



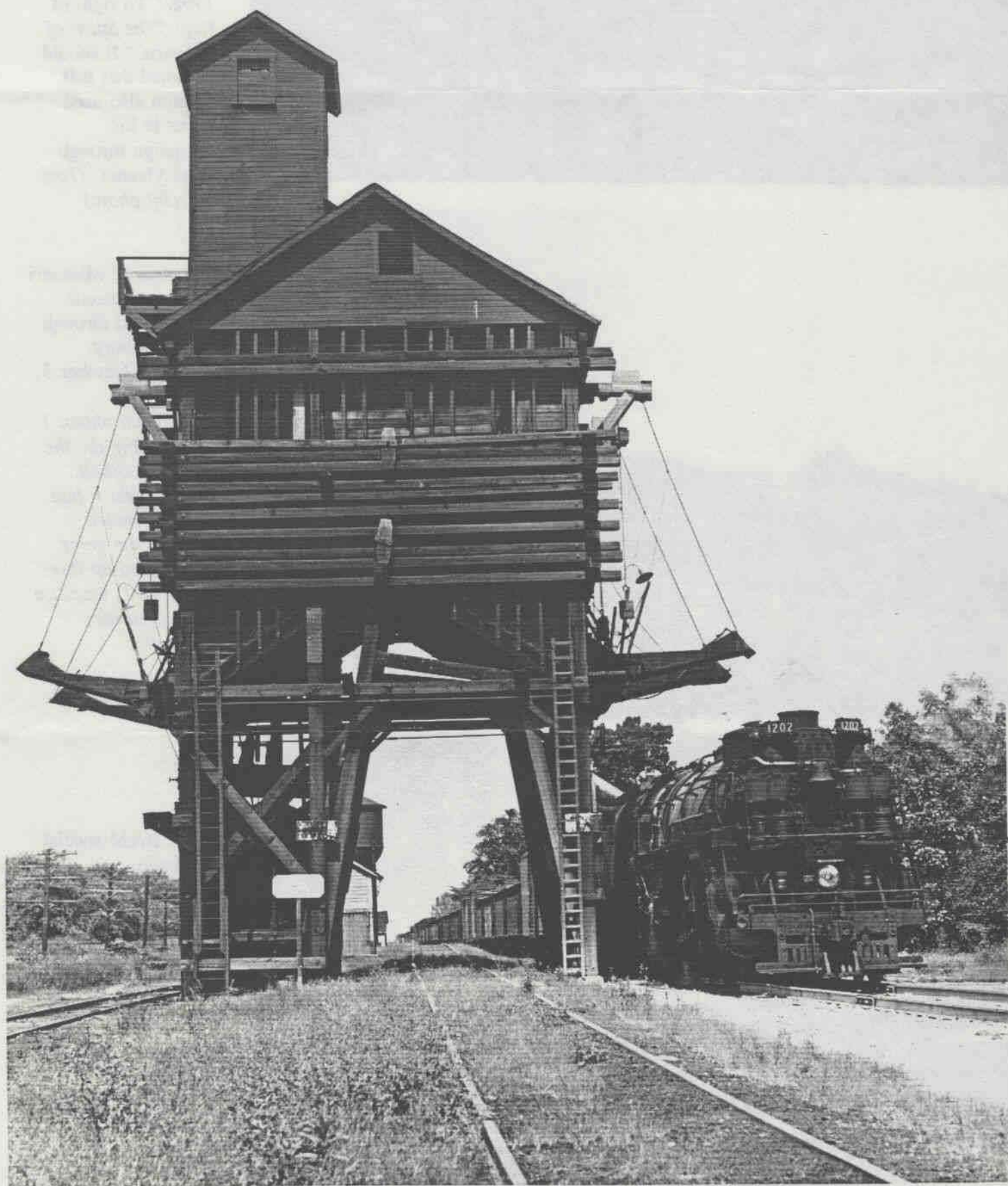
ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 23 NUMBER 11

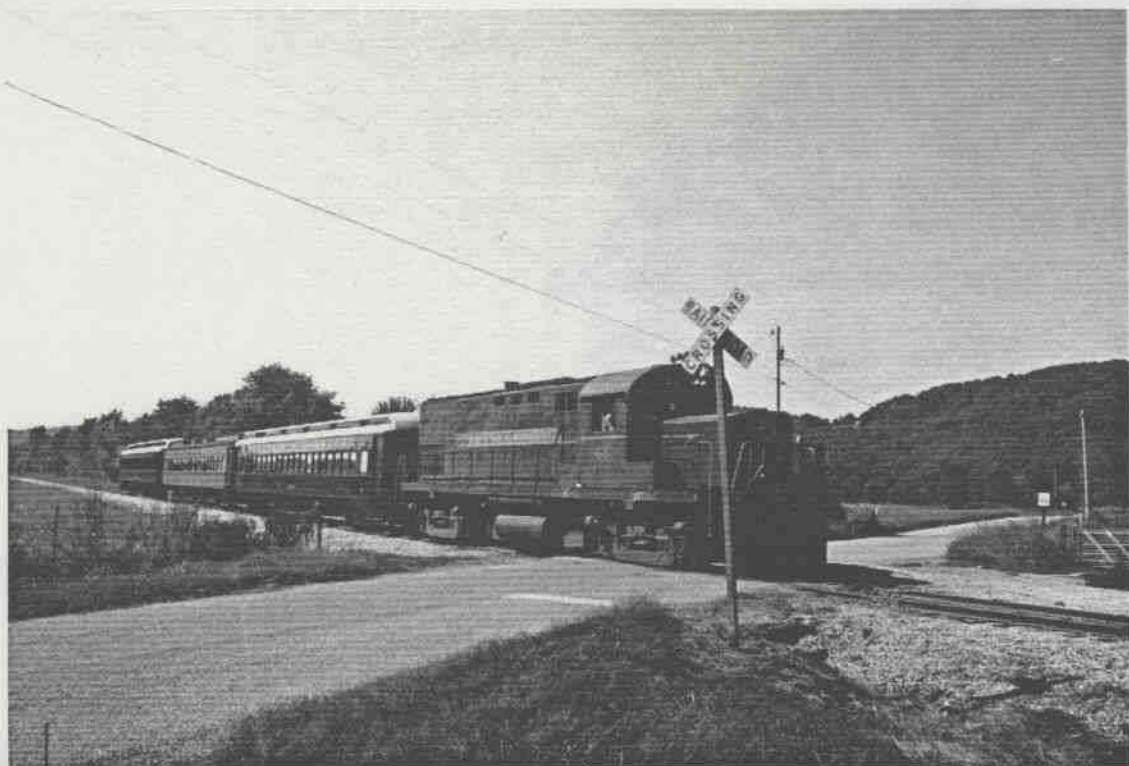
NOVEMBER 1992



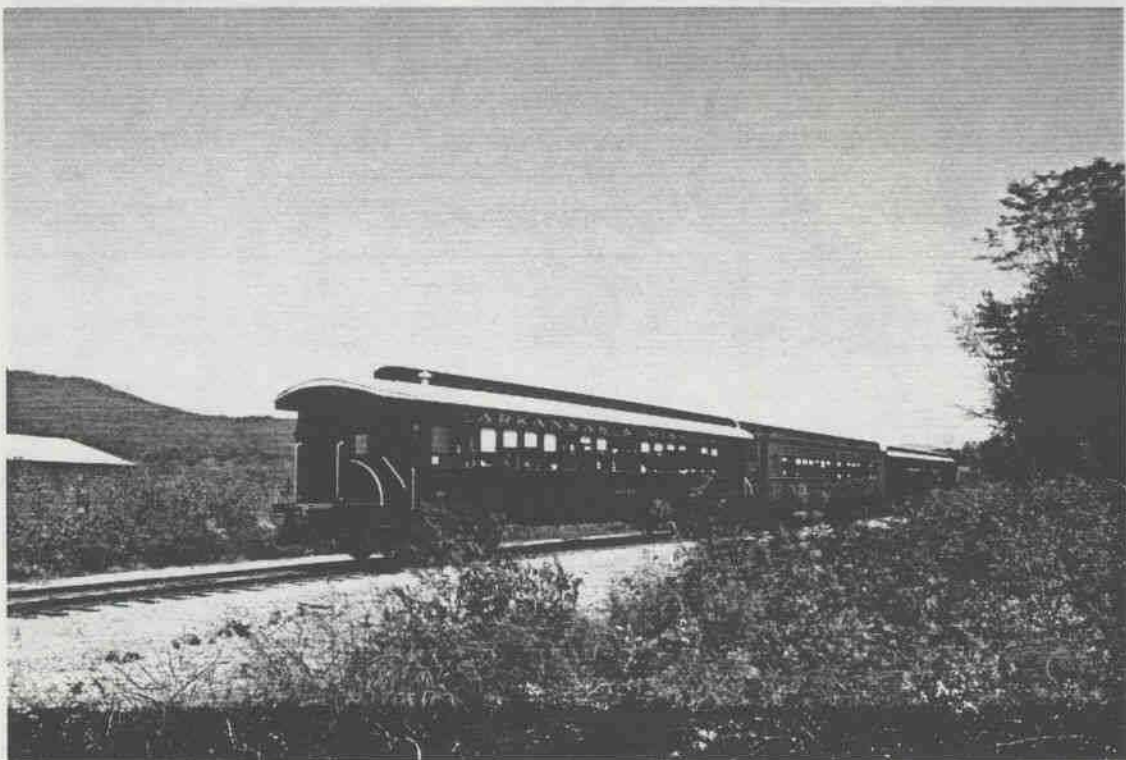
Coal Chute on the C&O Railroad at English Lake, Indiana taken September 6, 1952
by H. Zillmer. (M. D. McCarter collection)



