



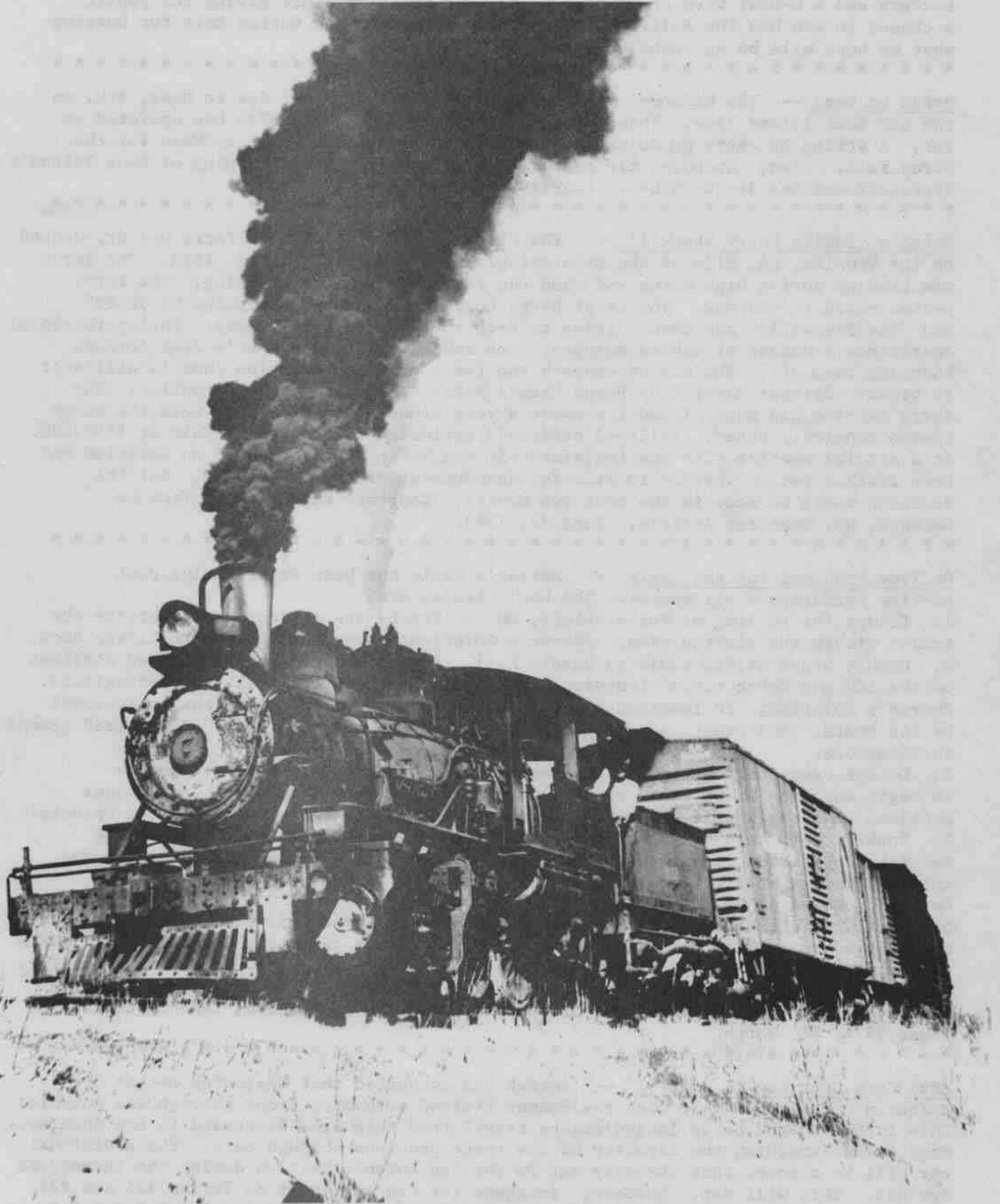
# ARKANSAS RAILROADER



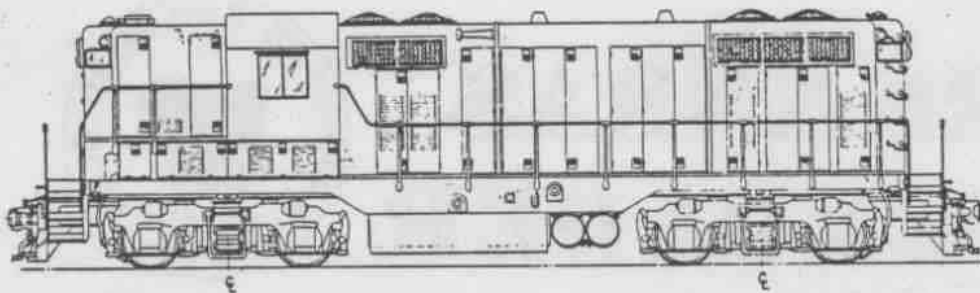
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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MURFREESBORO AND NASHVILLE #7 a 2-6-0 is in charge, rounding a curve near Nashville, Arkansas about 1952. The fifteen-mile long railroad running as it's name states ran Murfreesboro to Nashville hauling loads of lumber out of the woods connecting with the Prescott and Northwestern and the Graysonia, Nashville and Ashdown. The business had dwindled and later the same year the road was abandoned severing the link between the other two railroads. Photo From the collection of Charles K. Marsh.



# GENERAL NEWS

Cotton Belt Holds Open House -- Saturday, July 30th, the Cotton Belt hosted an open house of it's Pine Bluff Facilities. On hand for viewing was the Dispatcher's Office, Car Shops, Business Car Pine Bluff, and a bus tour of the Gravity Yard Complex. Hot dogs were served from an Ex-U.S. Army Troop Sleeper ala Kitchen car for the Wrecker Train. Freshly painted Cotton Belt Extended Vision cabooses and boxcars and a U-Boat were on display along with the Pine Bluff giving the public a chance to see how the Railroad works. Many thanks to the Cotton Belt for hosting what we hope will be an annual event.

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MoPac to Mesa -- The Missouri Pacific has made at least two trips to Mesa, Ark. on the old Rock Island line. This marks the furthest East that MoPac has operated so far. A string of empty gondolas were shoved the miles from Hazen to Mesa for the scrap rail, ties, anchors, tie plates, and spikes from the scrapping of Rock Island's Stuttgart and Des Arc Branches. Courtesy Bill Pollard.

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MoPac's Vidalia Ferry Stuck!!! --- The Missouri Pacific Railroad ferry was dry-docked on the Vidalia, La. Side of the Mississippi since Sunday, June 19, 1983. The ferry was tied up during high water and when the river level began dropping, the ferry became mired in the mud. The Canal Barge Co. with towboats "Josephine M. Jones" and "The Bienville" has been working to free the grounded rail ferry. During retrieval operations a number of cables snapped, one rebounding into a boat's deck lockers knocking them off. The mud underneath the ferry creates a suction that is difficult to break. Natchez Mayor Tony Byrne blamed MoPac officials on the situation. The ferry service had been closed for about a year since MoPac officials said the barge needed repairs. Later, railroad officials estimated the cost of repair at \$500,000. At a special meeting with the Louisiana PSC and MoPac officials said no decision had been reached yet on whether to file for abandonment of the rail ferry, but the decision would be made in the next two months. Courtesy the Gaines...From the Natchez, Ms. Democrat Article, June 22, 1983.

\*\*\*\*\*

On Time Problems for the Eagle -- Amtrak's Eagle has been experiencing poor on-time performance all summer. The basic causes are:

1. Delays for fueling at Poplar Bluff, Mo. . Trucks are inadequate to service the trains within the allotted time. Amtrak's Solution: Move the fueling to Little Rock.
2. Double Stops at St. Louis to Handle Mail, and at other short-platformed stations on the ICG and MoPac i.e.: Longview, Marshall, Bloomington, Ill, and Springfield. Amtrak's Solution: to lengthen platforms at various locations, subject to approval by the board, and create a new loading plan for passengers to more "centralize" groups for stations.
3. Delays over station time at Texarkana for watering cars. Action: Amtrak to begin watering at St. Louis and Ft. Worth, eliminating Texarkana; Additional problem: The train will not make it from Chicago to Ft. Worth without water enroute!
4. Inability to turn train at San Antonio, coupled with a ten car limit at the San Antonio Station requiring northward trains to operate in reverse consist, and cutting of cars at Ft. Worth when business warrents longer consist. Amtrak proposes no solution...
5. Slow Orders existing on portions of the ICG and MoPac. Some have been improved, but others remain despite upgrading programs. A 20 mph restriction remains on T.R.R.A property in St. Louis due to the absence of electrically locked switches on this line.
6. Freight Train Interference is no longer a major consideration, as the case in prior years, Crossings pose most of the problems with conjestion, specifically Tower 55 at Ft. Worth.

