructed by Lima Locomotive Works in 1918 and was purchased by the ES&NA from Thomas Lawson at Birmingham Rail and Locomotive Co.. The locomotive is currently at Birmingham but arrangements are being made to truck it to its new home in Northwest Arkansas.

Also new on the property is yet another Ex-Rock Island Commuter Coach #2593. The car was damaged in transit by Burlington Northern when a 100ton loaded covered hopper was kicked against it, missing the coupling and damaging the draft gear and end sill. The car will be repaired at the ES&NA and placed in service at a later date.

The ES&NA has also been busy laying track. Another One-half mile of main line down past the Junction. The addition of this trackage adds quite a bit to the ride and offers a grade to really hear the little engines work!

Information Courtesy David Dortch, Chief Mechanical Officer, ES&NA R.R.



1918

LIMA LOCOMOTIVE WORKS, INCORPORATED,
LIMA, OHIO

Class: 50 Ton Shay Geared

Road No. 2

Built for OKLAHOMA PORTLAND CEMENT CO.

GAUGE OF TRACK	DRIVING WHEEL DIAMETER	FUEL KIND	CYLINDERS			BOILER		FIREBOX	
			NO.	DIAMETER	STROKE	DIAMETER	PRESSURE	LENGTH	WIDTH
4'-8 1/2"	32"	SOFT COAL	3	11"	12"	44 1/2"	200 LBS.	72 1/2"	46 1/2"
WHEEL BASE		MAXIMUM TRACTIVE POWER		FACTOR OF ADHESION		TUBES			
TRUCK ENGINE		28'-10"		22580 LBS.		4.43		NUMBER DIAMETER LENGTH	
						151 2"		8'-11"	
WEIGHT IN WORKING ORDER, POUNDS			GRATE AREA, SQ. FT.			HEATING SURFACES, SQUARE FEET			
ON DRIVERS			TOTAL ENGINE			TUBES		FIREBOX TOTAL	
100000			100000			702		94 796	

Capacity, Water 1750 Gallons

Negative No. 171

Fuel 1/2 Tons

127# 2977 Gear 1-2,21(13-42) Steam Brake

THE ARKANSAS RAILROADER is the Official Publication of the Arkansas Railroad Club. The Regular Meeting of the Arkansas Railroad Club is held the Second Sunday of Each Month at Union Station in Little Rock, Arkansas at 2:00 p.m.. Visitors are always Welcome. The Arkansas Railroad Club has memberships available for \$10.00 for In-State, \$7.50 for Out of State Associate Members. Inquiries may be made to:

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John M. Martin - Asst. Editor. (501) 758 - 1340

AMTRAK NEWS



DOMES ON THE CITY OF NEW ORLEANS -- June 26th 1983 brought the return of dome cars to the City of New Orleans. Amtrak's newly refurbished dome #9400 was released from Beech Grove shops June 25th and was in service on the Southbound City the 26th. So far here are Amtrak's Dome Assignments:

- | | |
|------------------------------|---------------------------|
| #9400 - Trains 58-59 | #9407 - Beech Grove Shops |
| #9401 - Trains 440-441 | #9408 - Beech Grove Shops |
| #9402 - In shops Beech Grove | #9409 - Beech Grove Shops |
| #9403 - Trains 440-441 | #9410 - Beech Grove Shops |
| #9404 - In shops Beech Grove | #9411 - Beech Grove Shops |
| #9405 - Trains 440-441 | |
| #9406 - Trains 440-441 | |

These Assignments as of 6/27/83.

Train Manager and Crew Chiefs -- The third step in a major service improvement program will be completed in June. The first two steps -- Improving Menus and consolidating On Board Service Crew Bases -- were completed and the creation of a new passenger services management position, Train Manager, to monitor on-board service performance will be effective June 27th. Each Train Manager will oversee all service functions on his or her train. In addition, the on board inspector position has been changed to Chief, On Board Services. A Chief, who will report to the Train Manager, will be riding every long-haul train End point to end point every day to closely monitor service. Eighteen Train Managers have been assigned and trained and 91 chiefs have been appointed.

Fueling In LITTLE ROCK -- Amtrak is currently taking bids for a contract fueling of Trains #21 and #22 at Little Rock to replace the time-consuming services at Poplar Bluff. The effect would allow Train #21 and #22 15 minutes in the station to be filled from two high pressure pumptrucks. Currently #21 and #22 average 30 minute delays from the inadequate pumps at Poplar Bluff. The move to Little Rock should keep the trains on time.

Station Closings on "EAGLE" Route? -- According to reports, Amtrak is considering closing (that is, not selling tickets) stations at Texarkana, Longview and Temple in the near future to save money. It has already closed stations at Gastonia, North Carolina, Slidell, Louisiana and Galesburg, Illinois. A total of 28 stations could be closed.

★ The seven week series, "GREAT RAILWAY JOURNEYS OF THE WORLD", will air over the Public Broadcast Systems (PBS - Channel 2 in Little Rock) beginning Saturday, July 16 at 8:30 pm. The first will be a journey on the "Broadway Limited", "San Francisco Zephyr" and "Coast Starlight" and is called "Coast to Coast (U.S.A.)." The next Saturday will include a train trip in South America called "Three Miles High", and on Saturday, July 30 the show will have scenes from a rail journey in India.

This should be an exciting show for us railfans to watch.

☆☆☆ PROGRAM ☆☆☆

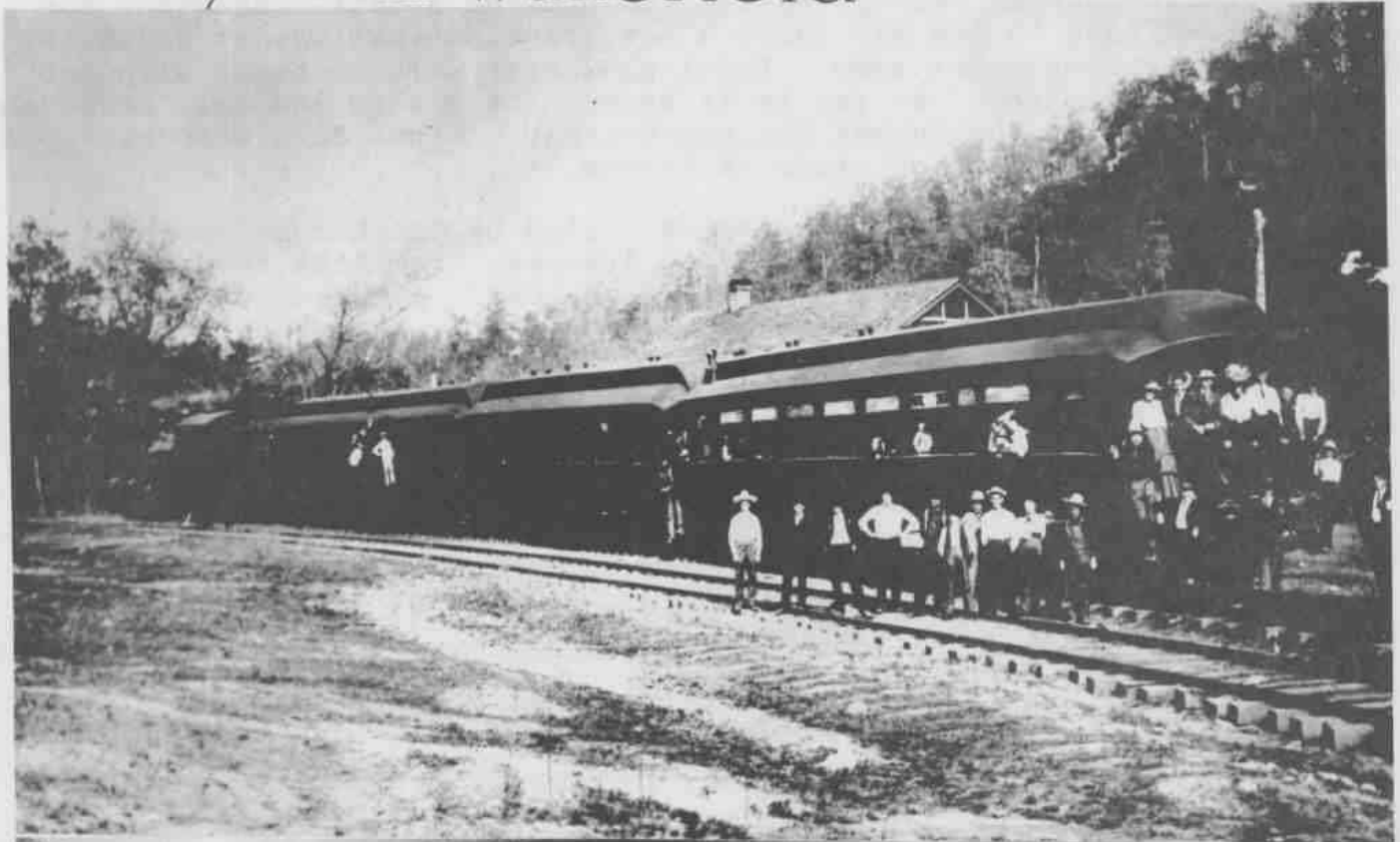
The July program will be given by member Bill Bailey who'll talk on the Kansas City Southern and Louisiana and Arkansas Railways. He'll tell of his recent trip to Shreveport and show slides of the various roads. Should be an interesting program.

Meeting place will be at the usual site, Union Station, Markham and Victory Streets, Little Rock, Sunday July 10 at 2pm.