Union Pacific Engine #1992 at North Little Rock, October 3, 1992, used in the whistle-stop campaign of President George Bush in the Mid-West in September. Beneath cab window: "The Presidential Campaign Tour 1992." To right of flag: "The Spirit of America." It should be noted that Bill Clinton also used trains in his campaign through Pennsylvania. (Tom Shircliff photo)



Arkansas & Missouri passenger special northbound through Mountainburg, Arkansas October 3, 1992. (Ken Ziegenbein photo. I was waiting the the Amtrak football special, which had been cancelled because the game was moved up three hours. This wasn't a bad substitute, however)



Same A&M special as above.



Small station at Faith, Arkansas taken under cloudy, evening skies, with snow falling, about 1943. Third 18 is carrying green signals for the following section. (P. B. Wooldridge collection)

(This cozy little scene is quite appropriate for the November issue of the RAILROADER, with Thanksgiving and the winter season coming on. The dark, gray skies make you want to enjoy life in the comfort of a warm home - Ed.)

KENT REMEMBERED

by: P.B. Wooldridge

Kent, Arkansas is no more. In fact, it disappeared several decades ago. It simply consisted of a small box-like station, measuring about 10 x 10, housing a telegraph operator at a junction with the Rock Island Railroad. When I was a teenager, I'd walk four miles from my home in Camden, with my lunch, and spend Saturdays searching for Indian artifacts. It was at the very edge of the Ouachita River bottoms, and the site of a huge Indian mound, where their dead were buried. It must have been a very large encampment as I found several hundred arrowheads.

When the Rock Island built into Kent, to connect with the Cotton Belt, as old-timers told me, they had to cut through the east end of the mound. The long, black hair of the women would disintegrate when exposed to air. I'd always drop by the station to converse with the operator, Cecil Hodnett. Out there in the countryside, on the side of the railroad, all alone, it was one lonesome job. I never in my wildest dreams thought

I'd ever work there.

But I did. One night in 1937 the phone rang at home, and I was instructed to be at Kent at 1 AM to clear a lite engine being run down to Camden to protect No. 698 the following day.

I was told that the Rock Island hostler, or engine watchman, had tarried at a cafe on the Ouachita riverfront, and had returned to the steam engine. He had injected cold water on a red hot crown sheet, the engine had exploded, and he had lost his life.

Shortly after midnight I placed my 3-wheeled velocipede, propelled by hand and foot, on the rail at Camden station, and took off. No moon, and the only illumination was a kerosene lantern placed on the tray. I clicked and clacked the 3 miles, over mostly bridge and high trestle work.

Only illumination at Kent was a kerosene wall lamp. Communication with the Rock Island dispatcher was by telegraph, and with

the Cotton Belt dispatcher by both telegraph and phone. I could see a Rock Island train approaching for 10 minutes due to straight track, but the lite engine was not in sight. Suddenly the Cotton Belt DS rang. The dispatcher explained that No. 1, the "Lone Star" passenger train, had been delayed and he needed to give an extra freight north, already out of Camden, a train order. Now that meant that an 800 engine pulling a freight train, bucking a first class train, was at that moment approaching me less than 2 miles out. What followed was a very busy 2 or 3 minutes, working in that semi-darkness.

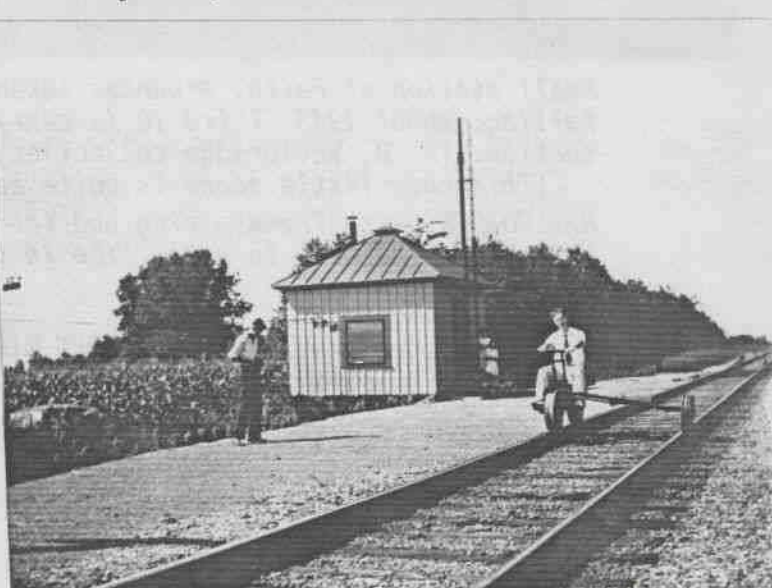
Now Kent was strictly a day operation, and I'm quite sure the engine crew were more than surprised to find me open. The engineer very graciously reduced speed and I delivered orders by the light of a red fusee. He got additional time on No. 1, and was able to make Bearden and head in.

I enjoyed working at Kent, but I had one experience I'll never forget. One sure way

to get fired on the Cotton Belt was to get a motor car or waycar hit. Nos. 5 and 6, local passenger trains, were very seldom on time, especially in World War II, when they spent so much time in sidings, waiting for fast freights. I took a chance and took off from Kent, bound for Camden, on my velocipede. Now this velocipede, like the one I later used at Faith and Rone, was an antique, and I always doubted that the mechanical advantage was better than walking. I got within a mile of Camden, and around the curve at North Camden No. 6 burst into view. I was about 20 yards out on a high trestle.

I attempted to push the velocipede back off the trestle, but the darn thing derailed. I had almost decided to up-end it and throw it into space, but the second attempt to clear the trestle was successful. I got the thing off the track and cleared No. 6 with 15 seconds to spare.

Very close, but not a bad meet.



TOP LEFT - First 43, First Section of the Blue Streak, at speed one mile north of Camden, Ark about 1936. It was on this high trestle that a passenger train caught me, riding a velocipede, several years later. **TOP RIGHT** - Small station at Paront, Missouri, one mile north of Idalia, at north end of eight miles of double track extending from Dexter Jct. **LEFT** - Yours truly aboard a velocipede arriving Kent, Arkansas, February 1938. Ouachita River is at flood stage. (P.B. Wooldridge collection. Top Right taken by Gene Chrisman, son of SSW Agent Guy Chrisman of Idalia, Missouri, sent to Mr. Wooldridge 50 years ago)

nt. WWR Feb 1938



Regarding the Rock Island engine that exploded at Camden in the "*Kent Remembered*" story, here is a photo of it. It happened Saturday, September 11, 1937 at 11:45 P.M. - photo taken the next day. Tom Foster in his book "*45 Years on the Rock Island Line*" states that he saw the engine come in from Chicago the day before and didn't like the looks of it as it had bad leaks in the boiler. He told the Watchman at Camden to keep a close eye on it. Apparently, the engine got so hot it popped all the water out of the boiler. The water got below the crown sheet and when the engineer pulled the handle of the injector, the boiler blew up and he and a big part of the boiler were blown into a nearby river. (Photo from Stanley Wozencraft)