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More Cars Continue to Roll!!! -- Amtrak has announced that beginning August 3rd a fourth car will connect with the Sunset Limited both directions through San Antonio. This is due to the heavy long-distance travel from this area Westbound to Los Angeles, many times exceeding the capacity of the three previous through cars. The additional car will be a coach that normally sat in the San Antonio Station during the turnaround for #22. This will not, however, increase the ten car limit on Trains #21 and #22.

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# DIESEL LOCOMOTIVES

VEST POCKET DIAGRAMS

REV. AA DATE 2-80

OFFICE OF C.M.O. M.P.

40" WHEELS  
6 1/2" X 2" JNLS. 28,000 LBS. NOS. 10  
BLT. 9-41

SWITCH

|                                   |                              |
|-----------------------------------|------------------------------|
| BUILDER E.M.D. MODEL SW-1         | DIESEL ENG. 6-567VC          |
| HORSEPOWER 600                    | ENGINE SPEED 275 TO 800 RPM  |
| TR. EFF. STARTING 43,500 LBS.     | FUEL OIL CAPACITY 600 GAL.   |
| T.E. CONT. 7.3 M.P.H. 29,960 LBS. | LUB. OIL CAPACITY 124 GAL.   |
| GEAR RATIO 62:15                  | COOLING WATER CAPY. 151 GAL. |
| MAIN GEN. D-4-D                   | SANDERS GRAHAM-WHITE         |
| TR. MOTORS D-27                   | SAND CAPACITY 28 CU. FT.     |
| BATTERY 32 CELL 64 VOLT           | MIN. CURVE RADIUS 100'-0"    |
| AIR BRAKES 14 SL                  |                              |
| AIR COMPRESSOR W80                |                              |
| AIR RES. CAPY. 60,000 CU. IN.     |                              |

40" WHEELS 257,600 LBS. NOS. 30-124  
6 1/2" X 2" JNLS. BLT. AUG. SEPT. 77

FREIGHT

|                                  |  |
|----------------------------------|--|
| BUILDER EMD MODEL GP15-1         | DIESEL ENG. (1) 12-645E                |
| HORSEPOWER 1500                  | ENG. SPD. 255 RPM (255) 308 TO 308 RPM |
| TR. EFF. STARTING 64400 LBS.     | FUEL OIL CAPY. 2400 GAL.               |
| T.E. CONT. 9.5 M.P.H. 46800 LBS. | LUB. OIL CAPY. 165 GAL.                |
| GEAR RATIO 62-15                 | COOLING WATER 230 GAL.                 |
| MAIN GEN. D-32                   | SANDERS SALEM                          |
| TR. MOTORS (4) D-77              | SAND CAPACITY 72 CU. FT.               |
| BATTERY 32 CELL 64 VOLT          | STEAM GENERATOR NONE                   |
| BRAKES - AIR 26 L                | TRANSITION AUTOMATIC                   |
| AIR COMPRESSOR GD-W80            | MINIMUM CURVE 120' RAD.                |
| AIR RES. CAPY. 49000 CU. IN.     | MIN. CURVE TWO LOCOS COUP. 170' RAD.   |
|                                  | SINGLE UNIT COUPLED TO CAR 245' RAD.   |

40" WHEELS 247,960 LBS. (252) NOS. 250-255  
6 1/2" X 2" JNLS. BLT. 4-48 TO 6-49

SWITCH

|                                  |                           |
|----------------------------------|---------------------------|
| BUILDER E.M.D. MODEL HW-2        | DIESEL ENG. EMD. 12-567-A |
| HORSEPOWER 1000                  | ENG. SPEED 275 TO 800 RPM |
| TR. EFF. STARTING 62000 LBS.     | FUEL OIL CAP 600 GAL.     |
| T.E. CONT. 8.3 M.P.H. 34000 LBS. | LUB OIL 165 GAL.          |
| GEAR RATIO 62:15                 | COOLING WATER 223 GAL.    |
| MAIN GEN. D-4-D                  | SANDERS GRAHAM-WHITE      |
| TR. MOTOR 0-11-BOX D-27-0        | SAND CAPACITY 24 CU. FT.  |
| BATTERY 32 CELL 64 VOLT          | MINIMUM CURVE 150' RAD.   |
| BRAKES-AIR 6BL                   |                           |
| AIR COMPRESSOR W8E               |                           |
| AIR RES. CAR 61580 CU. IN.       |                           |

40" WHEELS 391,200 LBS. (296) NOS. 296-299  
6 1/2" X 2" JNLS. BLT. JUNE 1978

SWITCH

|                                       |                                 |
|---------------------------------------|---------------------------------|
| BUILDER EMD MODEL 50-38-2             | DIESEL ENGINE (1) 16-645 E      |
| HORSEPOWER 2000                       | ENGINE SPEED 315 TO 304 RPM.    |
| TR. EFF. STARTING 97,800 LBS.         | LOW OIL 255 RPM.                |
| T.E. CONT. 6.8 M.P.H. 33,450 LBS.     | FUEL OIL CAPACITY 3,120 GAL.    |
| GEAR RATIO 62:15                      | LUB. OIL CAPACITY 243 GAL.      |
| MAIN GEN. AR-022                      | COOLING WATER CAPY. 240 GAL.    |
| TR. MOTORS 0-177                      | SANDERS SALEM                   |
| BATTERY 32 CELL 64 VOLT               | SAND CAPACITY 72 CU. FT.        |
| BRAKES AIR 26 L (DYNAMIC)             | TRANSITION SINGLE STEP 25MM     |
| SPECIAL LOW SPEED EXTENDED            | MIN. CURVE RADIUS SINGLE 95'    |
| RANGE UNITS 296, 297 ONLY.            | TWO UNITS COUPLED 280'          |
| AIR COMPRESSOR W80                    | COUPLED TO STD. 50 CAR 350'     |
| AIR RES. CAPACITY 49,000 CU. IN.      | 296-297 HUMP CONTROL-POWER & D. |
| MAX. WIDTH OVER FLAG BKTS. 10'-4 1/2" | 298-299 HUMP CONTROL-POWER ONLY |

40" WHEELS 247,940 LBS. (305) NOS. 300-304  
6 1/2" X 2" JNLS. BLT. 2-56 TO 1-51

SWITCH

|                                  |                               |
|----------------------------------|-------------------------------|
| BUILDER EMD. MODEL SW-7          | DIESEL ENG. (1) EMD. 12-567-A |
| HORSEPOWER 1200                  | ENG. SPEED 275 TO 800 RPM.    |
| TR. EFF. STARTING 62000 LBS.     | FUEL OIL CAR. 600 GAL.        |
| T.E. CONT. 9.2 M.P.H. 34000 LBS. | LUB OIL 165 GAL.              |
| GEAR RATIO 62:15                 | COOLING WATER 223 GAL.        |
| MAIN GEN. D-15-C                 | SANDERS                       |
| TR. MOTOR D-27-0                 | SAND CAPACITY 28 CU. FT.      |
| BATTERY 32 CELL 64 VOLT          | MINIMUM CURVE 150' RAD.       |
| BRAKES-AIR 6BL                   |                               |
| AIR COMPRESSOR W8E               |                               |
| AIR RES. CAR 61580 CU. IN.       |                               |

40" WHEELS 247,540 LBS. (310) NOS. 305-314  
6 1/2" X 2" JNLS. JAN-1952

SWITCH

|                                  |                               |
|----------------------------------|-------------------------------|
| BUILDER EMD. MODEL SW-9          | DIESEL ENG. (1) EMD. 12-567-B |
| HORSEPOWER 1200                  | ENG. SPEED 275 TO 800 RPM.    |
| TR. EFF. STARTING 62000 LBS.     | FUEL OIL CAR 600 GAL.         |
| T.E. CONT. 9.2 M.P.H. 34000 LBS. | LUB OIL 165 GAL.              |
| GEAR RATIO 62:15                 | COOLING WATER 223 GAL.        |
| MAIN GEN. D-15-G                 | SANDERS BREWSTER              |
| TR. MOTOR D-27-0                 | SAND CAPACITY 28 CU. FT.      |
| BATTERY 32 CELL 64 VOLT          | MULTIPLE UNIT CONTROL         |
| BRAKES-AIR 6BL                   | LOCOS. 305-313                |
| AIR COMPRESSOR W8E               | MINIMUM CURVE 150 RAD.        |
| AIR RES. CAP. 61580 CU. IN.      |                               |

40" WHEELS 257,200 LBS. (521) NOS. 315-330  
7" X 2" JNLS. BLT. OCT. 1966  
NOS. 331-346  
BLT. DEC. 1969  
TO JAN. 1970  
NOS. 347-352  
BLT. APRIL 1972  
NOS. 353-360  
BLT. FEB-73