Your editor (Ken Ziegenbein) will be in San Francisco at that time, so I'll have to miss this excellent program. My heart will be at the Arkansas Railroad Club, however. ("I Left My Heart in Little Rock?").

Passenger Cars of the North Arkansas Line

By Jim Wakefield



TOP Photo: This three car train is believed to be at the first Harrison Depot (later the Operations Building). Date is probably 1906 or earlier as 2-6-0 No. 7's cab appears to be still lettered for the St.L. & N.A.. No lettering is visible on the cars but the coach window above the child's head is decorated with the "Eureka Springs and North Arkansas Route" herald. Identification is speculative but the cars are thought to become M&NA Baggage-Express #61, Combination #51 or #52 and Coach #4. (Collection of Eugene J. Smith). Bottom: The last run of M&NA Train #2 has arrived at the Harrison closing passenger service on the M&NA. Locomotive #20 leads baggage-Mail #53 and Coach #21 in this September 7, 1946 photo. (E.G.Baker, Collection of Jack See).

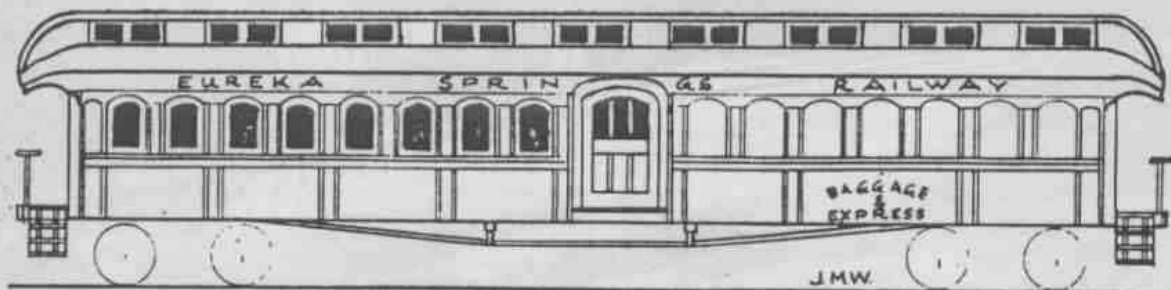
PASSENGER CARS OF THE NORTH ARKANSAS

by
Jim Wakefield

Mention M.& N.A. passenger cars to the average railfan and the response is likely to be "Oh yeah. All their stuff was second-hand junk. Right?" Wrong! Of the forty-odd pieces of revenue passenger train equipment known to have been rostered by the North Arkansas under its various identities between 1883 and 1946, at least twenty-five were acquired new and several others probably were. Many of the remaining cars were used principally as standby equipment or for secondary service. Although in later years the cars may have suffered from deferred maintenance, peeling paint and other maladies, when first installed they were the equal of contemporary equipment in use by just about any road the size of the North Arkansas, and many that were far larger.

The first segment of what became the North Arkansas was completed in 1883 as the Eureka Springs Railway to provide a rail connection for its namesake town to the St. Louis & San Francisco Railway at Seligman, Missouri, eighteen miles away. Local passenger service began with one coach and one combine. So far as is known, these were the only passenger cars ever owned by the Eureka Springs Railway. Other cars were provided as needed by the Frisco or other railroads.

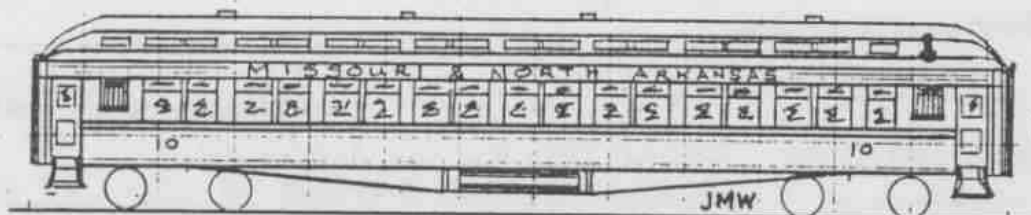
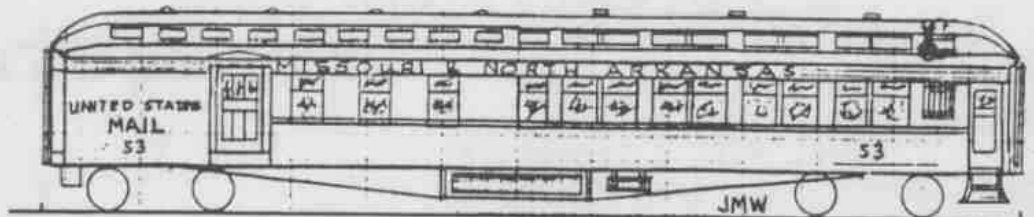
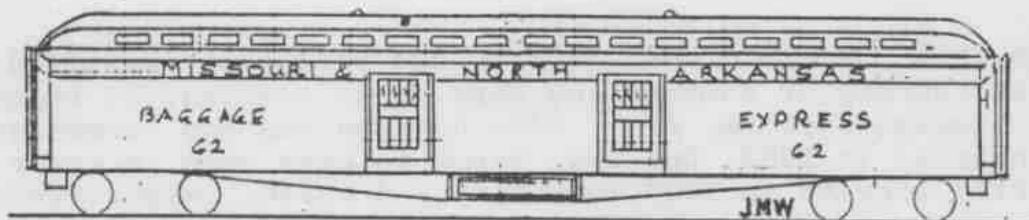
Every Annual Return for Assessment filed by the Eureka Springs Railway with the Secretary of State of Arkansas from 1884 through 1899 listed one "Passenger Car" and one "Baggage Car". The latter was apparently the combination baggage-passenger car. The preprinted assessment forms did not include a space for "Combination Cars" until about 1893, and, anyway, "baggage" was an accurate description for the greater part of the car--by about three feet.



Photographs show the Eureka Springs Railway combine with this appearance in the early days of the railroad. The coach was of about the same length and style, with seventeen windows per side and the panels below the windows in a 2/2/3/3/3/2/2 arrangement. The combine appears to have been painted a light body color (with "Baggage & Express" lettered in a darker color) accented by a dark letterboard with "Eureka Springs Railway" appearing as a lighter color. The coach body was a very light color (varnished natural wood?) with a dark letterboard. In later years, both cars apparently were "modernized" with standard car siding in place of the paneled sides. Later photographs also indicate a solid dark paint scheme, probably green.

The St. Louis & North Arkansas Railroad Company was organized in 1899 and took control of the property effective January 31, 1900. Track was extended southward, with service to Harrison starting April 15, 1901; Gilbert, December 1, 1902; and Leslie, September 11, 1903. No assessment return was found for 1900* but, as of the first Monday in May, 1901, the St.L.& N.A.R.R. reported the same "Passenger Cars" (one) and "Baggage Cars" (one) the E.S.Ry always had. The Annual Report to the Arkansas Railroad Commission as of June 30, 1901, indicated that two additional coaches had been acquired by that date. A total of seven passenger train cars were listed for assessment in 1902 and nine from 1903 through 1906 as shown on the following table. Notations in italics were added by the railroad in various years and may represent different cars, modifications to existing cars or merely different interpretations of terms. Reports to the Railroad Commission also showed seven cars in 1902 and nine from

*A change in the Assessment Date seems to have caused mass confusion. Some railroads filed returns for 1900, some filed for 1901, and a few (some large, some small) filed returns for both years. The Secretary of State bound returns for both years in one volume in no particular order.



Baggage-Express #62; Mail-Coach #53; Coaches #7, 8, 9 and 10.

These sketches show the general appearance of the Pullman-built cars of 1907. When new, they were painted Pullman green with 6" gold lettering and 5/8" gold striping on the letterboard (two) and around the bottom. Original fittings included Pintsch gas lights, crimson plush seats and diaphragms.

When completed to Joplin on the north and Helena on the south, the line was 359 miles long, not counting the short branches to Eureka Springs and Berryville. Through service was inaugurated March 1, 1909. An order for additional rolling stock was placed with ACF on December 29, 1909. Included were two coaches (Nos. 11 and 12) and a combination baggage-passenger car (No. 56). All were delivered in 1910. The coaches were arch-windowed, open-platform cars whose design seemed outdated by comparison to the cars acquired in 1907-08. The combine also was unusual. It had a round roof with no clerestory and was equipped with a cupola on the baggage end. It had an open platform on the passenger end and was "blind" on the baggage end. All three cars may have been acquired for use on mixed trains, which the M. & N.A. scheduled in considerable numbers in 1910.

The M. & N.A. acquired its first known second-hand coaches in 1911. These were former Pennsylvania Railroad cars of the classic duckbill-roof design which was the Pennsy standard for years. Similar cars were scattered to smaller railroads all over the country, including such Arkansas lines as the Dardanelle & Russellville, the Gould Southwestern (later Arkansas Railroad) and the Memphis, Dallas & Gulf. The cars ran on the M. & N.A. under their P.R.R. numbers until at least August 1912. Tim Kubat has noted five P.R.R. numbers in M. & N.A. wheel reports but only four cars received M. & N.A. Numbers 13-16.

The line also began retiring its older cars in 1911. Exact retirement dates seem to have been a mystery even to railroad management. Baggage-Express Car #60 was reported retired in 1912 but was still listed on the roster included in Employee Timetable No. 29 of October 11, 1914. The same roster listed only fourteen coaches (Nos. 5-16 and 104-105) but sixteen were reported to the Arkansas Railroad Commission until the year ended June 30, 1916, when this notation was added:

"Figures. . . do not agree with figures. . . in last year's report due to our having taken a complete check of equipment owned and revised our records to agree with actual equipment."