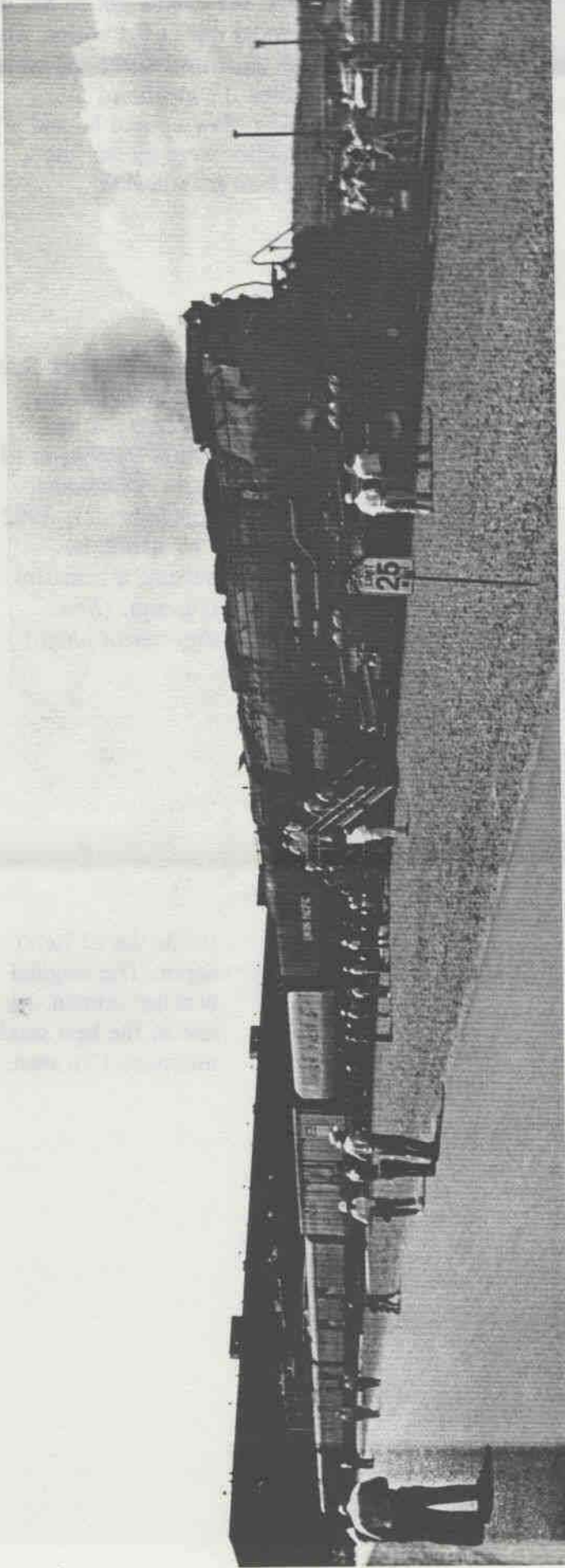


El Reno former Rock Island depot, now belonging to the Union Pacific, in El Reno, Oklahoma, September 27, 1992. The station has become a beautiful museum. (Ken Ziegenbein photo)

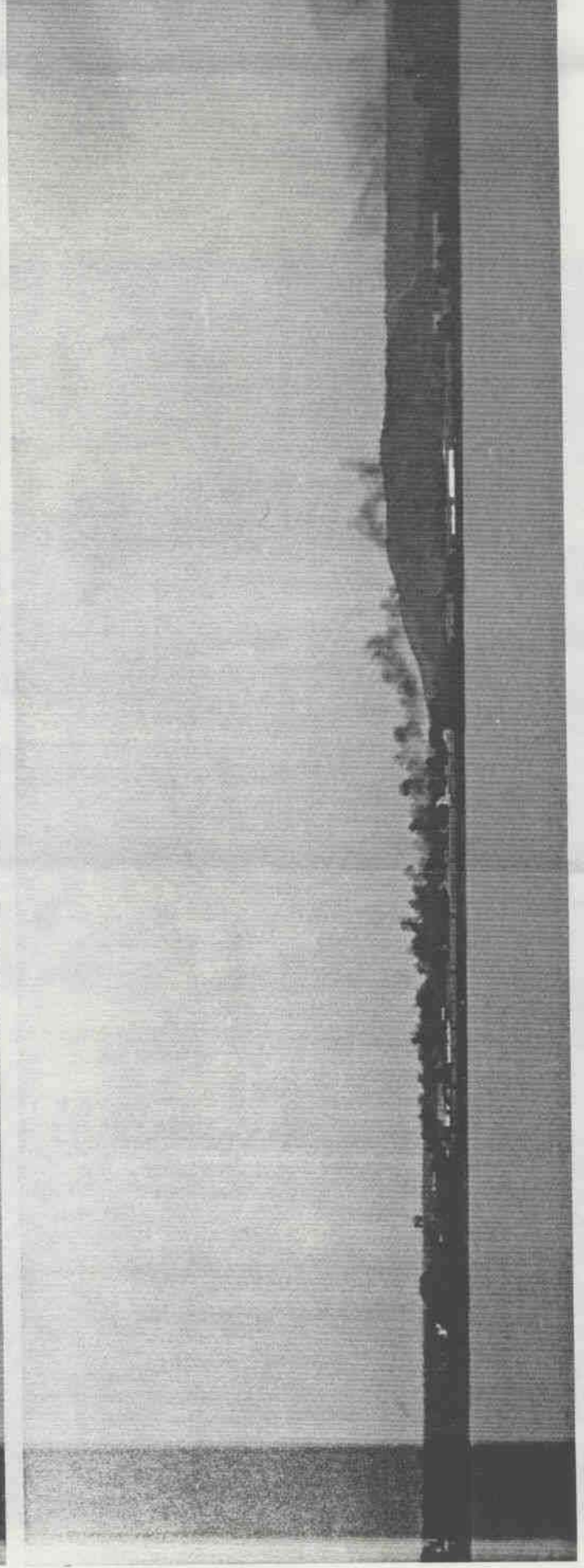


Inside the El Reno depot. The original benches remain. Its one of the best small museums I've seen.

Union Pacific's 3985 behind Jenk's
Shops in North Little Rock
August 31, 1992.



The 3985 special going through
Ozark, Arkansas as seen from
across the Arkansas River,
September 1, 1992. The whole
train is visible. (Ken Ziegenbein
panoramic photos)

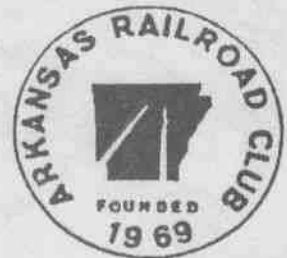




CLUB HAPPENINGS - ANNOUNCEMENTS

1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>President</u> - John Hodkin, Jr. 506 Gordon St N Little Rock AR 72117 (501)-945-2128	<u>Vice-President</u> - Jonathan P. Royce 2100 Rebsamen Pk Rd #426 Little Rock AR 72202-1603 (501)-661-0292
<u>Treasurer</u> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<u>Secretary</u> - Polly Hamilton 208 Dell Hot Springs AR 71901 (501)-321-2696
<u>National</u> - Dick Davis <u>NRBS Dir</u> PO Box 240 Austin AR 72007-0240 (501)-843-9658	<u>Editor</u> - Ken Ziegenbein 905 Valerie Drive N Little Rock AR 72118 (501)-758-1340
<u>Historian</u> - R. W. McGuire 114 Rice St Little Rock AR 72205 (501)-375-1738	
<u>Board</u> - Stanley Wozencraft '95 PO Box 1938 Little Rock AR 72203 (501)-664-3301	<u>Board</u> - Peter Smykla '97 2800 West 37th Pine Bluff AR 71603 (501)-535-4724
<u>Board</u> - Clifton E. Hull '94 3507 E Washington, #31 N Little Rock AR 72114 (501)-945-5556	<u>Board</u> - William Church '93 5619 Bel Caro Place N Little Rock AR 72118 (501)-753-4582
<u>Board</u> - Robin Thomas '96 10980 Rivercrest DR #26 Little Rock AR 72212-1412 (501)-225-1952	<u>Hon. Board</u> - Barton Jennings '92 1600 Capitol Ln Knoxville TN 37931-4505 (615)-531-8040



P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday **NOVEMBER 8** at the Twin City Bank in North Little Rock on Main Street. Time will be 2 PM. This month's program will be given by GENE HULL, on the last days of D&RGW Narrow Gauge in Colorado...a perfect program for this cooler time of year. Refreshments will be served. The public is invited.