SWITCH

|                                    |                                  |
|------------------------------------|----------------------------------|
| BUILDER E.M.D. MODEL SW-1500       | DIESEL ENG. 1-E.M.D. 12CYL. 645E |
| HORSEPOWER 1500                    | ENG. SPEED 330 TO 300 RPM.       |
| TR. EFF. STARTING 64,300 LBS.      | FUEL OIL CAPACITY 1100 GAL.      |
| T.E. CONT. 10.7 M.P.H. 42,000 LBS. | LUB. OIL 165 GAL.                |
| GEAR RATIO 62:15                   | COOLING WATER 230 GAL.           |
| TRACTION MOTORS (4) EMD. D-17      | SANDERS SALEM 273                |
| MAIN GEN. E.M.D. D-32F             | SAND CAPACITY 80 CU. FT.         |
| BATTERY 32 CELL 64 VOLT            | MINIMUM CURVE 100' RAD. SINGLE   |
| BRAKES - AIR 26 NL                 | 150 RAD. 2 UNITS COUPLED         |
| AIR COMPRESSOR GARDNER DEN. W80    |                                  |
| AIR RES. CAPY. 49,000 CU. IN.      |                                  |

40" WHEELS 281,300 (365) NOS. 361-365  
6 1/2" X 2" JNLS. BLT. MAR 975  
HYAT-3RGS

SWITCH

|                               |                             |
|-------------------------------|-----------------------------|
| BUILDER EMD MODEL MP-15       | DIESEL ENG. -EMD 2CYL 645E  |
| HORSEPOWER 800                | ENGINE SPEED 334-300 RPM    |
| TR. EFF. STARTING 62500 LBS.  | FUEL OIL CAPACITY 1400 GAL. |
| T.E. CONT. 9.5 MPH 46800 LBS. | LUBE OIL 65 GAL.            |
| GEAR RATIO 62-15              | COOLING WATER 230 GAL.      |
| TRACTION MOTORS (4) EMD D-17  | SANDERS SALEM 273           |
| MAIN GEN EMD D-32F            | SAND CAPACITY 30 CU. FT.    |
| BATTERY 32 CELL 64 VOLT       | MINIMUM CURVE 100' RAD.     |
| BRAKES-AIR 26 NL              | SINGLE - 171' RAD. 2 UNITS  |
| AIR COMPRESSOR 30 W80         | COUPLED                     |
| AIR RES. CAPY 49000 CU. IN.   |                             |



40" WHEELS  
6 1/2" X 12" JNLS. 266,500 LBS. NOS. 400-425  
BLT. JUNE-JULY 73  
NOS. 426-448  
BLT. JULY-AUG. 74  
NOS. 447-458  
BLT. DEC. 74-JAN. 75  
NOS. 459-475  
BLT. NOV.-DEC. 75  
FREIGHT

NOTES:  
NOS. 459-475  
"LOW IDLE"  
FEATURE

|                                       |                           |                |
|---------------------------------------|---------------------------|----------------|
| BUILDER EMD MODEL GP-38-2             | DIESEL ENG. (1)           | 16-645E        |
| HORSEPOWER 2000                       | ENG. SPEED                | 315 TO 900 RPM |
| TR. EFF. STARTING 66,625 LBS.         | FUEL OIL CAP.             | 3600 GAL.      |
| TR. CONT. 10.9 MPH 54,700 LBS.        | LUBE OIL CAP.             | 243 GAL.       |
| GEAR RATIO 62-15                      | COOLING WATER CAP.        | 254 GAL.       |
| MAIN GEN. AR-10-AC                    | SANDERS                   | SALEM          |
| TR. MOTOR (4) D77                     | SAND CAPACITY             | 56 CU. FT.     |
| BATTERY 32 CELL 64VOLT                | STEAM GENERATOR           | NONE           |
| BRAKES DYNAMIC AND AIR 26L            | TRANSITION                | NONE           |
| AIR COMP. (426-433 W80 ALL OTHER W80) | MINIMUM CURVE RAD. SINGLE | 140'           |
| AIR RES. CAP. 49,000 CU. IN.          | ONE OR MORE LOCOS COUPLED | TO 50 FT. CAR  |
| MAX. W. OVER FLAG BKTS. 10'-4 1/2"    |                           | 302'           |

40" WHEELS  
6 1/2" X 12" JNLS. 266,500 LBS. NOS. 633-650  
652-662  
BLT. FEB.  
1971 TO  
APRIL 1971  
FREIGHT

|                                    |                           |                |
|------------------------------------|---------------------------|----------------|
| BUILDER EMD MODEL GP-38-2          | DIESEL ENG. (1)           | 16-645E        |
| HORSEPOWER 2000                    | ENG. SPEED                | 315 TO 900 RPM |
| TR. EFF. STARTING 66,625 LBS.      | FUEL OIL CAP.             | 3600 GAL.      |
| TR. CONT. 10.9 MPH 54,700 LBS.     | LUBE OIL CAP.             | 243 GAL.       |
| GEAR RATIO 62-15                   | COOLING WATER CAP.        | 254 GAL.       |
| MAIN GEN. AR-10-AC                 | SANDERS                   | SALEM          |
| TR. MOTOR (4) D77                  | SAND CAPACITY             | 56 CU. FT.     |
| BATTERY 32 CELL 64VOLT             | STEAM GENERATOR           | NONE           |
| BRAKES DYNAMIC AND AIR 26L         | TRANSITION                | NONE           |
| AIR COMPRESSOR W80                 | MINIMUM CURVE RAD. SINGLE | 140'           |
| AIR RES. CAP. 49,000 CU. IN.       | ONE OR MORE LOCOS COUPLED | TO 50 FT. CAR  |
| MAX. W. OVER FLAG BKTS. 10'-4 1/2" |                           | 302'           |

40" WHEELS  
6 1/2" X 12" JNLS. 266,500 LBS. NOS. 663-678  
BLT. MAR.  
1972  
683-699  
NOV.-DEC.  
1972  
FREIGHT

|                                    |                           |                |
|------------------------------------|---------------------------|----------------|
| BUILDER EMD MODEL GP-38-2          | DIESEL ENG. (1)           | 16-645E        |
| HORSEPOWER 2000                    | ENG. SPEED                | 315 TO 900 RPM |
| TR. EFF. STARTING 66,625 LBS.      | FUEL OIL CAP.             | 3600 GAL.      |
| TR. CONT. 10.9 MPH 54,700 LBS.     | LUBE OIL CAP.             | 243 GAL.       |
| GEAR RATIO 62-15                   | COOLING WATER CAP.        | 254 GAL.       |
| MAIN GEN. AR-10-AC                 | SANDERS                   | SALEM          |
| TR. MOTOR (4) D77                  | SAND CAPACITY             | 56 CU. FT.     |
| BATTERY 32 CELL 64VOLT             | STEAM GENERATOR           | NONE           |
| BRAKES DYNAMIC AND AIR 26L         | TRANSITION                | NONE           |
| AIR COMPRESSOR W80                 | MINIMUM CURVE RAD. SINGLE | 140'           |
| AIR RES. CAP. 49,000 CU. IN.       | ONE OR MORE LOCOS COUPLED | TO 50 FT. CAR  |
| MAX. W. OVER FLAG BKTS. 10'-4 1/2" |                           | 302'           |

40" WHEELS  
6 1/2" X 12" JNLS. 253,800 LBS. NOS. 700-716  
BLT. 5-64  
TO 6-64  
FREIGHT

|                                |                   |                  |
|--------------------------------|-------------------|------------------|
| BUILDER EMD MODEL GP-35        | DIESEL ENG. (1)   | 16-567 DSA TURBO |
| HORSEPOWER 2500                | ENG. SPEED        | 315 TO 900 RPM   |
| TR. EFF. STARTING 65,000 LBS.  | FUEL OIL CAPACITY | 3000 GAL.        |
| TR. CONT. 2 MPH 51,500 LBS.    | LUBE OIL          | 243 GAL.         |
| GEAR RATIO 62:5                | COOLING WATER     | 275 GAL.         |
| MAIN GEN. D32                  | SANDERS - SALEM   | 575              |
| TR. MOTOR (4) D67 B            | SAND CAPACITY     | 40 CU. FT.       |
| BATTERY 32 CELL 64VOLT         | STEAM GENERATOR   | NONE             |
| BRAKES - AIR 26L               | TRANSITION        | AUTOMATIC        |
| AIR COMPRESSOR (1) W80         | DYNAMIC BRAKES    | YES              |
| AIR RES. CAP. 45000 CU. IN.    | MINIMUM CURVE     | 150 RAD.         |
| MAX. WIDTH OVER ARMREST 10'-4" | TWO UNITS COUPLED | 302 RAD.         |