Two coaches and two combines were thus "officially" retired. With the exception of Baggage-Express #61, this completed the retirement from the passenger roster of all the cars acquired prior to 1907.

1903 through 1906, but for these reports the railroad classified everything as coaches or combination cars as in *combination* baggage-mail, *combination* baggage-express, etc. Five coaches and two "combination" cars were reported in 1902, but this seems to have been in error as the numbers carried forward in 1903 were four and three, respectively.

St. Louis & North Arkansas Railroad						
Passenger Rolling Stock on the first Monday in May,						
Description	1901	1902	1903	1904	1905	1906
Passenger Cars of all classes	1	4	4	4	4	4
Mail Cars (<i>Comb. Mail & Baggage</i>)			} 2	2	2	3
(<i>Comb. Mail & Passenger</i>)				1	2	2
Express Cars (<i>Comb. Exp.-Baggage</i>)			1	2	2	2
Baggage Cars	1	1				
(<i>Comb. Bagg.-Pass.</i>)			2	1	1	
Combination Cars		2				
(Totalled here)	(2)	(7)	(9)	(9)	(9)	(9)

compiled from: Annual Returns for Assessment
filed with the Secretary of State of Arkansas

The St.L. & N.A. may have owned more than nine passenger train cars during this period. Assessment returns listed only the number of cars owned on the Assessment Date. Reports to the Railroad Commission listed the number of cars added during the year and the number owned at the end of the year. (Actually the twelve-month period ending June 30.) There was no requirement to indicate retirements until 1908. American Car and Foundry built at least three new cars for the St.L. & N.A. -- Baggage-Express #B7, Baggage-Mail #B8 and Baggage-Coach #C9. Some other cars apparently were ordered but may not have been delivered.

In a letter dated May 28, 1906, and filed with that year's Assessment Return, Vice-President George L. Sands took the "opportunity to call . . . attention to the fact that a large portion of our equipment was originally purchased second hand; that but two combination cars in our passenger equipment were new when they came into our possession. . . ." Tim Kubat has pointed out that they may have been "purchased second hand" from the Allegheny Improvement Company which was under the same control as the St.L. & N.A. and which was awarded the contract to build and equip the railroad.

Available information indicates the St.L. & N.A. owned at least the following cars. Data in italics is purely speculative.

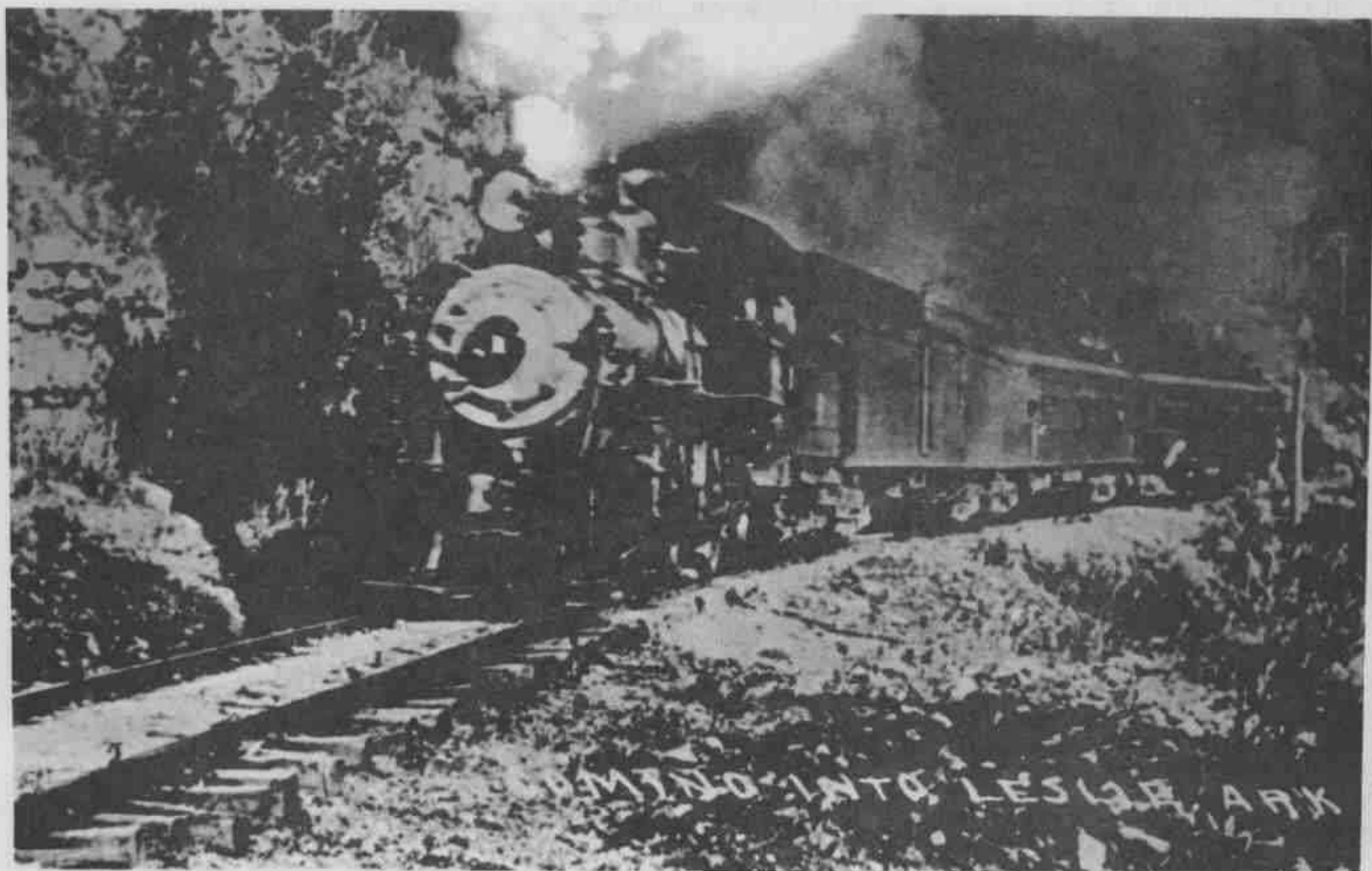
No.	Description	Date Acquired	From	Disposition
1	Coach	(by E.S.) 1883	E.S.Ry	to M&NA No. 1?
2	Bagg. & Pass.	" 1883	"	to M&NA No. 50?
3	Coach	May/June 1901	ACF?	to M&NA No. 3?
4	Coach	" 1901	"	to M&NA No. 4?
5	Coach	Jul/Dec. 1901	"	to M&NA No. 2?
6	Mail & Pass.	" 1901	"	to M&NA No. 51 or 52?
B7	Bagg. & Exp.	"Late" 1901	ACF	to M&NA No. 60?
B8	Bagg.-Mail	Jul/Dec. 1902	"	? Gone by May 1904?
C9	Bagg. & Pass.	" 1902	"	to M&NA No. 51 or 52?
?	Bagg. & Exp.	After May 1903	No. B8?	to M&NA No. 61?

A default on bond interest in 1906 resulted in foreclosure of the property and reorganization as the Missouri & North Arkansas Railroad. Plans were revived to extend the line southeasterly from Leslie and additional equipment was ordered to handle the anticipated business.

The line's first vestibuled coaches, Nos. 5 and 6, arrived in time to be counted in the schedule of equipment reported as of June 30, 1907. These arch-windowed cars were built by ACF and at seventy-three feet were among the longest cars operated by the North Arkansas. Pullman completed an order for six cars (Coaches #7-10, Mail-Passenger Combine #53 and Baggage-Express #62) in September. Four more ACF cars (Combines #54-55 and Baggage-Express Cars #63-64) arrived in 1908. These twelve cars were the mainstay of the M. & N.A.'s passenger roster for thirty years until the arrival of the ACF motor cars in 1938 and several of them remained as standby equipment until the trains stopped running in 1946.



(Top Photo) Eureka Springs Railway No. 1 (2-8-0) is posed on the White River Bridge probably very early in 1883, possibly before the completion of the line to Eureka. Beaver is just out of sight to the left; The Narrows is just ahead to the right. Lettering of the first car appears to be "Eureka Springs Railway". The second car is believed to be the E.S.Ry. Coach. The third car looks like another coach but may be the sleeper from St. Louis. (Collection of Eugene J. Smith). Bottom Photo: Missouri & North Arkansas 4-4-0 No. 1 (2nd?) was "Coming into Leslie, Ark" in this action shot probably from the early teens. The typical three car consist includes baggage-express (one of Nos. 62-64), mail-coach combine (Nos. 53-55) and coach (here one of Nos. 7-10). Collection of Bill Pollard.



Traffic did not develop as anticipated and financial problems continued to plague the railroad. The M.& N.A.R.R. went into receivership on April 1, 1912. In an effort to cut expenses yet still provide good local passenger service, two new motor cars were ordered from General Electric. Delivered in October 1912, Nos. 102 and 103 were placed in service on the Joplin-Eureka Springs (soon expanded to Joplin-Harrison) and Heber Springs-Helena portions of the line. Second-hand Coaches #104-105 were purchased for use as trailers with the GE cars. Little is known about these latter cars. Both were retired by the end of 1918. Mail-passenger Combine No. 55 (2nd) was delivered in August 1914 as a replacement for No. 55 (1st), the disposition of which is unknown. Perhaps management was inspired by the ex-Pennsy coaches. The new combine reportedly was delivered in "Pennsylvania Railroad standard body color" (Tuscan). This would become the North Arkansas's standard color as well.