1993 OFFICERS NOMINATED - The Nominating Committee, consisting of Bill Church, Fred Fillers, Stanley Wozencraft and Naomi Hull has nominated the following to serve our club in 1993:

President: JOHN HODKIN, Jr. Vice President: MATT RITCHIE
Treasurer: DICK BYRD Secretary: POLLY HAMILTON
NRHS Rep: DICK DAVIS Historian: R. W. McGUIRE
Board of Directors '98 - TOM SHERCLIFF



CHRISTMAS PARTY - The club's annual Christmas Party will be held at the Spaghetti Warehouse in Little Rock on Saturday, DECEMBER 12 beginning at 4 PM. All are invited to CAROLE SUE SCHAFER's house for socializing. She lives at 103 Thayer Street in Little Rock. Remember, the Christmas Party takes the place of our usual monthly meeting.

If you plan to attend the Spaghetti Warehouse party, please contact president John Hodkin by November 28. We need a good head count.

SHOW & SALE '93 - Planning for our Show and Sale is well underway. It will be held on the first Saturday in May, 1993, at the Hall of Industry on the State Fairgrounds in Little Rock. WE NEED HELP! There will

be a meeting of those interested in helping at Matt Ritchie's house on Tenkiller Drive in Sherwood on Sunday, October 25. Be there if you want to help out. If you didn't receive this newsletter in time to attend this meeting, contact president John Hodkin if you'd like to help out.

STORAGE SPACE - After a recent meeting with members of the Arkansas Valley Model Railroad Club, it was decided that the Arkansas Railroad Club can once again use part of the club building on Riverfront Road in North Little Rock as a secure storage space. The room needs to be cleaned, but it will be shortly. So, if you have any railroad items that you want to donate to the club, space will be available before the end of the year. Contact a board member if you want to donate anything. We cannot pay for donations, however.

OUR SYMPATHIES to member BOB McCLANAHAN of Pine Bluff, whose brother passed away in Florida recently.

WELCOME NEW MEMBERS - The following 22 people joined the Arkansas Railroad Club during the past few months, many after the 3985 trip. Please give them your welcome and support. As a reminder to these new members, membership cards will not be mailed out until March or April of next year, as we only do one mailing each year.

JIM LYNCH, 12708 Goldleaf Dr, Little Rock AR 72210; THOMAS H. LEWIS, 8107 Langdon Lane, Houston TX 77036; DAVID R. TRENT, 33 Lakeview Dr, Conway AR 72032; MARY McNAIR, 1701 Skyline Dr #119, North Little Rock AR 72116; ED NOEL, 1608 Woodland Park Rd, Benton AR 72105; NICK MACCHIAROLO, 1113 Brookwood, El Dorado AR 71730; HAZEL POINDEXTER, 204 West "I" St, North Little Rock AR 72116; MELODY & CLIFF McCLOY, PO Box 250959, Little Rock AR 72225; ROBERT O. McBREEN, 526 Burchwood Bay Rd, Hot Springs AR 71913; WAYNE CLARK, 49 Jones Dr, Batesville AR 72501; LARRY R. STILES, 2570 Main Ave, St. Louis MO 65804; PHILIP L. MacMURRAY, HCR 2 Box 485, Highlandville MO 65669; RONALD L. GARLING, 1244 E Linwood, Springfield MO 65804; MURRELL C. McCUMBER, 8815 Hwy 161, Scott AR 72142; CHUCK CRISLER, PO Box 84, Marion AR 72364; K. BRUCE JONES, 501 Kelsey Dr, Jonesboro AR 72401; STEPHEN R. STRAUSS, 2417 Anderson, Port Orchard WA 98366; JOHN BAILEY, Bailey Corporation, 1400 W Markham St - Suite 202, Little Rock AR 72201; DONALD SMITH, JR, 2103 Emerson St, Monroe LA 71201; OTIS R. HOLLOWAY, RR

1 Box 236, Marvell AR 72366; **MR. I. H. LANDWEHR**, 2221 Wentwood Valley Dr #52, Little Rock AR 72212.

M&NA MOVIES WANTED - Claude A. Wiatrowski, Ph. D, Mountain Automation Corporation, PO Box 6020, Woodland Park CO 80866-6020 is looking for historic motion picture footage of the Missouri & North Arkansas and the city of Eureka Springs. He is also looking for still photos of both the railroad and city. His interest in this footage is for inclusion in a video he's producing for Bob Dortch at the Eureka Springs & North Arkansas. Please call him toll-free at 1-800-877-9238 or write to the above address if you can help.

1950 DISPATCHERS SHEET WANTED - Morris R. Harrison, 726 Lakeshore Drive, Monroe LA 71203 wants the dispatchers sheet of the October 3 & 4, 1950 Arkansas Division Rock Island. He remembers that he and other boys left Little Rock on the Rock Island at 12:30 A.M. in October of that year, on their way to boot camp in San Diego. He thinks it was train 111, the *Cherokee*. It was handed over to the Oklahoma Division at Booneville at 3:58 A.M.. He wants to know the engine number. (*David J. Engle of the Rock Island Technical Society of Kansas City relayed this letter to us*).

RAILROAD STATION HELP - Robert C. Oswald, 2511 Elizabeth Avenue, Fayetteville AR 72703 is asking for help in identifying Arkansas extant depots for use in an upcoming book called "Great American Railroad Stations," written by Janet Potter of the Philadelphia Chapter NRHS. Ms. Potter had asked Mr. Oswald to help find photos, stories, etc. on Arkansas depots which could be used in this book. If you can help, write to him at the above address or call 501-521-9714.

ARKANSAS RAIL NEWS

819/ARKANSAS RAILROAD MUSEUM NEWS - (Pine Bluff) - Steam engine 336, sitting in a park in Lewisville, is ready to be moved to the museum in Pine Bluff. It will be restored cosmetically only. Also...the museum will have better lighting. The 819 was ready to go on the October 16-18 Tyler excursions. Tender 803 should be ready soon, allowing the engine to go much longer without needing fuel or water.

OZARK MOUNTAIN RAILROAD - (Berryville) - Nearly 200 people met September 22 in Berryville to voice their anger at a proposed new railroad through the Ozarks between Harrison, Eureka Springs and Branson, Missouri. (*see October RAILROADER for initial story*). Rumors were rampant that the organizer, L. D. Stordahl, had secured imminent domain rights from the state to build the railroad. These rumors were false, and people from the state said such a project would have a hard time passing environmental tests and would be years in the future, if done at all.

Meanwhile, Mr. Stordahl, who said the railroad would be headquartered at Oak Grove, released a report showing a total of 3,445 employees would be hired for the new railroad and that annual revenues would be \$551,880,000 (?). The complete project would cost \$500 million, build 75 miles of track and 8 tunnels, plus several high trestles over Table Rock Lake. Theme parks will be built at Eureka Springs, Harrison and Branson. Stordahl said everything would be ready to run in 1994. He tentatively plans to offer short line service from Eureka Springs beginning next summer. (*Berryville STAR PROGRESS, September 24, 1992, via member Leon Enderlin. Editor's note...pipe dreams die hard, but don't expect to have excursions on this line anytime soon.*)

UNION PACIFIC OPERATION LIFESAVER - (Conway) - On October 12 and 13, U.P. operated Operation Lifesaver trains between Conway and Van Buren. High school students, teachers and various law enforcement agencies were aboard.

Facts do not cease to exist simply because they are ignored.

GENERAL RAIL NEWS

T&P 400 ASBESTOS PROBLEM - (Marshall, Texas) - T&P steam engine #400, sitting in a park in Marshall, Texas since 1959, apparently is beginning to leak asbestos, forcing the city to seal off the engine. Marshall city manager J. C. Hughes is seeking an organization to restore it, otherwise it might have to be hauled off and scrapped. Club member Thomas W. White wrote that the engine was purchased from the Fort Worth & Denver Railroad about 1956. It was T&P's high water engine, which it used in floods on the Red River in the later 50s. The T&P had retired its steam power and this engine was retired in 1959 and placed in the Marshall Park. The engine was kept in the Shreveport, Louisiana roundhouse until retired.