40" WHEELS  
6 1/2" X 12" JNLS. 261,300 LBS. (718) NOS. 717-724  
BLT. 4-65 TO  
5-65  
NO. 732  
BLT. 2-66  
FREIGHT

|                             |                         |                |
|-----------------------------|-------------------------|----------------|
| BUILDER EMD MODEL GP-35     | DIESEL ENG. (1)         | 16-567 DSA TUR |
| HORSEPOWER 2500             | ENG. SPEED              | 315 TO 900 RPM |
| TR. EFF. STARTING 65300     | FUEL OIL CAP.           | 3000 GAL.      |
| TR. CONT. 12 MPH 51500      | LUBE OIL                | 243 GAL.       |
| GEAR RATIO 62:15            | COOLING WATER           | 275 GAL.       |
| MAIN GEN. D32               | SANDERS SALEM           | 575            |
| TR. MOTOR (4) D67 B         | SAND CAPACITY           | 40 CU. FT.     |
| BATTERY 32 CELL 64VOLT      | STEAM GENERATOR         | NONE           |
| BRAKES - AIR 26L            | TRANSITION              | AUTOMATIC      |
| AIR COMPRESSOR W80          | DYNAMIC BRAKES          | YES            |
| AIR RES. CAP. 45000 CU. IN. | MINIMUM CURVE           | 150 RAD.       |
|                             | MAX. WIDTH OVER ARMREST | 10'-4"         |

40" WHEELS  
6 1/2" X 12" JNLS. 261,500 LBS. (729) NOS. 725-731  
BLT. 12-65  
FREIGHT

|                             |                         |                |
|-----------------------------|-------------------------|----------------|
| BUILDER EMD MODEL GP-35     | DIESEL ENG. (1)         | 16-567 DSA TUR |
| HORSEPOWER 2500             | ENG. SPEED              | 315 TO 900 RPM |
| TR. EFF. STARTING 65400     | FUEL OIL CAP.           | 2850 GAL.      |
| TR. CONT. 12 MPH 51500      | LUBE OIL                | 243 GAL.       |
| GEAR RATIO 74:18            | COOLING WATER           | 275 GAL.       |
| MAIN GEN. D32               | SANDERS SALEM           | 575            |
| TR. MOTOR (4) EMD-20A       | SAND CAPACITY           | 40 CU. FT.     |
| BATTERY 32 CELL 64 VOLT     | STEAM GENERATOR         | NONE           |
| BRAKES - AIR 26L            | TRANSITION              | AUTOMATIC      |
| AIR COMPRESSOR W80          | DYNAMIC BRAKES          | YES            |
| AIR RES. CAP. 49000 CU. IN. | MINIMUM CURVE           | 150 RAD.       |
|                             | MAX. WIDTH OVER ARMREST | 10'-4"         |

40" WHEELS  
6 1/2" X 12" JNLS. 267,000 LBS. (789) NOS. 750-774  
BLT. 4-75 TO 7-75  
FREIGHT

HYATT JEM BEARINGS  
UNITS EQUIP WITH LOW IDLE FEATURES  
HIGH STRENGTH COUPLERS AND DRAFT GEARS

|  |                           |                   |
|--|---------------------------|-------------------|
| BUILDER E.M.D. MODEL GP-40-2           | DIESEL ENGINE (1)         | 16-645 EB         |
| HORSEPOWER 3000                        | ENGINE SPEED              | 315 TO 904 R.P.M. |
| TR. EFF. STARTING 66,750 LBS.          | FUEL OIL CAPACITY         | 3600 GAL.         |
| TR. EFF. CONT. 11.5 M.P.H. 53,400 LBS. | LUBE OIL CAPACITY         | 243 GAL.          |
| GEAR RATIO 62:15                       | COOLING WATER CAP.        | 275 GAL.          |
| MAIN GEN. AR-10-AC                     | SANDERS                   | SALEM             |
| TR. MOTORS                             | SAND CAPACITY             | 78 CU. FT.        |
| BATTERY 32 CELL 64 VOLT                | STEAM GENERATOR           | NONE              |
| BRAKES DYNAMIC AND AIR 26L             | TRANSITION                | NONE              |
| AIR COMPRESSOR W80                     | MIN. CURVE RADIUS, SINGLE | 140'              |
| AIR RES. CAPACITY 49,000 CU. IN.       | TWO UNITS COUPLED         | 180'              |
| MAX. WIDTH OVER FLAG BKTS. 10'-4 1/2"  | COUPLED TO STD. 50' CAR   | 305'              |

40" WHEELS  
6 1/2" X 12" JNLS. 267,400 LBS. NOS. 806-815  
BLT. JULY 76  
FREIGHT

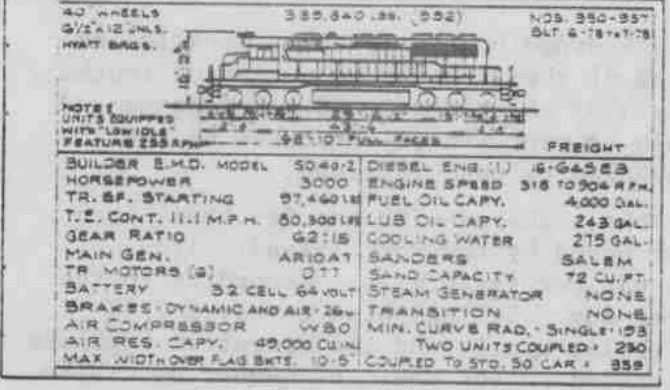
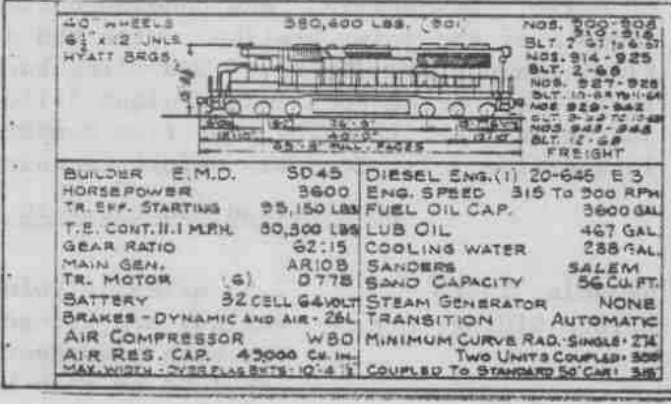
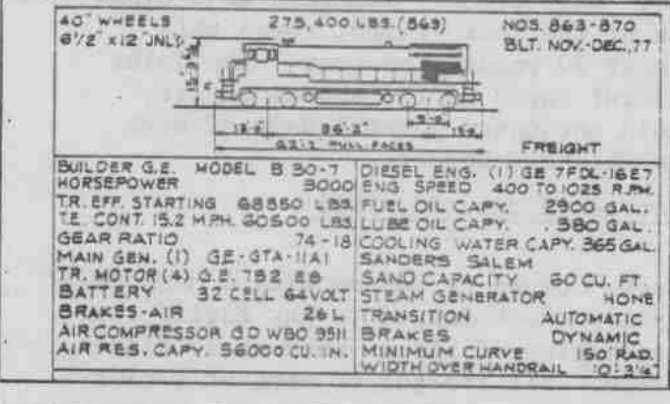
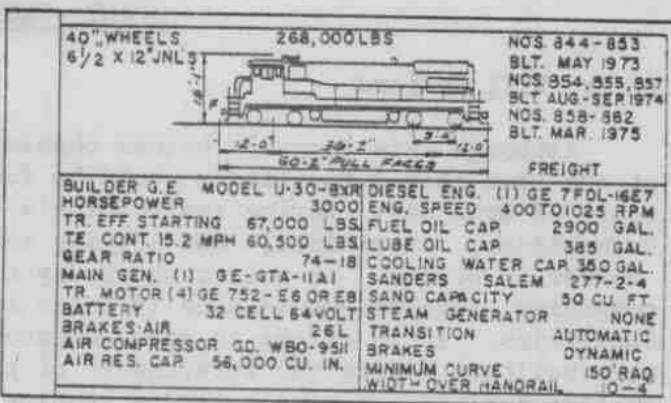
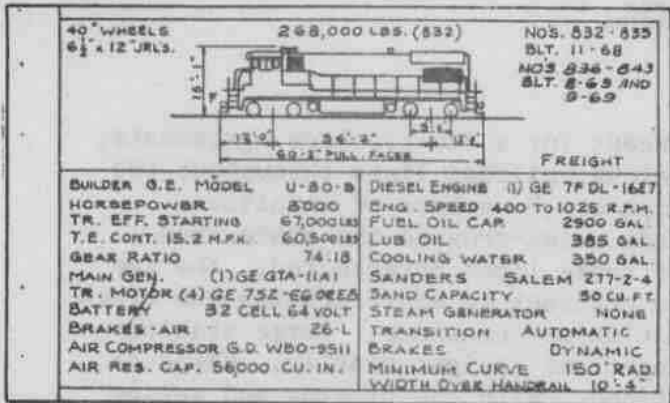
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|--------------------------------|----------------------------------|
| BUILDER E.E. MODEL U-25-B      | DIESEL ENG. (1) GE(C) 7FOL-16-A2 |
| HORSEPOWER 2500                | ENGINE SPEED 400 TO 1000 RPM     |
| TR. EFF. STARTING 66,500 LBS.  | FUEL OIL CAPACITY 2900 GAL.      |
| TR. CONT. 14.5 MPH 52,000 LBS. | LUBE OIL 388 GAL.                |
| GEAR RATIO 74:18               | COOLING WATER 290 GAL.           |
| MAIN GEN. GT-598 C3            | SANDERS SALEM 575                |
| TR. MOTOR (4) 5-GE-752-E-40    | SAND CAPACITY 52 CU. FT.         |
| BATTERY 32 CELL 64 VOLT        | STEAM GENERATOR NONE             |
| BRAKES - AIR 26-L              | TRANSITION AUTOMATIC             |
| AIR COMPRESSOR (1) 60 W80      | BRAKES DYNAMIC                   |
| AIR RES. CAP 56000 CU. IN.     | MINIMUM CURVE 150 RAD.           |
|                                | WIDTH OVER HANDRAIL 9'-7"        |