A much more serious event occurred August 5, 1914, when Motor Car #103, southbound from Joplin, collided head on with a Kansas City Southern passenger train at Tipton Ford, Missouri. The motor car was demolished and its ruptured fuel tanks fed a fire which consumed most of the wreckage. Seventy-seven persons were on the motor car. Forty-seven of them died in the wreck or of injuries. There were some injuries but no fatalities on the KCS train. Fault for the wreck has never been completely established. No. 103 (2nd) was delivered by GE in October.

The M&NA made a final attempt at first-class passenger service with two second-hand parlor-buffet-observation cars. Nos. 3220 and 3221 were placed in service between Joplin and Helena on April 15, 1917, but were removed from service in November 1918 following the U.S.R.A. takeover of the railroad.

For most of the period 1921-1923, the M&NA was embroiled in one of the longest, meanest railroad strikes in American history, with operations closed down completely from August 1921 to April 1922. During the shut-down, the Missouri & North Arkansas Railway Company was formed and purchased the property on April 10, 1922. W. Stephenson became President and General Manager of the M&NA Ry in January 1926 and immediately instituted a program of improvements, including the upgrading of the passenger cars. Electric lights were installed and several cars were covered in steel sheathing. One of the ex-Pennsy cars, No. 16, was rebuilt into Passenger-RPO-Baggage Combine #60, apparently to be used as a trailer for the GE cars. Such duty was short lived, however, as the motor cars were traded to the Midland Valley in partial payment for three locomotives in 1927. Several other older passenger cars (Nos. 8, 11-15, 54 and 56) were retired or converted to work cars and a few second-hand cars were acquired one or two at a time between 1922 and 1933.

The Missouri & North Arkansas Railway entered receivership in May 1927 and on April 16, 1935, the railroad was transferred to the newly formed Missouri & Arkansas Railway Company. New Brill Motor Car #605 was placed in service in 1937 on a daily Kensett-Helena-Kensett schedule. Two second-hand coaches (No. 20-21) were acquired in 1937. In 1938, the most modern passenger equipment ever to operate on the old North Arkansas arrived. ACF Motor Cars #705 and 726 were streamlined air-conditioned units equal to ones operated by the Chicago & Eastern Illinois, the Seaboard and other larger roads. More of the older cars (Nos. 6-7, 9-10 and 60) were soon retired but others were retained as standby equipment for the fairly frequent times when a steam-powered train had to fill in for a disabled motor car.

Following World War II, financial and labor problems loomed again. The employees threatened to strike; the owners threatened to abandon. On August 23, 1946, Motor Car #705 struck a milk truck at a grade crossing just north of Harrison. The truck and the front of the motor car were demolished; the truck driver and the engineer killed. Two weeks later, on September 6, 1946, freight service ended when the trainmen went on strike. Passenger service ended the next day, Saturday, September 7, 1946. Final runs were made by Motor #605 from Kensett to Helena and back; Motor #726 from Neosho to Harrison; and a steam passenger train from Kensett to Harrison. That train's consist was Ten-wheeler #20, Coach #21 and Baggage-Mail (former Mail-Passenger) #53. That 1907 Pullman-built combine was the oldest active passenger car on the line except Coach #5.

Schedules and Consists

Exact times varied over the years, but the basic pattern of operations on the Eureka Springs Railway consisted of two daily runs from Eureka to Seligman and back. An early morning mixed would meet the Frisco connection then return as a straight passenger train with the sleeper from St. Louis. The afternoon northbound was also made as a passenger run to deliver the sleeper back to the Frisco for return to St. Louis. A late afternoon or early evening mixed finished the day.

As the line was extended east and south, passenger runs were also extended - first with a single train going out and back each day; later with trains in each direction. The February 27, 1907 schedule provided daily passenger service each way Seligman-Leslie. One train tied up at Leslie for the night. The other laid over at Eureka with early morning northbound and early evening southbound runs to deliver the consist to or from Seligman. A freight or mixed run was made each way Eureka-Leslie, requiring ten and a half hours either direction. (The passenger runs required about six hours for the same distance.) Two Eureka-Seligman-Eureka mixed turns (one pre-dawn; one late evening) completed the schedule. Photographs indicate the St. Louis & North Arkansas had adopted the three-car baggage-express/mail-coach/coach consist that would be typical of M.& N.A. passenger trains until the early 1930's.

Local passenger or mixed service was instituted on various segments of the Joplin and Helena extensions as they were completed. After the entire line was opened, passenger trains ran through from Joplin to Helena. The December 1, 1910 schedule called for overnight runs each way. Sixteen hours were required southbound; eighteen northbound. These trains carried through Kansas City-Helena sleepers. No other passenger trains were scheduled but four pairs of mixed trains provided all day-either way local service Joplin-Harrison (daily; with the St. Louis sleeper southbound) and Eureka-Leslie, Leslie-Searcy and Searcy-Helena (all daily except Sunday). Daily morning southbound and afternoon northbound (with St. Louis sleeper) Seligman-Eureka mixed runs were also scheduled.

By June 11, 1911, time for the overnight trains had been shortened by an hour in either direction, but their sleepers now ran only between Joplin and Helena (and were dropped altogether in September). Joplin-Kensett service was improved by the addition of daytime passenger runs each way. Mixed trains provided additional Seligman-Eureka (twice daily) and Searcy-Helena service.

The overnight trains were later discontinued and the daytime runs extended to Helena, although they now required till near or after Midnight to complete. Passenger consists were sometimes lengthened by an extra coach, the Pullman buffet-sleeper-observations (1912-1914) or the M.& N.A.'s own second hand parlor cars (1917-1918). Supplementary Joplin-Harrison and Heber Springs-Helena service was provided by steam powered locals or the GE motor cars.

Passenger runs were shortened to Joplin-Kensett during the period of U.S.R.A. operation in the late teens and the strike-troubled days of the early twenties. Thereafter Helena was usually served only by mixed trains or motor cars - sometimes from Heber Springs, sometimes from Kensett. Neosho became the northern passenger terminus in 1930. Combines #53 and 55 were converted to baggage-mail in 1931 and most later steam passenger trains consisted of one of these cars and a coach. Regular passenger power was provided by Americans or Ten-wheelers but Moguls, Consolidations and even 30-class Mikes were sometimes used.

Acknowledgements

Appreciation is extended to the many people who provided material used in the preparation of this article and the following roster. Special thanks are due Dr. James R. Fair and Tim Kubat. Dr. Fair provided a copy of his own passenger car roster and much additional information. Tim provided the P.R.R. data on Coaches #13-16, copies of original specifications on several cars, many dates and much other data. Others who shared documents, photographs or information include C. E. Hull, John Martin, Paul Moon, Bill Pollard, Boyd Pyle, Jack See and the late Earl Saunders. Thanks to all of you.

This is not the last word on the subject. I hope to gather enough material to develop a small book on the North Arkansas's passenger operations and will be glad to hear from anyone who shares this interest. Address: 316 Auburn Dr., Little Rock, AR 72205. Tel.: (501) 664-0232.

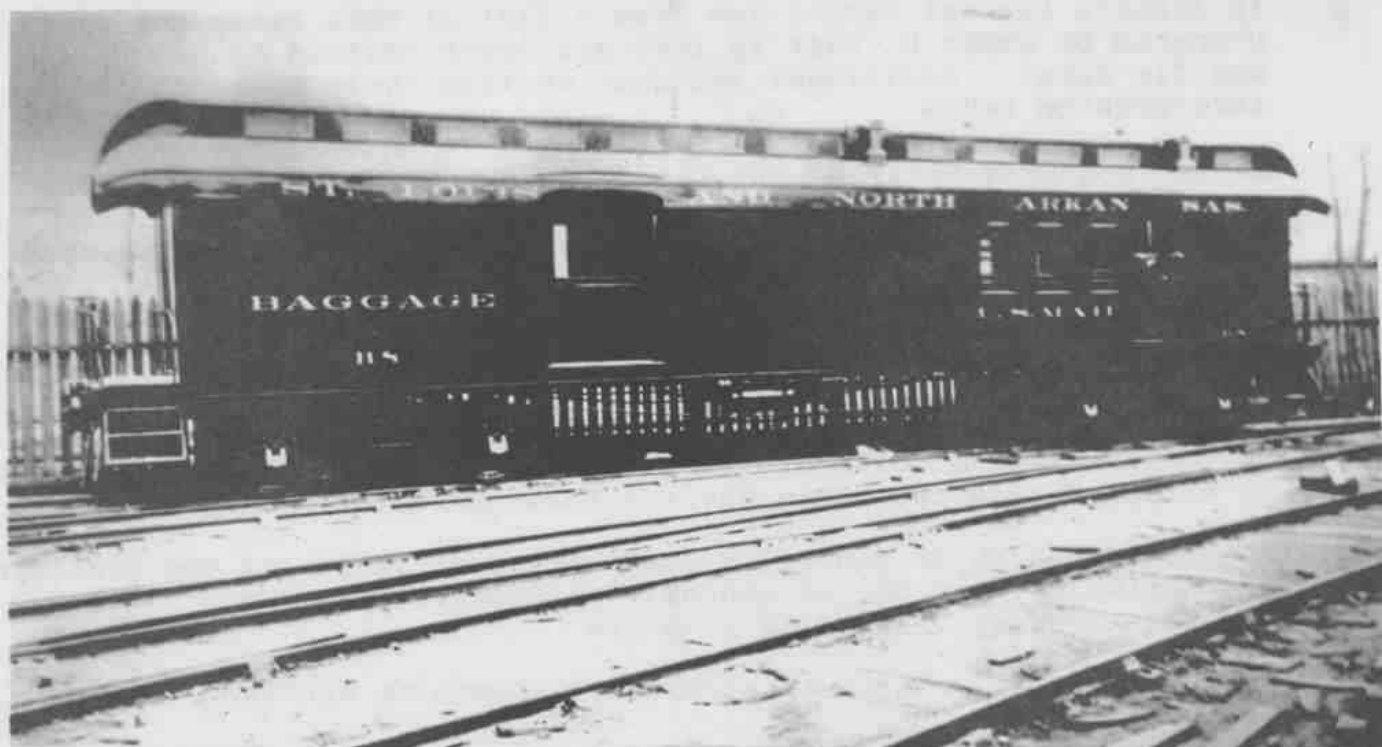
MISSOURI & NORTH ARKANSAS RAILROAD/RAILWAY
MISSOURI & ARKANSAS RAILWAY
PASSENGER TRAIN CARS 1906-1946