Mr. White said he was told that the city of Marshall would donate the engine to any group or organization for restoration. Any takers? One newspaper article headlined this engine and asbestos problem as "Toxic Train's Future Still In Doubt." (*SHREVEPORT TIMES, September 27 and 29 via Thomas W. White*)

NO STEAM IN CALIFORNIA - At the Union Pacific Historical Society banquet June 26, U.P.'s Steve Lee announced that the trip to San Jose for the NRHS convention that summer should be the last Union Pacific steam trip ever to California because of smoke restrictions. Apparently, after the San Jose trips, U.P. was fined by the state for smoke. (*FLIMSIES, September 7, 1992*)

TOO MUCH WINE - (Napa, California) - On August 15, a wedding party on board the Napa Valley Wine Train came to an abrupt halt when the railroad stopped the train and ejected ALL 72 passengers because of drunkenness, disorderly conduct and verbal abuse. (*FLIMSIES, September 7*)

KCS/MidSouth MERGER? - Kansas City Southern will acquire MidSouth Corp, the two railroads announced September 21, if the ICC approves. Total cash price was \$219.3 million. The deal would link KCS's north-south route from Kansas City to Beaumont with MidSouth's east-west lines to the southeastern U.S. MidSouth operates lines in Louisiana, Mississippi, Alabama and Tennessee. (*SHREVEPORT TIMES, September 22 sent in by T.W.M. Long and Thomas White*)

UNION PACIFIC SETS RECORD - Union Pacific set a record in the second quarter of 1992 by taking in \$1.2 billion (\$256 million profit). They also reported record-breaking carloadings for the same period - more than 1 million.

TEXAS BULLET TRAIN OBJECTIONS - (Austin, Texas) - On October 12, a "March on Austin" was staged to protest the proposed high speed train system in Texas between Houston, Dallas and San Antonio. Many busloads of concerned citizens rode to the state capitol to protest because of the taking of land associated with the venture. They worried, and rightly so, that the line would split their land at some points and that they wouldn't have any benefit from it (they'd have to drive to Houston, etc., just to get on the new train). (*NEW ULM ENTERPRISE, September 24. Editor's note...this line would almost go through my small hometown of New Ulm, which I wouldn't mind, of course, but I can see the reasoning for the protests. Perhaps the new line should be exclusively laid in the medians between Interstate 10, 45, etc.*)

GREAT SWEET GUM, YABADAM & YOO HOO HOO ROUTE - Yes, this was apparently once a real railroad (tramway) in east Texas between Hallsville to Yabadam (near Marshall). It was built in 1889. First motive power were two mules, but a 20,000 pound narrow gauge locomotive was soon used. However, the railroad didn't last past the 1893 Official Guide. It is said that sparks from the engine would set many fires, but that farmers in east Texas at that time considered wood fires to be beneficial because it destroyed ticks and "purified the atmosphere." (*THE CLEARANCE CARD, September 1992*)

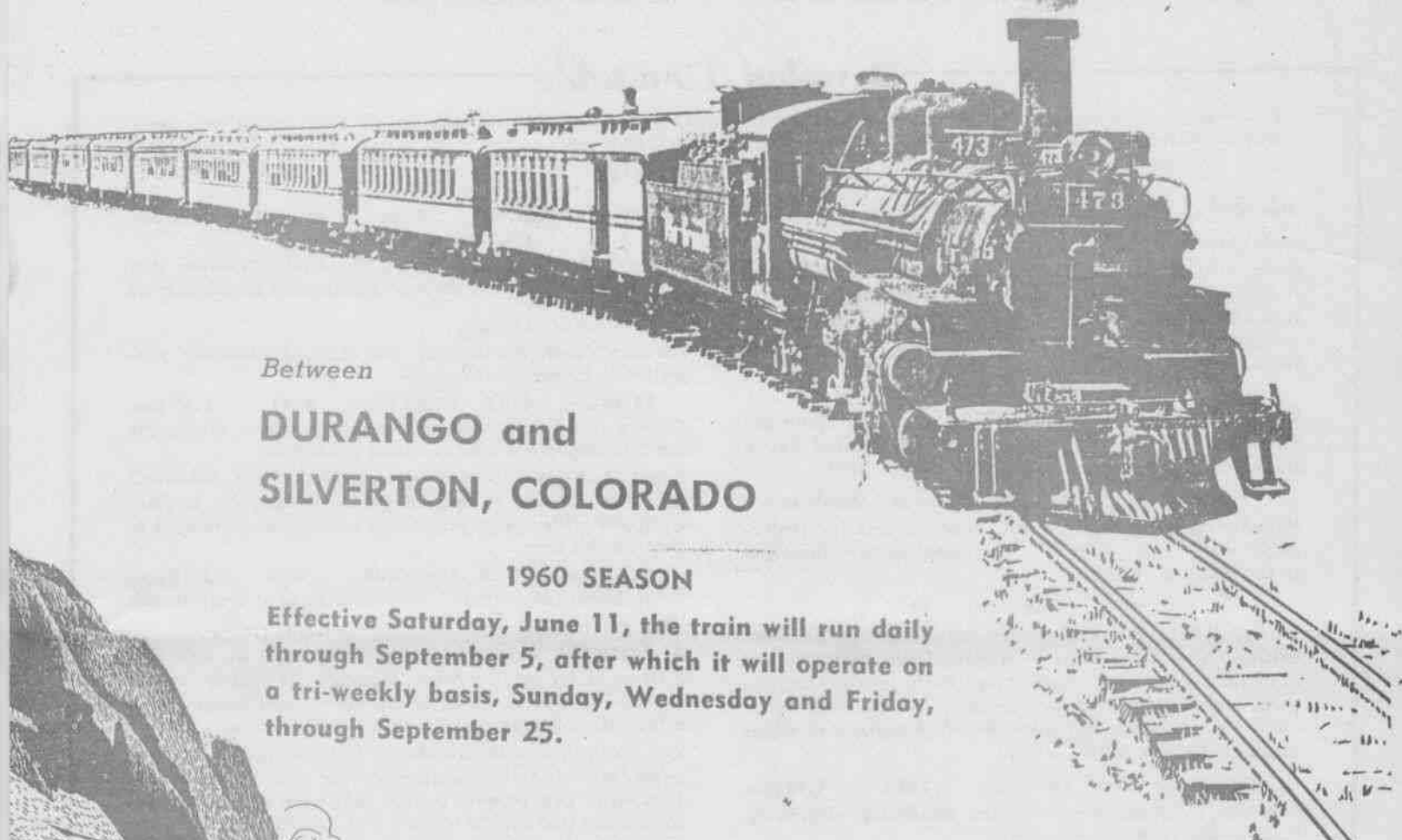
AMTRAK NEWS

DISPUTES SETTLED - Apparently, the major railroads, including Amtrak, have contracts with all unions until at least January 1, 1995, so further strikes are unlikely until that time. (*CINDERS, October 1992*)

TAKE A TRIP TO YESTERDAY

*Ride America's Last Narrow Gauge
Passenger Train Thru the Spectacular Canyon
of Rio de Las Animas*

THE **SILVERTON**



Between

**DURANGO and
SILVERTON, COLORADO**

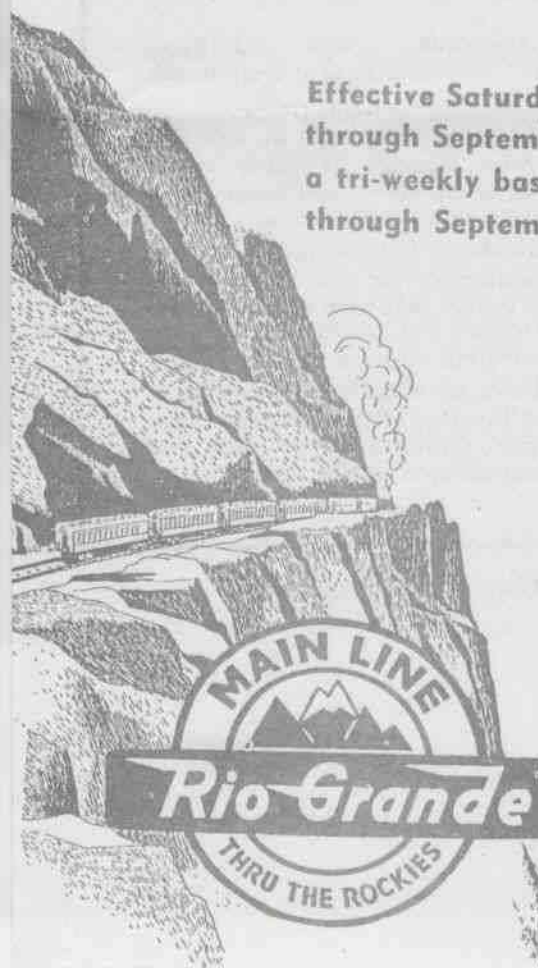
1960 SEASON

Effective Saturday, June 11, the train will run daily through September 5, after which it will operate on a tri-weekly basis, Sunday, Wednesday and Friday, through September 25.