40" WHEELS  
6 1/2" X 12" JNLS. 265,000 LBS. NOS. 816-823  
BLT. 3-65 TO  
4-65  
FREIGHT

|                             |                                  |
|-----------------------------|----------------------------------|
| BUILDER G.E. MODEL U-25-B   | DIESEL ENG. (1) GE(C) 7FOL-16-A2 |
| HORSEPOWER 2500             | ENG. SPEED 400 TO 1000 RPM       |
| TR. EFF. STARTING 65750     | FUEL OIL CAP 2900 GAL.           |
| TR. CONT. 14.5 MPH 52000    | LUBE OIL 388 GAL.                |
| GEAR RATIO 74:18            | COOLING WATER 290 GAL.           |
| MAIN GEN. GT-598 C3         | SANDERS SALEM                    |
| TR. MOTOR (4) 5-GE-752-E-40 | SAND CAPACITY 52 CU. FT.         |
| BATTERY 32 CELL 64 VOLT     | STEAM GENERATOR NONE             |
| BRAKES - AIR 26-L           | TRANSITION AUTOMATIC             |
| AIR COMPRESSOR (1) 60 W80   | BRAKES DYNAMIC                   |
| AIR RES. CAP 56000 CU. IN.  | MINIMUM CURVE 150 RAD.           |
|                             | WIDTH OVER HANDRAIL 9'-7"        |

40" WHEELS  
6 1/2" X 12" JNLS. 262,000 LBS. (831) NOS. 824-831  
BLT. 1-66  
FREIGHT

|                             |                                  |
|-----------------------------|----------------------------------|
| BUILDER G.E. MODEL U-25-B   | DIESEL ENG. (1) GE(C) 7FOL-16-A2 |
| HORSEPOWER 2500             | ENG. SPEED 400 TO 1000 RPM       |
| TR. EFF. STARTING 65500     | FUEL OIL CAP 2900 GAL.           |
| TR. CONT. 14.5 MPH 52000    | LUBE OIL 388 GAL.                |
| GEAR RATIO 74:18            | COOLING WATER 290 GAL.           |
| MAIN GEN. GT-598 C3         | SANDERS SALEM                    |
| TR. MOTOR (4) 5-GE-752-E-40 | SAND CAPACITY 52 CU. FT.         |
| BATTERY 32 CELL 64 VOLT     | STEAM GENERATOR NONE             |
| BRAKES - AIR 26-L           | TRANSITION AUTOMATIC             |
| AIR COMPRESSOR (1) 60 W80   | BRAKES DYNAMIC                   |
| AIR RES. CAP 56000 CU. IN.  | MINIMUM CURVE 150 RAD.           |
|                             | WIDTH OVER HANDRAIL 9'-7"        |



Diagrams Collection of Sam Ryker  
From the Frisco Public Relations Dept.

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A Front Passes Over bringing a typical Spring Thunderstorm as Train #31 heads thru the passing track at Heth, Ark. Behind the photographer is Train #760, the East Local. Lead by Ex-Union Pacific F units #4159, by nightfall #31 will roll into Biddle Yards at Little Rock and #760 will set out his train at West Memphis and roll across the Mississippi with lite engines and the caboose into the 4th Street Yards. Photo in the Spring of 1975 by John M. Martin.

## JOINT FACILITIES

By Dr. Bill Pollard

Although this term has become obsolete except for a few trackage agreements, at one time shared facilities could be found along railroad lines throughout the state of Arkansas. During railroading's "golden era," a maze of mainlines, branchlines, shortlines, and logging railroads criss-crossed the state from border to border. At points where any two of these lines intersected, the two companies involved would usually enter into a contract to share station and track facilities, in an effort to save expenses. At major junctions, large stations were built to handle the interchange of passenger and freight traffic, while at smaller junctions a simple wooden station sufficed. With the closing and razing of Hoxie, Leachville, and Jonesboro stations, only Brinkley remained as a final example of the joint station. With the demise of the Rock Island, even this final example was closed. Traveling back almost 70 years, however- the joint facilities on the Rock Island alone filled several pages of the annual report, and an auditor traveling west from Memphis would encounter several days of work in auditing joint accounts before reaching the Oklahoma border.

### Rock Island Contracts in effect as of June 30, 1915

|                                       |  |
|---------------------------------------|--|
| Memphis, TN to<br>Bridge Siding, Ark. | 2.55 miles of joint track, owned by Kansas City & Memphis Railway and Bridge Company. Rock Island to pay tariff rate for each passenger, consisting of 25¢ on each whole ticket and 12½¢ on each half fare. All freight to move at tariff rate.  |
| Marion to Hulbert                     | 7.05 miles of joint track owned by the Frisco. Rock Island to pay rent equal to 2½% of the \$154,218 valuation of track. Rock Island also to pay ½ of all taxes; and maintenance and operating expenses would be prorated on the basis of the total number of cars handled by each railroad.   |
| Hopefield to Hulbert                  | 3.92 miles of joint tracks, shared with the St. Louis Iron Mountain & Southern but owned by the Rock Island. Iron Mountain to pay 55¢ to 65¢ per train mile, according to the number of trains run per day. StLIM&S also to pay 1 2/3% of all betterments (signals, etc.), and the operation expenses of signals would be prorated on the basis of number of trains operated by each road. |
| Bridge Siding to<br>Brinkley          | 64.67 miles of Rock Island tracks, shared with the Cotton Belt Cotton Belt to pay 55¢ per train mile for all movements of passenger trains or light engines; also 2½% of costs of any betterments or additions. (Cotton Belt freight operations had trackage rights over MoPac from Fair Oaks.)  |
| Wheatley                              | Joint Station with Missouri & North Arkansas; station owned by Rock Island. M&NA to pay 2½% of \$25,000 valuation as annual rent. M&NA to also pay ½ of maintenance expenses and agent's salary. Balance of expenses would be prorated on the basis of tonnage handled by each road.   |
| Brinkley                              | Joint station with Cotton Belt and St Louis Iron Mountain & Southern; station owned by Rock Island. Rock Island and Cotton Belt share operating and maintenance expenses equally. Iron Mountain to pay to Rock Island \$30/month for each train into the station, with a minimum of \$60.00 per month.   |
| Jelks                                 | Joint station where Rock Island's Jacksonport Branch crossed the StLIM&S Memphis Line; owned by Iron Mountain. Classified as "Minor facility", meaning that expenses (or revenues) derived from the joint operation did not exceed \$1,000 annually.   |
| Higginson                             | Joint station where Rock Island's Searcy branch crossed the StLIM&S main line. Station owned by StLIM&S, with rental paid by the Rock Island; classes as minor facility.   |
| Hazen                                 | Joint station with Cotton Belt's Hazen Branch; station owned by Rock Island. Cotton Belt to pay \$540 annual rent, plus 2½% of the \$3,142 valuation. All other expenses to be borne equally.  |
| Little Rock                           | Interchange tracks with StLIM&S, owned by StLIM&S. Rental paid by Rock Island; minor facility.   |
| Tinsman                               | Rock Island Station shared with Thornton & Alexandria Railway; rental paid by T&A. Classed as minor facility.  |

Continued...