No.	Description	CL	Installed -Retired	Seat.Cap.		Length		Weight lbs.	Builder
				W/C	Ttl	Nom.	O/A		
1	Coach	PA	1883-1911						
2	"	PA	1901-1915		54		58'		ACF
3	"	PA	1901-1911						ACF
4	"	PA	1901-1913		60		62'		ACF
5	"	PB	1907-1949	64W12C	76	65'	73'	105,000*	ACF
6	"	PB	1907-1938	64W12C	76	65'	73'	87,500	ACF
7	"	PB	1907-1940	56W12C	68	60'	65'	78,300	Pullman
8	"	PB	1907-1925		68	60'	65'	78,300	Pullman
9	"	PB	1907-1940	56W12C	68	60'	65'	95,000*	Pullman
10	"	PB	1907-1938	44W20C	68	60'	65'	78,300	Pullman
11	"	PA	1910-1933	30W30C	60	51'6"	58'	63,000	ACF
12	"	PA	1910-1933	30W30C	60	51'6"	58'	63,000	ACF
13	"	PA	1911-1928	58	58	46'6"	53'	60,000	Altoona and Pullman
14	"	PA	1911-1928	58	58	46'6"	53'	60,000	
15	"	PA	1911-1927	58	58	46'6"	53'	60,000	
16	"	PA	1911-1926	58	58	46'6"	53'	60,000	
20	"	PB	1937-1949	40W24C	64		65'10"	105,000*	
21	"	PB	1937-1949	40W24C	64		65'10"	105,000*	
50	Comb.Pass.		1883-1915	26W12C	38		56'	62,000	
51	"		1901-1914						ACF
52	"		1902-1915	20	20		56'	62,000	
53	Mail & Pass.	MS	1907-1931	36	36	60'	65'	79,100	Pullman
	Baggage-Mail	MB	1931-1949	-----	---	"	"	96,600*	(M&NA)
54	Mail & Pass.	MS	1908-1926	36	36	60'	65'	79,100	ACF
55	"	MS	1908-1914	36	36	60'	65'	79,100	ACF
55	"	MS	1914-1931	36	36	60'	65'	79,100	ACF
	Baggage-Mail	MB	1931-1949	-----	---	"	"	96,600*	(M&NA)
56	Bagg. & Pass.	CA	1910-1922	36	36	45'	50'	52,000	ACF
56	Mail & Pass.	MS	1927-1933			60'		110,000	
57	Mail & Pass.	MS	1929-1945	36W	36	60'	66' 8"	110,000	
58	Baggage-Mail	MB	1931-1946	-----	---	60'	65'	88,000	
60	Bagg. & Exp.	BE	1901-	-----	---		65'		ACF
60	Bagg. & Exp.	BE	1912	-----	---		55' 6"	50,000	
60	Bag-Mail-Pass	CO	1926-1941	12W	12	50'	53'	72,000*	(M&NA)
61	Bagg. & Exp.	BE	1902-1924	-----	---	50'	55'	52,000	ACF
	Baggage-Mail	MB	1924-1928	-----	---	"			(M&NA)
62	Bagg. & Exp.	BE	1907-1946	-----	---	60'	65'	84,000*	Pullman
63	"	BE	1908-1946	-----	---	60'	65'	66,500	ACF
64	"	BE	1908-1945	-----	---	60'	65'	84,000*	ACF
104	Coach	PA	1913-1918	56	56	50' (?)	50'	50,000	
105	"	PA	1913-1917	56	56	50' (?)	50'	50,000	
3220	Cafe-Parlor		1917-1920		32		73'	98,000	Pullman
3221	"		1917-1920		32		73'	98,000	Pullman
Company Service									
99	Business		-1911	-----	---				
99	Business		1928-1946	-----	---	54'10"	65'2"	100,900*	Barney & Smith
100	"		1913-1916	-----	---		76'	105,000	
100	"		1925-1933	-----	---	34'		64,000	
Motor									
102	Bagg. & Pass.	EG	1912-1927	71W14C	56	70'7-5/8"	200	98,000	GE
103	"	EG	1912-1914	71W14C	56	70'7-5/8"	200	98,000	GE
103	"	EG	1914-1927	71W14C	56	70'7-5/8"	200	98,000	GE
605	"		1937-1949	14W14C	28	43'	92	32,600	Brill
705	Bag-Mail-Pass		1938-1946	28W 8C	33	75'7"	200	66,000	ACF
726	"		1938-1949	28W 8C	33	75'7"	200	66,000	ACF

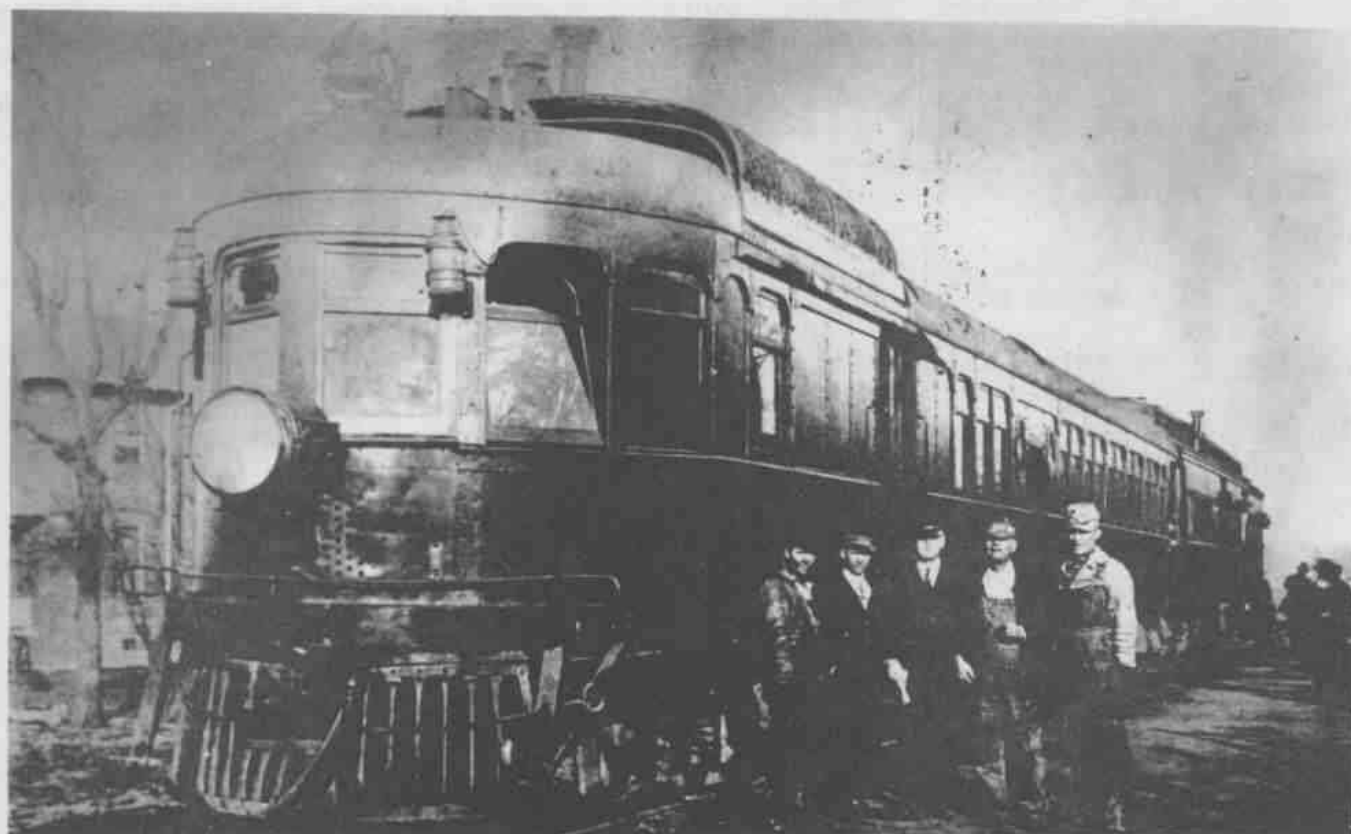
J.M.W. 6-23-83

Sources

- Missouri & North Arkansas Railroad (including predecessors and successors)
 - Employee Timetables: M&NA RR No. 29 (10-11-14);
 - M&A Ry No. 2 (3-27-38), No. 6 (8-9-42) and No. 7 (2-25-45).
 - Annual Reports to Arkansas Railroad Commission 1899-1948.
 - Annual Returns for Assessment (Arkansas) 1884-1906.
- Cafky, Morris, Colorado Midland, Rocky Mountain Railroad Club, Denver, Colorado, (1966).
- Fair, James R., The North Arkansas Line, Howell-North, Berkeley, California (1969).
- Fair, James R., List of M&NA passenger cars with notes and data.
- Kubat, Tim A., M&NA passenger car notes and data.
- The Official Railway Equipment Register, various issues.