Only \$500 Round Trip
(plus tax) for adults

Only \$4.00 for children, 15 years of age and younger

Lv. Durango	9:15 a.m.	Lv. Silverton	2:40 p.m.
Ar. Silverton	12:40 p.m.	Ar. Durango	6:00 p.m.



DENVER & RIO GRANDE WESTERN RAILROAD

H. F. ENO, *Passenger Traffic Manager,*
Rio Grande Building, Denver, Colorado

(over)

Your "Journey to Yesterday"

Your trip on the Silverton—America's last regularly scheduled narrow gauge passenger train—is truly a "journey to yesterday." Your train and the spectacularly scenic route it traverses are indelibly stenciled in western history as major contributors to the growth and progress that highlighted this area in the 80's.

Construction of the Silverton branch began October 3, 1881 at Durango, to meet demands of mass transportation created by rapidly developing mining interests of the San Juan area. In spite of the almost impossible barrier presented by the rugged mountain terrain and its extreme weather conditions, rails had reached Rockwood—some 19 miles distant—by December 11th. On July 8, 1882, the route thru the Rio de Las Animas Canyon was complete to Silverton.

Added distinction of the Silverton line came thru use of the first steel rails, 30 pounds to the yard, manufactured by the Colorado Coal and Iron Company, predecessor of today's Colorado Fuel and Iron Corporation. The narrow gauge track (3'0" wide), unique in railroading today, was a practical, economical solu-

tion to railroad construction in the mountains. RIO GRANDE'S main line between Denver, Pueblo, Salt Lake City and Ogden became standard gauge (4'8½" wide) in 1890, but contribution of the narrow gauge lines will ever remain a glorious chapter in western history. *Route of "The Silverton" along the Rio de Las Animas is a cherished link with the past.*

Whatever the hardships involved, the Silverton fully justified its existence by supplying vital transportation to the rich San Juan district, where mining production exceeded \$300,000,000 in little more than 60 years.

The essential role played by this branch is surpassed only by the rugged scenery that lines its right of way. Surely, the Rio de Las Animas Canyon is one of the most spectacular traversed by a railroad anywhere on the North American continent.

The brightly colored coaches in which you travel were the first passenger equipment to serve the Silverton branch . . . the locomotives that pull them are veterans, too, of many years service on this and other Rio Grande narrow gauge lines.

Detailed Timetable

Following is a timetable of your trip between Durango and Silverton. A brief description of points along the way is provided to bring your "journey to yesterday" into sharper focus.

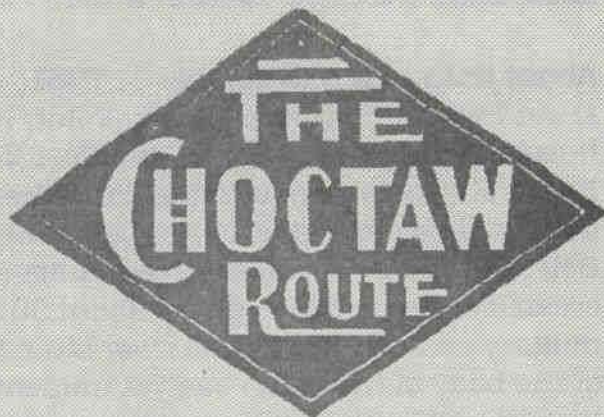
THE SILVERTON*

Read Down	Mile Post	Station	Elevation	Read Up	Read Down	Mile Post	Station	Elevation	Read Up
Lv. 9:15 a.m.	451.5	DURANGO	6520	Ar. 6:00 p.m.		475-476			
Durango is the hub of the San Juan Basin, unbelievably rich in natural resources. Ample water supports thriving agriculture. Timber, coal, precious metals, petroleum and natural gas provide a diversified base for the Basin's solid economy.					Movie location for filming of Nat Holt's "Denver and Rio Grande," released through Paramount in summer of 1953.				
	462.5	HERMOSA	6645			479-483			
Here the railroad leaves the valley, climbing along the mountain side to bypass a box canyon located above Bakers Bridge (between Mile Posts 465 and 466).					Famous Needle Mountains, "The Alps of America," majestically dominate the scene.				
	465.0	'El Rancho Encantado'			11:40 a.m.	484.0	NEEDLETON	8141	3:45 p.m.
Popular resort and frequently headquarters for Hollywood movie companies who find ideal picture locations in the Animas Valley.					Once a flourishing mining camp, but now a mecca for hunters, mountain climbers and fishermen.				
	469.1	ROCKWOOD	7367		Snow slide area located between Mile Post 486.1 and Silverton. Route is opened in the spring by engines equipped with wedge plows and by bulldozers hauled to area on flat cars.				
To the left of this old timber camp are the Hermosa Cliffs. Three miles north is Electra Lake, major source of water used in production of electricity for the Durango area. Having bypassed the box canyon, route now winds along rock shelf blasted from 1000-foot cliffs, then drops down to Animas River Valley.						490.5	ELK PARK	8883	3:05 p.m.
	472.3	TACOMA	7316	4:45 p.m.	Many beautiful waterfalls line both sides of track in this truly primitive area.				
Western Colorado Power plant generates electricity, using water from Electra Lake.					Ar. 12:40 P.M.	M.P. 496.7	SILVERTON	9300	Lv. 2:40 p.m.
	474.0	"Ah, Wilderness" Guest Ranch		4:15 p.m.	Still an active mining camp, this city has gained modern acclaim as a location for many movie companies and is a favorite stopping place for Colorado visitors.				
Perfect hide-away resort, accessible only by the narrow gauge "Silverton."					The Grand Imperial Hotel was built in 1882-3, and for years served as the showplace for the Silver Kings. Passing to new owners in 1951, has been completely restored and thoroughly modernized. Train passengers are invited to visit its fascinating museum without charge.				

*Intermediate times shown are approximations only . . . the friendly, unhurried Silverton often makes accommodation stops for fishermen, shutter-bugs and other good folks enjoying a pleasant western outing.

(Silverton ads sent in by Frank Brooks. They should go along with Gene Hull's program on November 8)

EARLY DAYS OF



RESEARCH BY JOHN M. MARTIN

(Typed by John Martin) PART 4

The following represents an overview of several years of research done in the early 1970's on the beginnings of the Rock Islands Railroad in Arkansas. The following is an excerpt from that research and is presented verbatim from the newspaper because it presents such a unique narrative picture of these significant events in railroad history during the transition of the short-lived Choctaw, Oklahoma and Gulf Railroad before its absorption by the Rock Island. This the first two of this series will cover the initial trip West from Little Rock... come ride with us...

From the Arkansas Gazette, Wednesday, July 2, 1902, Page 1:

PASSENGER LOCOMOTIVES

New Baldwin Moguls Begin Service on Choctaw System

Eastbound Choctaw passenger train No. 2, which left here at 3:45 p.m. yesterday for Memphis, was pulled by one of the new mammoth locomotives recently purchased by the Choctaw. It is one of the most improved and modern type and is one of the largest locomotives in existence.

The engine, which was given its initial passenger run yesterday, was No. 156, and was in charge of Engineer Chas. Cobb, who has been running between Memphis and Little Rock over this road for over 25 years. He is considered one of the most reliable engineer in the service of the Choctaw and whenever there is an extra fast run to be made, is placed in charge of the engine. His fireman was Frank Simmonds, another old employee.

The speed limit of No. 156 is 80 miles per hour and it is of the same make as the engines used by the Lake Shore and Pennsylvania Railroads for fast service recently inaugurated between New York and Chicago. If the roadbed would justify the speed, the 156 could have taken the train of

seven coaches into Memphis yesterday in 100 minutes, not including stops, arriving there at 5:25 p.m. leaving Little Rock at 3:45 p.m.. Inside of a year it is expected the Choctaw will be running trains from Little Rock to Memphis in two and one-half hours, but this next Sunday this will only be cut 15 minutes, No. 1 leaving Memphis at 9 a.m., arriving at Little Rock at 12:45 p.m..