Joint Facilities...Continued...

- Crossett                    1.14 miles of tracks owned by Rock Island and shared with Arkansas Louisiana & Gulf. AL&G to pay 25¢ per loaded or empty car; 50¢ for each engine or train turned on wye; and 50¢ per engine tank of water taken from Rock Island water tank.  
Station owned by Rock Island; AL&G to pay \$17.50 monthly rental plus 50% of salary of station employees up to a maximum of \$120 per month. Maintenance expenses to be borne equally.
- Banks                      Rock Island owned station shared with Warren & Ouachita Valley; W&OV to pay 2½% valuation of \$3,403 as rent. Balance of maintenance and operating expenses to be borne equally.
- Hermitage                 1.5 miles of joint track with Warren, Johnsville & Saline River Railroad. Classed as minor facility, with WJ&SR payments to Rock Island amounting to less than \$1,000/year.
- El Dorado                 Interchange tracks owned by StLIM&S. Classes as minor facility.
- Ken to Camden            2.18 miles of joint trackage over Cotton Belt. Rock Island to pay 2½% on valuation of \$291,728 annually; with maintenance and operating expenses to be prorated based on car miles.
- Bigelow                    Depot owned by Fourche River Valley and Indian Territory Railway but located on Rock Island Right of Way. Rock Island maintains and operates depot, with operating expenses shared equally. For joint tracks, Rock Island pays 2/3 of the maintenance costs for tracks owned by the FRV&IT, and 100% of the expenses for that portion of Rock Island trackage which is used jointly.
- Ola Terminal              1.16 miles of track shared with the Central Railway of Arkansas; with CofA also sharing the Rock Island depot at Ola. CofA to pay 2½% on valuation of \$15,153; in addition, taxes, maintenance and operating expenses to be prorated on the basis of the business handled by each road.
- Mansfield                 Rock Island station shared with the Frisco (Ft. Smith to Mansfield Branch). All maintenance and operating expenses, and taxes to be borne equally between the Frisco and Rock Island.

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Rolling Across a Grand Prarie Morning, Cotton Belt Allagator #5150 rolls north thru the rice and beans at Stuttgart, Arkansas. About to cross the Rock Island crossing at a cool 30 mph, she will soon open her jaws and chomp at the miles northward to Brinkley, Illmo and East St. Louis. Spring of 1970 by John Martin.

ADDITIONS TO THE ARKANSAS DIRECTORY OF NARROW GAUGE RAILROADS

By Bill Pollard

Washington & Hope Railroad Built 1879 running 10 miles 3' gauge. (Was originally wooden rails; replaced with 25# iron rail in 1880, Name changed to Arkansas & Louisiana Railway in 1881, converted to Standard gauge in 1882.)

Southwest Arkansas and Indian Territory -- (In 1900 was reorganized as Arkansas Southwestern.

Vinegar Central Railroad -- Later became Arkansas Central 3' gauge 14 miles.

Brookings and Peach Orchard -- Originally narrow gauge, no data 3mi long, converted to standard gauge in 1908.

Donaldson Lumber Company -- 3' gauge, also and 1 3/4 miles in Dallas County.

George Griffith Lumber Company -- 3' gauge, White County 7 miles long.

Kiech Lumber Company -- Nettleton (Craighead County) no data on gauge.

Malvern Lumber Company -- (Hot Springs County, Also known as the Perla, Magnet & Pacific Railroad.

William Farrell & Company -- (Pulaski County) also known as Wrightsville Narrow Gauge Railroad.

St Louis Kennett & Southeastern -- (Piggott, Ark. to Kennett, Mo) originally built as Narrow Gauge.

Source: Arkansas Historical Quarterly  
Vol. 31 #3, Autumn 1972.

Correction: Change name to Lutherville and Colony Mountain

The following additions are all lumber company railroads. These are listed by:  
1. Railroad Name. 2. The Parent Lumber Company. 3. County. 4. Gauge. 5. Length of Road. 6. Equipment (when known).

Beirne & Clear Lake Railroad Penn. Lumber Company; Beirne, Clark County; 3'6"  
10 miles; 2 locomotives/12 cars.

J.W.Dickenson Lumber Company Edmondson, Crittenden County; 3' ; 5 miles  
(apparently no locomotive, used Clyde Log Loader--self propelled).

Elmore and Southwestern Railroad J.K. Hall Lumber Company; Elmore, Hot Springs  
County; 3'; 15 miles; 2 Shay Locomotives/ 20 cars.

Red River Valley Railway Red River Lumber Company; Frostville, Lafayette County;  
3' ; 12 miles; 1 locomotive/20 cars.

St. Francis Shingle Company Grady, Lincoln County; 3' ; 2½ miles; 1 locomotive/  
4 cars.

Davis and Reeves Lumber Company Halley, Deshea County; 3'; 4 miles; 1 locomotive/  
15 cars.

Little Rock, Sheridan and Saline River Railroad William Farrell Lumber Company;  
Hensley, Saline County; 3'; 22 miles; 3 locomotives/35 cars.

Ross-Attley Lumber Company Heth, St. Francis County; 3'; 4 miles; 2 locomotives/  
12 cars.

Cannon Lumber Company Humphrey, Arkansas County; 3'; 6 miles; 1 locomotive/  
20 cars.

Edwards-Fair Lumber Company Lansing, Crittenden County; 3'; 3½ miles; 1 loco/10 cars.

Emigh Land and Lumber Company McArthur, Deshea County; 3'6"; 2 miles; no equip.  
info..

Wright-Bachman Lumber Company Portland, Ashley County; 3'; 12 miles; 2 locomotives/  
20 cars.

J.W. Kesterson Lumber Company Tiller, Drew County; 3'; 4½ miles; 1 locomotive/  
15 cars.



Cache Valley Railroad American Hardwoods Company; 3'6" and 4'8½", 2 locomotives/20 cars. (Note this does not agree with first listing, but the line was supposedly all standard gauge in 1903-1904 according to Poor's Manual. Apparently Narrow gauge operations returned for some logging spurs... the 1906 Sawmill Register shows 20 miles of track, all standard gauge.)

Ft. Smith Lumber Company Adona, Perry County; 30" gauge; Mileage Unknown. Began operations with a Davenport 0-4-0 (shop #286 purchased New in November of 1905).

Second Locomotive: Davenport 0-4-0 (Shop #665 purchased in May of 1907 for Foulmer (?), Arkansas operation -- this loco was the same gauge; may have been for an extension of the Adona Operation or for another separate operation. Another locomotive: an H.K. Porter saddle tank 8x10"... unknown wheel arrangement or construction # was purchased from Southern Iron and Equipment (SI&E #488) by Ft. Smith Lumber Company in 1906. Gauge for this units is listed at 2'3" but this may be inaccurate. (The SI&E list was composed by Whitbeck hurriedly, and contains numerous typo and other statistical errors...R&LHS is supposedly working on a revised list.) This loco was used at both Abbott and Plainview. The 1906 Sawmill Register lists a 10 mile logging railroad 2'6" gauge at Abbott, Scott County. This listing along with the Adona listing, was gone by the time the 1910 Sawmill Register was published and the listing at Plainview shows only the Central Railway of Arkansas Standard Gauge listing). Narrow Gauge operations ended by 1910 and both of the above locos were sold to SI&E (number 729 and 730).

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NOTICE - Gene Hull also has some additions and corrections for the Directory of Narrow Gauge Railroads in Arkansas. These will be printed in a future newsletter.

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Amtrak P30-CH's have been in varied service since Amtrak took delivery, the following is the current plans for the many stored locomotives Amtrak has on hand...

1. Trains #1 and #2 use P30CH's exclusively. They require three sets of two units.
2. Amtrak requires a shop margin of three units for mechanical protection.
3. Six units are to be stored "serviceable" for Auto-Ferry Service (which Amtrak tentatively plans to begin November 30, 1983.)
4. New Orleans plans to reduce the active P-30 fleet to Nine Units.
5. Stored units are to be stored serviceable (I.E. Inspections performed, defects corrected, preventive maintenance measures taken.)

As of Friday, March 25, 1983 there were 10 active units: Numbers 701, 702, 703, 704, 708, 709, 711, 712, 719 and 723. (711 was placed in storage the following week to make 9 units active). Tentative Auto-Ferry units are: 705, 707, 711, 714, 723, 724 (noting if 723 goes to Auto-Ferry, 710 (not overhauled) will be repainted and join the active fleet). Stored units: 700, 705, 706, 707, 710, 714, 716, 717, 718, 720, 721, 722, and 724.

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GRAND CENTRAL STATION  
MEMPHIS, Tenn.