St. Louis and North Arkansas Baggage-Mail B-8 was built by American Car and Foundry in 1902 but was listed as a baggage-mail car for tax purposes in May 1903 only. It may have been quickly rebuilt into a baggage-express car which later became M. & N.A. No. 61. No. 61 was converted (reconverted) to baggage-mail in 1924, steel sheathed in 1926/27 and retired in 1928. (ACF Photo; Collection of John Martin)



Motor Car #102 and crew are just North of the MoPac depot at Kensett, which was still shared by the M. & N.A.. A lowered headlight is just one of several modifications made to the G.E. car since 1912. The two windows added at the center-front are another, possibly to improve the motorman's forward vision following the Tipton Ford disaster with sister No. 103(1st). No. 102 and No. 103 (2nd) were traded to the Midland Valley in 1927. Trailer No. 60 was rebuilt from Coach #16 in 1926. The very bare tree on the left and the shadows suggest late winter, so a speculative date for the photograph is February or March 1927. Per the January 1927 schedule, Train #203 originated at Heber Springs at 5:30 a.m., departed Kensett at 7:00 a.m. and arrived at Helena at 11:55 a.m.. Train #204 departed Helena at 2:00 p.m., Kensett at 6:05 p.m. and terminated at Heber Springs at 7:40 p.m.. The rooming house in the background was reportedly popular with railroad men and is still in use as an apartment house. (Collection of John Martin).

Comments

Compiled primarily from Employee Timetables. Entries and data in italics (except dates) are from a list of M&NA passenger cars prepared by James R. Fair in 1966 and later revised by Dr. Fair and Tim Kubat. Additional information from their research is incorporated below.

Dates "Acquired-Retired" are based on various sources, including the Fair/Kubat list. Dates in italics indicate indefinite or conflicting information. Although the Missouri & Arkansas ceased operations September 7, 1946, several cars are shown with a 1949 retirement date. The railroad continued to file Annual Reports to the Arkansas Railroad Commission through December 31, 1948, and these cars were reported on the roster through that date.

Seating capacity designated "W/C" indicates separate seating for White and Black ("Colored") passengers required by segregation laws in effect during the years the railroad operated.

"Nominal" length is generally over sills, exclusive of end platforms or vestibules, and may be approximate (sometimes by several feet). "O/A" is overall, including couplers.

Weight is empty. "(*)" is with steel sheathing applied.

With the exception of the motor cars, all passenger train cars were of wooden construction and most had wooden underframes. Steel sheathing was applied to several cars in later years as indicated.

Additional Data

No. 1 Believed from Eureka Springs Railway (and St.L.& N.A.R.R.).

Nos. 2-4 Believed from St. Louis & North Arkansas Railroad. Dates acquired based on Annual Returns for Assessment and may have been for different cars. Fair/Kubat list shows No. 2 acquired in 1902; Nos. 3 and 4 in 1903. Although none of these cars were rostered on the October 11, 1914 Timetable, two of them (not specifically identified) were included in Annual Reports until the year ended June 30, 1916.

No. 5 Original weight - 87,500 lbs. Steel sheathed in 1926/27. Carbody moved to Lead Hill, Arkansas following abandonment.

No. 9 Steel sheathed in 1929.

No. 10 Nos. 7-10 were listed with "partition" in 1914, but only the total number of seats (68) was shown. No. 10 was listed with a total of 64 seats, divided as shown, in 1938. Comparison to Nos. 7 and 9 suggests the partition was relocated with some seats removed in the process.

Nos. 11-12 Listed with "W/C" seating, but "no" partition in 1914.

Nos. 13-16 Former Pennsylvania R.R. coaches #309, 326, 806, 809 or 812. No. 309 was P.R.R. Class "PD", built Altoona 1879; 326 was P.R.R. "PF", Altoona 1888; 806, 809 and 812 were "PF", Pullman 1887. Cars came to the M.& N.A. in 1911 but were not renumbered until after August 1912. No. 16 was rebuilt to Combine No. 60 in 1926. No. 15 converted to bunk car in 1927.

Nos. 20-21 Obtained from Wichita Falls & Southern. No. 20 never used in passenger service. No. 21 in last passenger consist.

No. 50 Believed from Eureka Springs Railway (and St.L.& N.A.). Fair/Kubat list shows seating capacity of 26 and length of 58 feet. Additional seats were probably installed when line extended south.

Nos. 51 and 52 Believed from St.L.& N.A. Acquisition dates shown are from Annual Returns for Assessment and may be reversed or may be for different cars. Fair/Kubat list shows both acquired in 1903. Length of 56 feet for No. 50 and No. 52 is from a 1914 timetable but appears slightly short for two and too long for the third of the early combines known and may be an average for the three.

No. 53 Original weight - 79,100 lbs. Steel sheathed in 1926. Converted to baggage-mail in 1931. Part of last passenger consist.

No. 55 There apparently were two very similar combines with this number. No. 55 (1st) was purchased under the same contract as Nos. 54, 63 and 64, with a Bill of Sale for all four cars issued in acknowledgement of final payment in 1911. Disposition of this car is unknown, but the Annual Report of June 30, 1915 indicates one combine retired and one installed. No. 55 (2nd) was built in August 1914, steel sheathed in 1929, and converted to baggage-mail in 1931.

No. 56 (1st) This combine did not have a clerestory, but did have a cupola on the baggage end. Tim Kubat advises that the cupola was removed after a short time. Believed to be combine reported retired in 1922. Composite underframe.

No. 56 (2nd) Never reported to Arkansas Railroad Commission?

No. 57 Steel underframe? former Missouri Pacific #2706; acquired April 12, 1929. Believed to be carbody in use as residence at Searcy, Arkansas in 1983, adjacent to former M&NA/DK&S interchange.

No. 60 There may have been two baggage-express cars with this number: the twelve-wheel, blind-end car built in 1901 as St.L. & N.A. No. B-7; and a shorter, eight-wheel, open-platform car which appears in photographs c.1908 and later. Although various sources indicate the latter car was officially retired in 1912, it is probably the No. 60 listed in the October 11, 1914 timetable.

No. 60 Steel-sheathed combine rebuilt from wooden coach No. 16 in 1926. Used briefly as trailer for GE cars. Then on mixed trains?

No. 61 Converted to baggage-mail in 1924. Sheathed 1926/27.

No. 62 Sheathed 1930/31. Original weight - 66,500 lbs.

No. 63 Sheathed 1926/27. Weight increased to 84,000 lbs.

No. 64 Sheathed 1929. Believed converted to Outfit Car #02509 in 1945. Carbody (#02509) in use as farm shed west of Harrison in 1966.

Nos. 104-105 Acquired secondhand as trailers for GE cars. "Overall" length of 50 feet is from 1914 timetable. Fair/Kubat list shows 58 feet. No. 105 reported sold in 1917 for profit of \$50.00.

Nos. 3220-3221 Cafe-parlor-observation cars built in 1890. In service for only about eighteen months in 1917-1918.

No. 99 (1st) Never reported to Arkansas Railroad Commission.

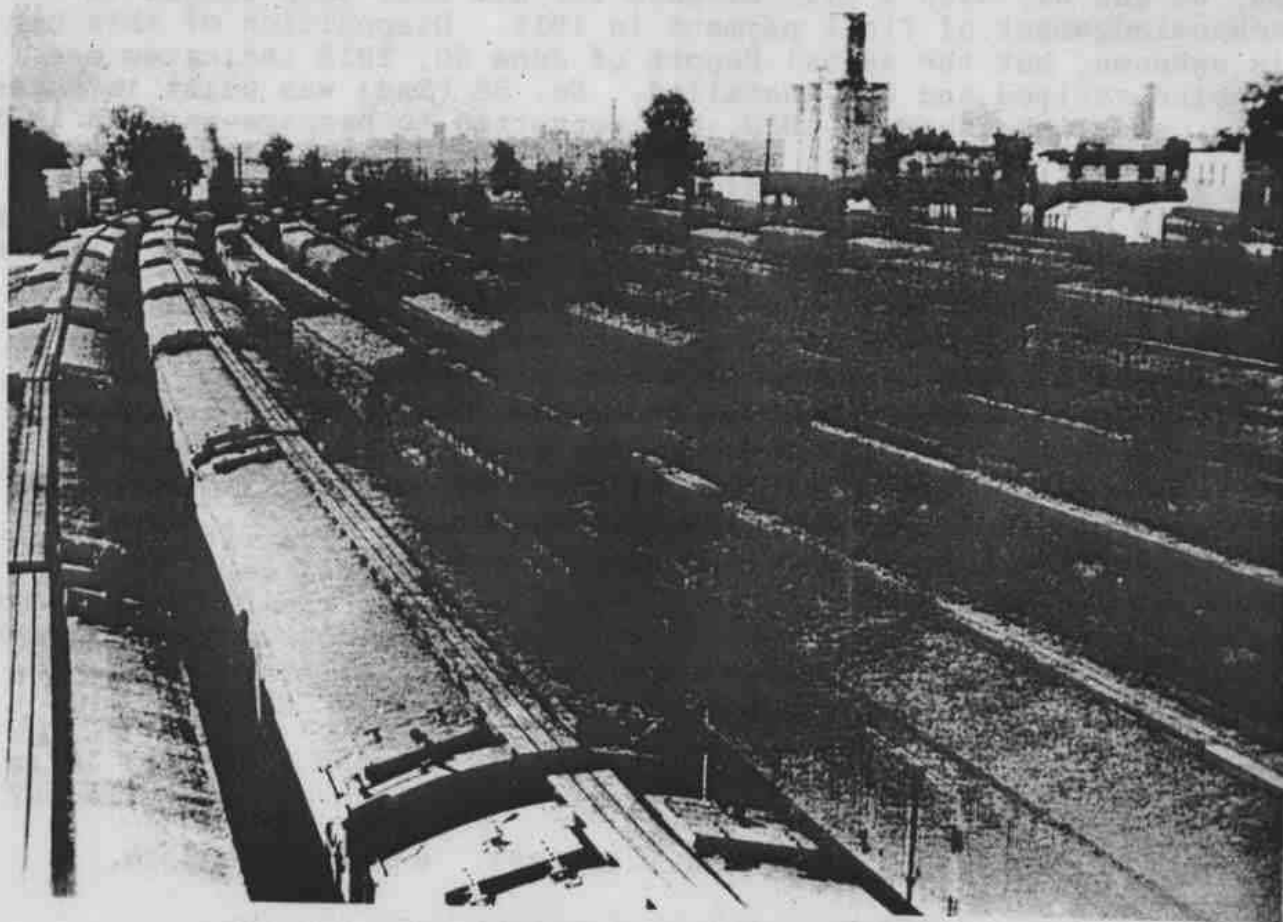
No. 99 (2nd) Former Colorado Midland #99, "Manitou", built in 1888. C.M. diagram shows overall length of 62 feet, weight of 78,250 lbs. Acquired by Wichita Falls & Southern for \$4000 April 12, 1922; sold to M. & N.A. late in 1927 for \$6000. Underframe reinforced; steel sheathing, replacement trucks and other improvements applied at total cost of over \$20,000. One end was reportedly vestibuled by the Colorado Midland about 1912, but as used on the M. & N.A., the car had an observation platform at each end. Platform(s) may have been extended to increase length to that shown on roster. Carbody in use as residence at Kensett, Arkansas in 1983.