The engine is a Baldwin, with driving wheels six feet in diameter. There will be three on each side. They are made of steel, as are all the other wheels instead of being cast, as in other and smaller engines. Every time the big driving wheels revolve, the train moves forward 19 feet. The cylinders are 19 x 26". The cylinders being 19 inches long with a 26 inch stroke. The engine is equipped with an electric headlight, automatic bell ringer, and other modern improvements.

It will return to Little Rock tomorrow. The maximum speed it will make on the Choctaw is about 40 miles per hour.

SOUTHERN EDUCATIONAL
ASSOCIATION.

Memphis and Return,

ONE FARE

Plus \$2.00 by the

**Choctaw
Route**

December 25 and 26.

City Ticket Office, 211 Main Street,
J. F. HOLDEN, Traffic Manager,
JAN. HARRIS, City Ticket Agent.

POTATOE MOVEMENT ABOUT OVER

The big Irish Potato Crop of Arkansas and Indian Territory is almost all in and the Choctaw has handled nearly 1,000 cars of that product of the same since June 19. Cantaloupes and watermelons now have the right of way, then it comes to wheat.

THE CHOCTAW ROUTE.

Missouri Pacific Lines Wire:

Little Rock -- Dec. 2, 1961

About 9:25 p.m., December 1, 1961, military plane identified as a Skyhawk A-4-D Jet Fighter, enroute Cherry Point, N. C. to Denver, crashed and exploded and burned on right-of-way at Mile Post 284, Pole 4 between Russell, Ark. and Bald Knob. Explosion broke signal line wires and which have been temporarily repaired with no delay to trains. One signal line pole knock down. No damage to the track. Bell telephone wire adjacent to the signal lines also damaged. Impact and explosion created crater in right-of-way about 30 feet wide and 15 to 20 feet deep. Area under military security personnel from Little Rock Air Force Base and whom took charge of the body of the pilot -- as yet unidentified -- who died in the crash. Crater to be leveled and permanent repairs to signal lines to be made Monday, Dec. 4th.

J. W. Treadwell

Fourche River Valley & Indian Territory Accident

(Typed by John Martin)

From: Arkansas Reports, Volume 101, 1911-12, page 377, case of Fourche River Valley and Indian Territory Railroad v. Tippett.

Mr. J. Q. A. Tippett was a rear brakeman on the FRV&IT Railroad train. The log trains consisted of a locomotive and tender, a string of log cars then a trailer and passenger coach. He testified his duties were, when coming down a hill, to help set and take off brakes, and switch the cars. The uncoupling on the day of the accident was made on a trestle about 18 or 20 feet high and down grade from where the train was uncoupled to the switch. When they neared the place to uncouple, the engineer would shut off the steam and let the train roll. Tippett would pull the pin and give the engineer a signal, and the engineer would pull out. When logs were so that he could, Tippett would sit down on the log car. When space did not allow it, then he had to stand on the platform of the trailer, and put the pin, then give the conductor the signal who would relay it to the engineer.

During the two or three months that Tippett had worked for the FRV&IT on the log train, he had performed the drop of the cars, perhaps a third of the time. The day of the accident the logs were loaded on the end of the car so that he could not stand on the end of the log car and pull the pin. He pulled the pin from the trailer and intended to step across and get hold of the logs and hollar back to the conductor. After pulling the pin he stepped across to the platform at the end of the log car as he had always done but he gave no signal to move forward and didn't know whether the engineer received a signal or not. He got his fingers on the logs and the head end gave a jerk forward, causing him to fall between the cars onto the roadbed. He was run over by the trailer and the passenger car and was greatly cut, bruised and mangled and was crippled. He sought \$20,000 in the suit against the railroad company.

The engineer testified that he received a signal to move forward. There was also some testimony that Tippett had drunk intoxicating liquor on that day, although no evidence that he was drunk was presented. In the end the Supreme Court found some negligence existed and awarded Tippett the sum of \$10,000.

Missouri Pacific Lines Wire:

Collection of John Martin

At 9:15 a.m., August 10, 1962 Work Extra 4355 Conductor Ashbaugh, Engineer J. Gorman with one load and two empties handling ditcher moving south across SSW Crossing at Delta, Mo., Rear Brakeman Bailey unlatched crossing gate from holding post before cabooses #1052 had cleared crossing and wire brace caught on cabooses marker light, pulling gate down. SSW signal supervisor notified, temporary repairs made. Will be necessary to construct a new gate and SSW will furnish expenses. Estimate \$600.00 for new gate.

Fletcher

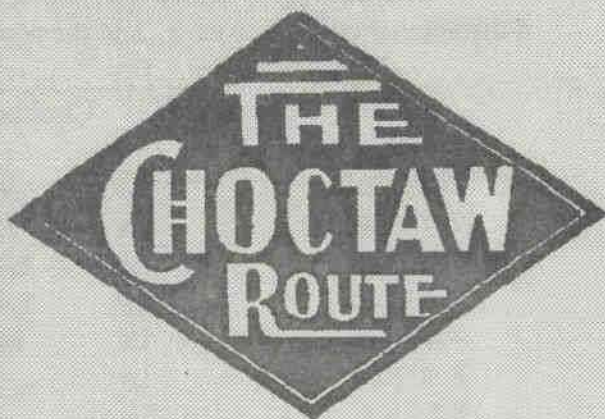
Missouri Pacific Lines Wire:

June 3, 1962

At 9:20 p.m., June 2nd, Train #31, Engines 47A-19B and nine cars, Conductor Bailey, Engineer Robertson, struck a two-wheel mail cart just west of depot at Earle, Ark. Delayed 20 minutes clearing debris from under train. No injuries.

J. W. Treadwell

EARLY DAYS OF



RESEARCH BY JOHN M. MARTIN (Typed by John Martin) PART 5

The following represents an overview of several years of research done in the early 1970's on the beginnings of the Rock Islands Railroad in Arkansas. The following is an excerpt from that research and is presented verbatim from the newspaper because it presents such a unique narrative picture of these significant events in railroad history during the transition of the short-lived Choctaw, Oklahoma and Gulf Railroad before its absorption by the Rock Island.

From the Arkansas Gazette, September 29, 1901:

CHOCTAW IN CHARGE

Assumes Control of L.R. & H.S.W. R.R.
this Morning

SLIGHT CHANGE OF SCHEDULE

Choctaw Today Opens 64 Miles
of Extension Recently Built
from Weatherford to Sayre

The Choctaw, Oklahoma and Gulf Railroad at midnight last night assumed control of the Little Rock and Hot Springs Western Railroad and will operate it on the following schedule, beginning this morning:

CHOCTAW, OKLAHOMA & GULF HOT SPRINGS DIVISION

<u>No. 51</u>				<u>No. 52</u>	
3:15 p.m.	Lv	Little Rock	Ar	1:40 p.m.	
4:13 p.m.	Lv	Benton	Lv	12:30 p.m.	
5:20 p.m.	Ar	Hot Springs	Lv	11:30 a.m.	
<u>No. 53</u>				<u>No. 54</u>	
8:00 a.m.	Lv	Little Rock	Ar	8:50 p.m.	
9:01 a.m.	Lv	Benton	Lv	7:45 p.m.	
10:10 a.m.	Ar	Hot Springs	Lv	6:40 p.m.	

Train No. 51 is the Hot Springs Express, and No. 53 is the Hot Springs Mail. Train No. 52 is the Memphis Limited and No. 54 is the Memphis Mail. All trains run daily between Hot Springs and Little Rock using the Little Rock and Hot Springs Western between Benton and Hot Springs. The only change is in train No. 54, which leaves twenty-five minutes later than formerly, arriving in Hot Springs twenty minutes later. Through coaches and sleeper run from Hot Springs.

THE CHOCTAW ROUTE.