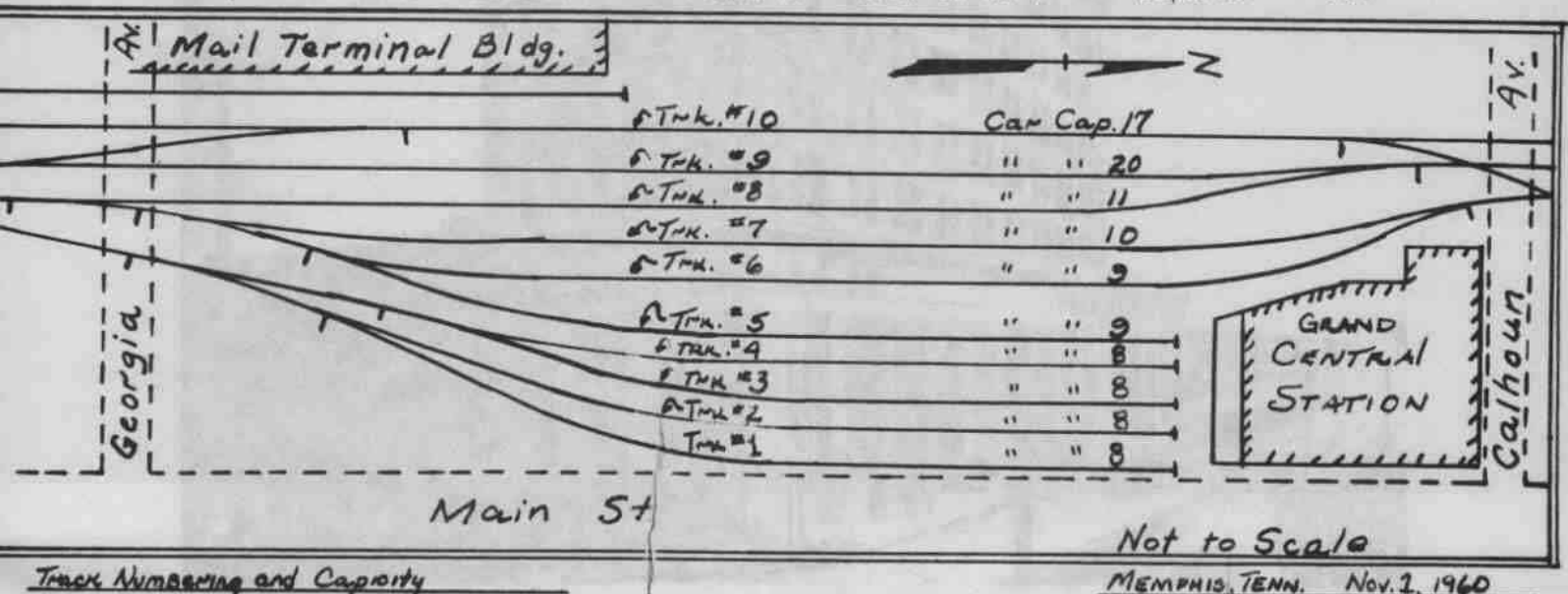


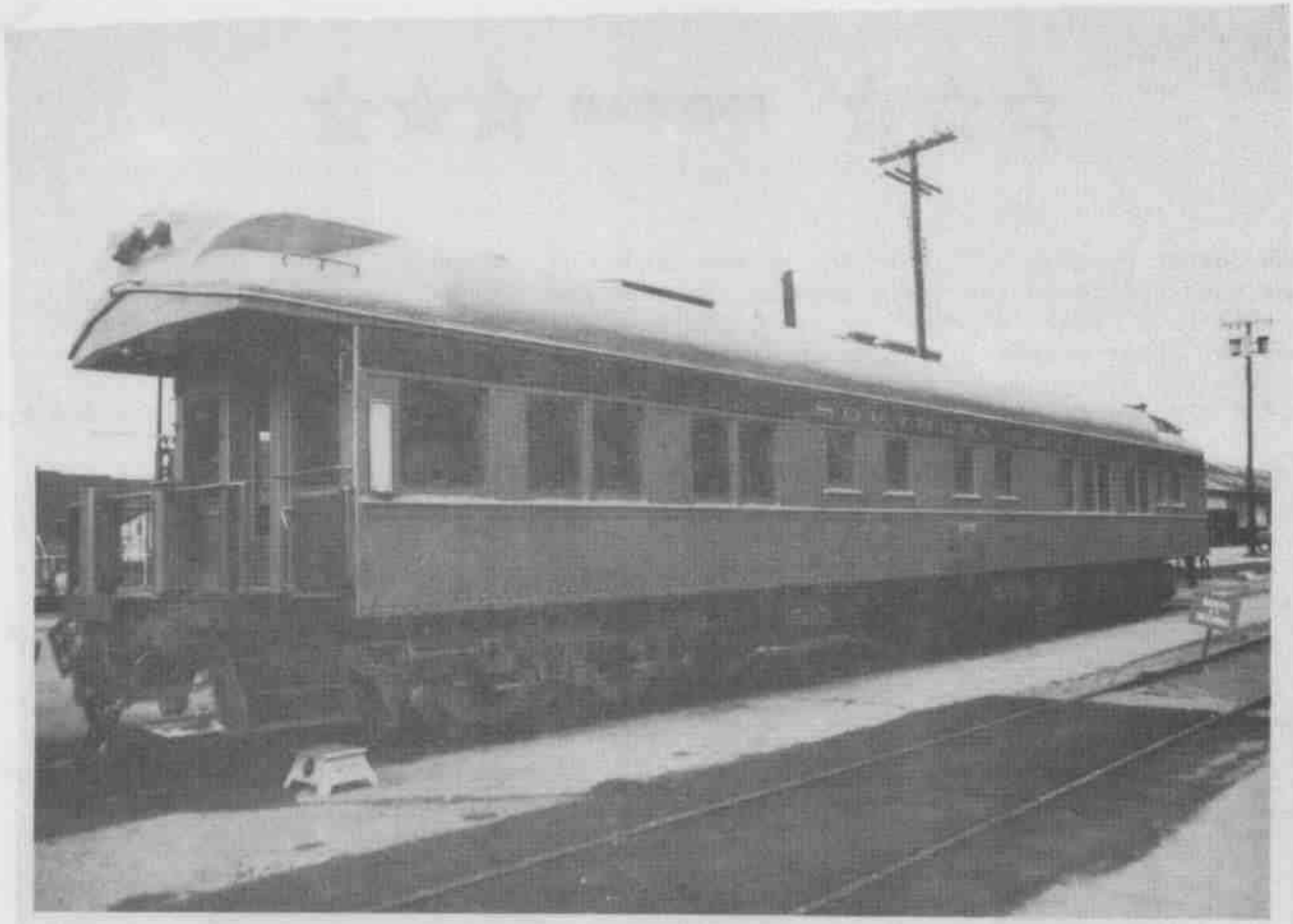
MEMPHIS  
GRAND CENTRAL STATION  
AND  
UNION STATION

COMBINED TRAIN MOVEMENTS OF BOTH MEMPHIS STATIONS AS OF NOVEMBER 1, 1960. A study produced by the Missouri Pacific Lines/ Union Railway. based on trains Now using Memphis Union Station using Memphis Grand Central Station.

Beginning at 12 Midnight...