No. 100 (1st) Reported sold in 1916 at a profit of \$231.02.

Nos. 102-103 No. 103 (1st) was destroyed in a disastrous collision at Tipton Ford, Missouri August 5, 1914, but was replaced by No. 103 (2nd), built in October of the same year. "W/C" seating, length and weight are from the October 11, 1914 Timetable, so may not be quite accurate for the latter car. Segregated seating totals 85, which most references give as the maximum capacity with three passengers per seat, but examination of the exterior configuration of these cars and interior arrangements of similar GE cars suggests that the W/C division may be incorrect. The total capacity of 56 (from a 1917 Equipment Register) would be with normal seating of two per seat. Other sources give weights ranging from 94,000 to 105,000 lbs. but 98,000 lbs. was used consistently in reports to the Arkansas Railroad Commission. The GE cars were used for local passenger service on the northern and southern thirds of the line. Nos. 102 and 103 (2nd) were traded to the Midland Valley in 1927.

No. 605 Last Brill car built. Used Kensett-Helena.

Nos. 705 and 726 Streamlined, air-conditioned. Used Neosho-Kensett. No. 705 demolished in collision with milk truck in August 1945.



THE STRAWBERRY RUSH

By W.M. "Mike" ADAMS

In his "Our Town" column in today's Arkansas Gazette, Richard Allin remarked on the homage paid by the Lordly New York Central Railroad to Arkansas Strawberries. There was a feature of dining service on the renowned "20th CENTURY LIMITED." The late Lucius Beebe, in his classic chronicle of the comings and goings of the famed "20th Century Limited" (Howell-North 1962), remarks: "In an age when out-of-season strawberries had their origin almost exclusively in Arkansas, special arrangements were made to expedite shipments from St. Louis, their point of distribution, to Chicago for breakfast on the Century."

Actually, getting the succulent Arkansas berries from St. Louis to Chicago and other Eastern points was child's play compared to the annual chore of getting them from the berry sheds of White County, Arkansas to St. Louis. Every April the Missouri Pacific started accepting express refrigerators from all connections, usually from the South and East, and dispatched them to North Little Rock. If you had less than 500 cars on hand by May 1st, and more on the way, you were skating on thin ice. At North Little Rock, cleaning tracks were set up and operated by the Railway Express Company. A special force was established at the rip track to make any necessary repairs. Since express reefers were "passenger" equipment, all work except for truck work had to be carried out by coach carpenters, not freight carmen, and a team was formed from the coach shops for this purpose. Should any of the cars have been used to haul fish they were promptly sent to the Frisco at Hoxie. If they got wise and turned them down on the interchange, they had to be "home routed". The North end Trainmaster and his assistant set up headquarters at Bald Knob and went on 24-hour duty as did the Supervisor of the Railway Express Company. A top notch clerk was imported from North Little Rock to run the Trainmaster's Office for the duration. R.E. Files, a member of the Arkansas Railroad Club and long retired off the Missouri Pacific, was told off for years for this job.

When picking started in the berry fields the usual practice was to run an early extra out of North Little Rock, usually handled by a 6400 or 6600 class Pacific type locomotive. They would take from 20 to 30 initially iced cars and distribute them at the berry sheds at the various stations and pick up any loads ready. If they had at least a dozen cars by the time they arrived at Bald Knob they would run as a passenger Extra on to St. Louis. If there was less than this the cars would usually be tied onto regular passenger trains at Bald Knob or Newport. So, depending on the rate of loading, the Missouri Pacific would have Trains 4, 8 and 26 filled to engine rating arriving at Poplar Bluff where it would be necessary to add a second engine for the 2½% climbs over Gad's Hill and Tip Top. At the height of the rush, an evening train would be run out of North Little Rock and day after day would find the Missouri Pacific with two passenger Extras all the way to St. Louis plus from two to six extra cars on the aforementioned trains. Of course, Trains 2 and 22, the "Sunshine Specials", were not delayed for berries, or anything else, for that matter.

While berries were loaded starting at Jacksonville and at all stations all the way to and beyond Newport, the great majority of them were grown, picked and loaded within the confines of White County, a 25 mile stretch of railroad extending from Beebe (named for Roswell Beebe, first president of the parent Cairo & Fulton, NOT Lucius!) to Bald Knob. According to W.E. Orr's "That's Judsonia" (White County Printing Company, 1957) the first berries grown in Arkansas were on the farm of D.W. Wheaton, near Judsonia. Wheaton planted a full acre of berries and sold them for from five to fifteen dollars a crate. I.C. Moore, station agent for the Iron Mountain at Judsonia, was instrumental in securing a market for the berries and the first shipments were loaded in regular baggage and express cars on scheduled passenger trains. Oftimes the trains were delayed an hour or more for loading. According to the Arkansas Gazette the first solid berry train was operated over the Iron Mountain from Little Rock to St. Louis on May 9, 1884. This started the ball rolling - the acreage planted increased steadily and in 1885 the Judsonia Box Company was established. By the time this firm was destroyed by fire in 1944, it covered fifteen acres of land, employed 120 people in season and produced 850,000 boxes. The Iron Mountain built berry sheds at practically every station and the one at Judsonia was touted as the longest packing shed in the World! By 1927, the White County district was planting over 6,000 acres of berries annually, amounting to over 1,200 carloads of prime fruit.

The old Iron Mountain, along with other Gould Lines, were heavy into the movement of perishables and livestock (about the only products of Texas and much of Arkansas a Century ago) and in 1881 the Iron Mountain, Missouri Pacific and another Gould Line, the Wabash, organized the American Refrigerator Transit Company and initially built 100 freight reefers. By the turn of the Century this fleet numbered into the thousands and eventually became one of the largest fleets of freight refrigerator cars in the country. They were needed. In 1926 the Missouri Pacific System Lines handled over 35,000 cars of perishables originating on their own lines. Twenty years later they originated 59,128 carloads in Texas alone! By this time, however, strawberries had become entirely too precious to leave to handling on freight trains and they were loaded exclusively in express reefers for movement in passenger trains. Starting in 1930 the Missouri Pacific built up a fleet of express reefers which eventually reached a total of 330 cars.

After World War II, improved roads and trucks entered the picture as did on-line processing plants. In 1948, the Buffalo Frosted Food Company built a plant at Bald Knob and the hottest thing on the railroad soon became the inbound cars of sugar used to process the berries. One year before this plant went into operation, however, an experimental car of frozen berries was prepared at Little Rock by the old Byrd Cold Storage Company. I was working the 11 p.m. Yard Clerk Job on the Hole Yard lead the night this car was brought over from the "levee" by a yard engine and put in the 29 Pocket to be run, first out, on Train #60, soon after midnight. For some reason with the freezing of the berries they reverted to freight service. The last move made on the head end of No. 60 that night was to bring the car up out of the 29 Pocket and top off the train, I watched the crew bring it up and start back and I hustled in to the phone and turned the train loose to the desk clerk. Well- 60 left and we breathed a sigh of relief - until about daylight when the Yardmaster saw a car in 29 Pocket which he had just doped clear on his turnover. The engine foreman jumped up and ran out and got on his engine and dragged the car up and sure enough it was the load of berries. He had brought it up and then kicked it right back into 29 Pocket! It took a bit of doing but we got Poplar Bluff to intercept the waybill and then lined up the daylight crew to move it out on Number 27 around noon. We got away with it too.....