The Choctaw will also today open for traffic the recently-built line from Weatherford to Sayer, a distance of 644 miles west, and the new schedule effective last midnight follows:

Choctaw, Oklahoma & Gulf

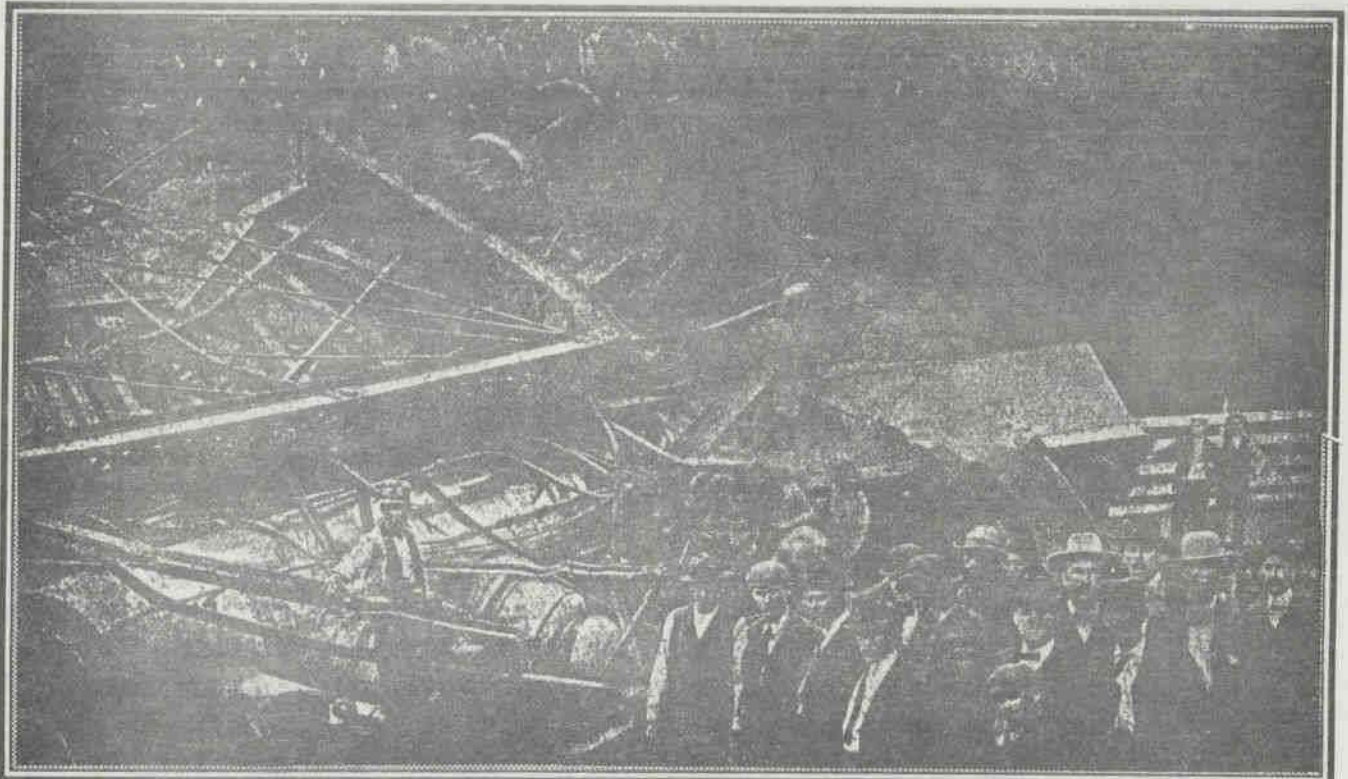
<u>No. 1</u>			<u>No. 2</u>		
9:00 a.m.	Lv	Memphis	Ar		7:40 p.m.
11:45 a.m.	Lv	Brinkley	Lv		4:54 p.m.
2:00 p.m.	Ar	Little Rock	Lv		2:40 p.m.
2:20 p.m.	Lv	Little Rock	Ar		2:00 p.m.
7:47 p.m.	Lv	Mansfield	Lv		9:22 a.m.
8:40 p.m.	Lv	Howe	Lv		8:34 a.m.
8:54 p.m.	Lv	Wister	Lv		8:18 a.m.
11:25 p.m.	Ar	So. McAlester	Lv		9:25 a.m.
5:30 a.m.	Lv	Oklahoma City	Lv		9:40 p.m.
7:00 a.m.	Lv	El Reno	Lv		8:30 p.m.
8:50 a.m.	Lv	Weatherford	Ar		6:40 p.m.
11:50 a.m.	Ar	Sayre	Lv		3:50 p.m.

<u>No. 3</u>			<u>No. 4</u>		
11:40 p.m.	Lv	Memphis	Ar		6:10 a.m.
2:45 a.m.	Lv	Brinkley	Lv		3:15 a.m.
5:10 a.m.	Ar	Little Rock	Lv		12:15 a.m.
5:30 a.m.	Lv	Little Rock	Ar		11:35 p.m.
10:43 a.m.	Ar	Mansfield	Ar		5:49 p.m.
11:35 a.m.	Ar	Howe	Ar		4:55 p.m.
11:59 a.m.	Ar	Wister	Ar		4:30 p.m.
2:10 p.m.	Lv	So. McAlester	Ar		1:50 p.m.
6:55 p.m.	Ar	Oklahoma City	Ar		9:05 a.m.
8:10 p.m.	Ar	El Reno	Ar		8:03 a.m.
10:15 p.m.	Ar	Weatherford	Lv		6:20 a.m.

Nos. 1 and 2 run through from Memphis to Sayre, 627 miles, daily, the station beyond Weatherford and the distance from Memphis are as follows:

Weatherford, 562.9; Bear, 573.2; Washita (water tank), 579.8; Parkersburg, 585.3; Foss, 594.4; Oak, 601.6; Elk City, 609.4; Indian Creek, 616.3; Timber Creek, 621.9; Sayre, 627.3.

The Choctaw Railroad has asked Newport for Right of way through the City to boat landings on the river.



WRECK OF THE CHOCTAW, OKLAHOMA AND GULF. This wreck took place near Hot Springs, Ark. The engine jumped the track approaching the bridge. The bridge came down by the impact and the engine became a twisted mass. Collection of John Martin, Geo. F. Miller photo.

Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)



LAST MINUTE NEWS (through October 23) - The Arkansas Valley Model

Railroad Club will hold its annual Open House November 14 (10-5) and November 15 (1-5). They are located at 3300 River Road in North Little Rock..

ROCK ISLAND CABOOSE - I received a call from a Donna Nichols that she is trying to sell a 1936 Rock Island caboose (cupola-type, with original desks/chairs/oil stove inside) to a rail-oriented club. The caboose is on its own tracks in Pinnacle State Park on Barrett Road. Write to her at 14 Laylor Lane, Little Rock 72209 or call 501-565-5275. It has to be moved soon.

3985 POPLAR BLUFF-MEMPHIS trip is being sold by the Convention & Tour Services of Memphis, Inc., 3294 Poplar Suite 250, Memphis TN 38111, 901-323-8739. \$115 coach. Trip will run NOVEMBER 9, a Monday, leaving Poplar Bluff at 8 AM. (Thanks to David M. Johnston for sending info.)

WHITE RIVER LINE STATUS - Received a call from Dick Davis that he had heard that Union Pacific's White River Line has been leased. However, according to U.P.'s Public Relations in Omaha, there are still four bidders in the running as of October 22.

WOODEN TRAIN - An old wooden train, with engine having inside details, has been found in Hope, Arkansas and its finder would like someone to check on its origin. Believed to be at least 40 years old. Call Dick Blankenbaker at 835-0806 to set up an appointment. Identify yourself as a railroad club member.

1993 DUES will be due on January 1, as always. There will be a one-sheet renewal or joining form in the December issue for you to return (or you may just mail in your dues now using the form below). Membership cards will not be sent out until next March or April when all dues are paid. As always, new members who joined after mid-summer this year will be paid up through December 1993. Dues are \$15 a year.

JOIN THE ARKANSAS RAILROAD CLUB

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

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

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE ____ ZIP _____

TELEPHONE NUMBER () _____

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

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

ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

NOVEMBER 8 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. D&RGW.	NOVEMBER 14-15 - Arkansas Valley Model RR Club Open House, 10-5 and 1-5 PM. Call 372-8907.
NOVEMBER 7-8 - 3985 excursion Kansas City-St. Louis-Poplar Bluff. Call 314-838-5145.	DECEMBER 12 - Annual Christmas Party, Spaghetti Warehouse, Little Rock, 4 PM.
NOVEMBER 9 - 3985 excursion Poplar Bluff-Memphis. Call 901-323-8739. Leaves Poplar Bluff 8 AM.	JANUARY 10 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.

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



Attn:Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
PO BOX 9151
North Little Rock AR 72119

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