|         |                        |            |              |         |          |
|---------|------------------------|------------|--------------|---------|----------|
| 140 am  | Illinois Central       | Train #5   | with 12 cars | Arrives | GCT      |
| 150 am  | Illinois Central       | Train #5   | with 11 cars | Departs | GCT      |
| 530 am  | Rock Island            | Train #22  | with 5 cars  | Arrives | GCT      |
| 555 am  | Frisco                 | Train #108 | with 6 cars  | Arrives | GCT      |
| 605 am  | Missouri Pacific       | Train #202 | with 8 cars  | Arrives | Un Sta.  |
| 615 am  | Illinois Central       | Train #8   | with 9 cars  | Arrives | GCT      |
| 645 am  | Louisville & Nashville | Train #107 | with 5 cars  | Arrives | Un Sta.  |
| 650 am  | Illinois Central       | Train #8   | with 8 cars  | Departs | GCT      |
| 700 am  | Frisco                 | Train #108 | with 4 cars  | Departs | GCT      |
| 700 am  | Illinois Central       | Train #15  | with 10 cars | Arrives | GCT      |
| 710 am  | Louisville & Nashville | Train #101 | with 4 cars  | Arrives | Un.Sta.  |
| 730 am  | Louisville & Nashville | Train #102 | with 5 cars  | Departs | Un.Sta.  |
| 735 am  | Illinois Central       | Train #3   | with 11 cars | Arrives | GCT      |
| 740 am  | Southern Ry            | Train #45  | with 7 cars  | Arrives | Un.Sta.  |
| 740 am  | Frisco                 | Train #808 | with 4 cars  | Departs | GCT      |
| 800 am  | Missouri Pacific       | Train #219 | with 5 cars  | Departs | Un.Sta.  |
| 815 am  | Illinois Central       | Train #3   | with 8 cars  | Departs | GCT      |
| 825 am  | Illinois Central       | Train #23  | with 5 cars  | Departs | GCT      |
| 930 am  | Southern Ry            | Train #36  | with 5 cars  | Departs | Un.Sta.  |
| 1010 am | Frisco                 | Train #105 | with 10 cars | Arrives | GCT      |
| 1040 am | Frisco                 | Train #105 | with 11 cars | Departs | GCT      |
| 1045 am | Rock Island            | Train #23  | with 1 car   | Departs | GCT      |
| 150 pm  | Illinois Central       | Train #2   | with 11 cars | Arrives | GCT      |
| 200 pm  | Illinois Central       | Train #2   | with 11 cars | Departs | GCT      |
| 310 pm  | Illinois Central       | Train #25  | with 7 cars  | Arrives | GCT      |
| 410 pm  | Southern Ry.           | Train #35  | with 5 cars  | Arrives | Un. Sta. |
| 505 pm  | Illinois Central       | Train #1   | with 11 cars | Arrives | GCT      |
| 515 pm  | Illinois Central       | Train #1   | with 11 cars | Departs | GCT      |
| 520 pm  | Frisco                 | Train #807 | with 4 cars  | Arrives | GCT      |
| 555 pm  | Illinois Central       | Train #24  | with 5 cars  | Arrives | GCT      |
| 615 pm  | Rock Island            | Train #24  | with 1 car   | Arrives | GCT      |
| 620 pm  | Louisville & Nashville | Train #104 | with 4 cars  | Departs | Un Sta   |
| 630 pm  | Frisco                 | Train #106 | with 11 cars | Arrives | GCT      |
| 650 pm  | Illinois Central       | Train #4   | with 5 cars  | Arrives | GCT      |
| 700 pm  | Missouri Pacific       | Train #220 | with 5 cars  | Arrives | Un Sta.  |
| 715 pm  | Southern Ry            | Train #46  | with 7 cars  | Departs | Un Sta.  |
| 720 pm  | Frisco                 | Train #106 | with 10 cars | Departs | GCT      |
| 730 pm  | Illinois Central       | Train #4   | with 10 cars | Departs | GCT      |
| 820 pm  | Louisville & Nashville | Train #103 | with 5 cars  | Arrives | Un Sta.  |
| 830 pm  | Missouri Pacific       | Train #201 | with 8 cars  | Arrives | Un Sta.  |
| 900 pm  | Illinois Central       | Train #25  | with 10 cars | Departs | GCT      |
| 955 pm  | Frisco                 | Train #107 | with 4 cars  | Arrives | GCT      |
| 1000 pm | Rock Island            | Train #21  | with 5 cars  | Departs | GCT      |
| 1030 pm | Louisville & Nashville | Train #108 | with 5 cars  | Departs | Un Sta   |
| 1040 pm | Illinois Central       | Train #16  | with 6 cars  | Departs | GCT      |
| 1045 pm | Frisco                 | Train #107 | with 6 cars  | Departs | GCT      |
| 1115 pm | Illinois Central       | Train #6   | with 11 cars | Arrives | GCT      |
| 1125 pm | Illinois Central       | Train #6   | with 12 cars | Departs | GCT      |





Cotton Belt Business Car PINE BLUFF (Photo by Jim Johnson, from the collection of Bill Merck).

The PINE BLUFF is the only Cotton Belt business car, and is principally used for the conduct of railroad business away from the main headquarters of the company, inspection of the railroad's right of way and physical plant, and measurement of train performance. It is assigned primarily to the Pine Bluff Division, under the supervision of Superintendent R. R. McClanahan, but is frequently used on other assignments for the Cotton Belt's other division (Kansas City) and occasionally for service on Cotton Belt's parent Southern Pacific Transportation Company.

The PINE BLUFF has an interesting history, having been built by Pullman Standard in 1914 as El Paso & Southwestern Railway (which was later merged into the Southern Pacific system) steel passenger coach #677. In 1925, it was renumbered EP&SW #1054. It was later acquired by Southern Pacific, and in April, 1930, was rebuilt into a business car format, renumbered Southern Pacific #104, and named the SAN JOSE at SP's Sacramento, California shops. It thus became the second SP car to carry the number 104. The car was air conditioned in 1949, and was sold to the Cotton Belt July 26, 1973, when the number was changed to SSW #151. The name SAN JOSE, even though unrelated to Cotton Belt terrain, was retained, however, until its recent name change.

During its renovation at Southern Pacific's Oakland passenger car shops, the car was reupholstered inside, repainted outside, and all safety and operating appliances were repaired or replaced.

The script used in the name plate of the PINE BLUFF comes from the 1940 style that graced Southern Pacific's name passenger trains. But since none of these SP trains had capital "P" or "B" in their names, no prototype for these letters existed. Therefore, both letters were designed in the same style expressly for the PINE BLUFF by former Southern Pacific Technical Data Coordinator Steve Peery of Walnut Creek, California.

The PINE BLUFF may now be new in the addition of a more appropriate name, but its heritage is a bit of living history of the Southern Pacific and Cotton Belt railroad system.

(Above story from "News From Cotton Belt" handout.)

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★ I wish to again thank Dick Byrd for letting us use the offset printer at his office at Enmar, and give special thanks to Joe Padgett who runs the printer. If we couldn't use this printer, the cost of producing a 20 page newsletter, like it was last month, would be prohibitive.



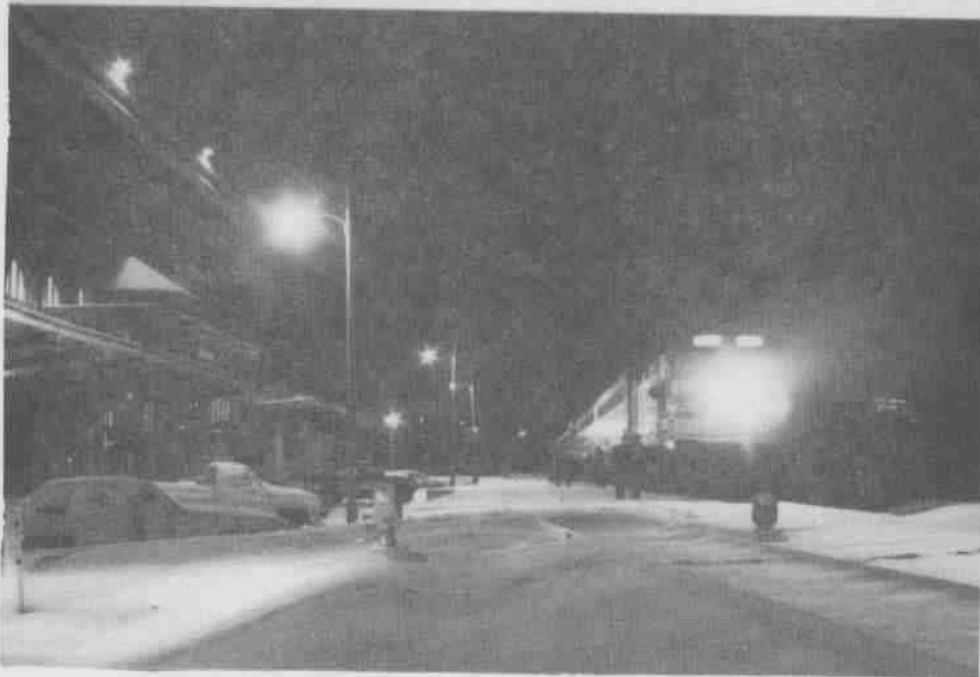
☆☆☆ PROGRAM ☆☆☆

★ The August program will held the second Sunday of the month, August 14, at 2pm at the usual place in the Train Station, Markham and Victory streets, Little Rock. This will be a "SWAP AND SALE" program, where everyone can bring railroad items to either let other people just gawk at or to sell. These programs always seem to be enjoyable for everyone, so come one and all and bring thoss friends.

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★ NEW ADDRESS LABELS BEING TYPED, so anyone who gets this newsletter this month with the wrong address on it, please let me know immediatly. Send all address changes to your editor, Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118. I will be sure and pass that information along to the club's secretary, Ross Holt and to its treasurer, Dick Byrd

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HOT? These scenes ought to cool you off. Its 12:45 in the morning on January 13, 1982 and AMTRAK's "Eagle" is running an hour late into Little Rock's Union Station over 5 inches of newly fallen snow. Temperature - 22 degrees. It will fall to 1 degree above zero the next morning. (Both photos by Ken Ziegenbein)