As Roy Files remembers it, the "Waller" sheds at Bald Knob was the hub of berry loading on the North End. One fine night the Trainmaster, the late E.W. "Concrete" Stanley, was worn out and left for the motel to get some sleep. His parting instructions were those used by so many pooped out Trainmasters: "Don't call me unless the main line is blocked!" Actually things looked good. There were a couple of cars of late berries to get off the shed and put on Number 26 and the whole bunch could tie up and go home. Unfortunately things went awry, as they so often do on the railroad, and the conductor, Pete Rickey and his crew got a little exhuberant and shoved a car of berries off the end of the track. Well, all you can do in such a case is to try and pull them back. They either will or they won't... These fell into the latter category - the trucks slewed and that was that. They finally got up enough nerve to call old man Stanley and he had to get the wheel car from Newport to get the fruit up out of the mud. They finally left on Number 8 that evening, nearly 24 hours late.

It actually took several years for post-war conditions and/or technology to do away with the railroads handling of the delicious Arkansas Berries. As late as 1954 when I left North Little Rock for several years, we were still doing a good business during the season. When I returned in 1958 the far-famed strawberry rush had just about run its course.

It was fun while it lasted though!

DIRECTORY OF ARKANSAS NARROW-GAUGE RAILWAYS

Compiled by the Late Earl Saunders

In looking thru some files I ran across this listing of Narrow-Gauge Railways in Arkansas Compiled by the Late Earl Saunders. We present it here with the hope of any additions or corrections will be sent to the ARKANSAS RAILROADER, to complete a listing. These are tables made from rough drafts Earl had. The date the road was converted to Standard Gauge was included where known and the abandonment noted also, when known. Successor roads were listed below the names of the original railroad.

<u>Name</u>	<u>Gauge</u>	<u>Termini</u>	<u>Miles</u>	<u>Date Built</u>	<u>Conv. to Std Gauge</u>	<u>Aband.</u>
<u>ARKANSAS MIDLAND</u>	3'	Helena to Clarendon	50	1871	1887	
(A) Ark. Central	3'6"	Pine City to Brinkley	24			
(B) Helena & Indian Bay		Changed to 3' gauge 1883 (?)				
(1) St. Louis Iron Mountain & Southern						in 1909
<u>BATESVILLE & BRINKLEY</u>						
(1882)	3'	Brinkley to Jacksonport	58	1884	1890	
(A) Cotton Plant RR	3'6"			1879		
(B) White & Black River Valley R.R.						1890.
<u>CACHE VALLEY</u>	3'	Sedgwick to Gage	19	1882	1904	
(A) Black & Cache River						
<u>COTTON BELT & NORTHERN</u>						
	3'	Onalaska to Tulip Creek	17			
		Bierne to Hartley	7			
		Onalaska to Pritchard	3.5			
		GaughanJct. to Proctor	6			
<u>HOT SPRINGS RAILROAD</u>	3'	Malvern to Hot Springs	25	1875		
<u>IRON MOUNTAIN & HELENA</u>	3'6"	Helena to Marianna	27	1880		
(A) To St.L.I.M.&S.						1882
<u>PINE BLUFF, MONROE & NEW ORLEANS</u>						
	3'	Rob Roy to English	30	1884		1904
		Rob Roy to Astor Point	15			
(A) Pine Bluff & Swan Lake						
(B) Texas & St. Louis Ry.						
(1) Pine Bluff & Eastern						
(2) Pine Bluff & Arkansas River,						1898.
<u>SOUTHWEST ARKANSAS AND INDIAN TERRITORY RAILWAY</u>						
	3'	Smithton to Pike City	32	1887	189?	
<u>TEXAS & ST. LOUIS RY</u>						
	3'	Texarkana to Birds Pt.Mo.	417.8	1881	1886	
(A) St Louis-Southwn.		Paw Paw Jct to New Madrid	5.7			
		McNeil to Magnolia	6.81			
<u>BRINKLEY, HELENA & INDIAN BAY</u>						
	3'	Monroe, Phillips & Lee Counties	24			
<u>WILLIAMS MILLS & LUMBER CO.</u>						
	3'6"	Clay County	10			
<u>DONALDSON LUMBER CO.</u>						
	3'	Hot Springs County	6			
<u>DRY RUN LUMBER CO.</u>	3'	Dallas County	1.75			
<u>GIFFORD LUMBER MILLS LOGGING R.R.</u>						
	2'7"	Hot Springs, Co.	8			

NARROW GAUGE RAILWAYS CONTINUED...

<u>Name</u>	<u>Gauge</u>	<u>Area of Service</u>	<u>Miles</u>
<u>WYANDOTTE LOGGING RAILWAY</u>	2'7"	Hot Springs & Grant Co.	8
<u>VINEGAR CENTRAL</u>	3'	Clark County	9
<u>NATHANIEL WESTON LUMBER CO.</u>	3'	Arkansas County	1.5
<u>WRIGHTSVILLE NARROW GAUGE RAILROAD</u>	3'	Pulaski County	11
<u>LUTHERVILLE & COLORED MOUNTAIN</u>	3'	Johnson County	3
<u>MALVERN LUMBER COMPANY</u>	3'	Hot Springs County	7
<u>OLON FERGUSON</u>	3'6"	Clay County	1.5
<u>WILLIAMS MILLS AND STREET LINE</u>	3'6"	Clay County	6
<u>POND CITY, CENTERVILLE AND NORTHERN</u>	3'	Jackson County	4.5
<u>PINE CITY RAILROAD</u>	3'	Monroe County	5
<u>NORTH ARKANSAS TRAMWAY RAILWAY</u>	4'6"	Sharp & Randolph Counties	7.5
<u>OAK LAND AND LUMBER COMPANY</u>	3'	White County	7
<u>ALLEN BROTHERS</u>	3'	Miller County	?
<u>WILLIAM FARRELL & COMPANY</u>	3'	Pulaski County	6
<u>FIELD LUMBER COMPANY</u>	3'	Dallas County	4.5
<u>GEORGE GRIFFITH</u>	3'	White County	7
<u>PARAGOULD AND BUFFALO ISLAND RAILWAY</u>	3'	Greene County	10

Short Historical Sketches:

Arkansas Central Railroad

This company was organized in 1870 under the General Railroad Law of 1868, to build a railway of 3 ft. 6 in. gauge from Helena to Little Rock, a distance of 150 miles. During 1872, 48 miles between Helena and Clarendon were constructed and put into operation, and 80 miles graded, bridged and tied. Negotiations were under way to procure money for completion of the line. Statistics:

Maximum Grade: 52.8 feet per mile.
 Sharpest Curve: 13 deg. 30' (425.40 ft. Radius)
 Wt of Rail: 35 and 45 pounds to the yard.
 Weight of Engs: 8, 10, and 20 tons, all placed over the drivers.
 Equipment:
 3 locomotives, 2 passenger cars, 1 baggage car,
 34 freight cars of all classes.

A. H. Johnson
 President, Helena, Ark.
 Edward Vernon,
 Vice President, New York City
 J.A. Toppan
 Superintendant, Helena, Ark.

Hot Springs Railroad

This company was incorporated by the Arkansas Legislature in 1870, to build a railroad from Malvern to Hot Springs, a distance of 25 miles. Nothing was done until 1875, when the line was put under construction and completed at the end of the year. Statistics:

Maximum Grade: 106 feet per mile.
 Sharpest Curve: 20 degrees (288 ft Radius)
 Wt of rail: 35 pounds per yard
 Weight of Engs: 15½ tons

A CLASSIC CONFRONTATION

THE EXPLANATION/REBUTTLE OF ENGINEER M.J. HICKEY

From the Collection of Sam Ryker

The following letter originated with the Frisco Public Relations Dept. and found its way to Sam Rykers Collection. Somehow the problem and result is timeless...

Saint Louis & San Francisco Railway Company
Chester Station November 15th, 1892

TO: J.R. Groves Esq.
Supt.
Springfield, Mo.

Dear Sir,

In referring to yours of the 11th and attached complaint of Mr. Mantor in regards to me using forty minutes eating at Fort Smith lunch counter on November 10th which Mr. Mantor says caused a delay to train 1/32 of 40 minutes and also caused a delay to Special South of One hour and ten minutes, I arrived at Fort Smith at 3:45 a.m. on 1/32 and having been on duty from 8:20 p.m. the night before and feeling hungry I though I would justice to myself be eating a lunch. You must remember that Fort Smith is the only place that affords a lunch counter between Taulina and Chester and after eating lunch I went up in the office and got my orders and went down to the engine, which was over 18 cars from the office and switched out three cars from the station house track and departed from the station at 4:20 a.m.. Mr. Mantor failed to note that I had switched out three cars from the house track and failed to note time consumed in walking from the engine to the office and getting orders and returning to the engine. I cannot understand how I delayed Special South 1 hour and 10 minutes when according to the train register at Fort Smith by both conductors, train 1/32 was only in Ft. Smith 35 minutes and according to Mr. Mantor's Complaint, he says train 1/32 only stopped in front of depot exactly Forty minutes and at the close of the complaint he says I delayed Special South 1 hour 10 minutes. It seems strange when an Engineman uses 15 or 20 minutes Eating a lunch there is a complaint made about it but when an Engineman has to wait at Ft. Smith on train Crews that has not been called or so on times to numerous to mention and there is nothing said or done about it, It looks very much like the Engine Department is expected to move in Military order while the Trainmen do as they feel disposed to.

Yours Respectfully,
M. J. Hickey (signed)
Engineer Engine #229

Enough Said...

Hot Springs R.R. Continued...

Average Cost of Road per mile: \$15,000.
Equipment: 2 locomotives, 3 passenger cars,
1 baggage & Express Car, 22 freight cars.
Financial Statement: Capital Stock Authorized: \$250,000
Paid In: \$250,000

Joseph Reynolds
President, Hot Springs Ark.
G.D.C. Rumbaugh
Engineer, Little Rock, Ark.
