



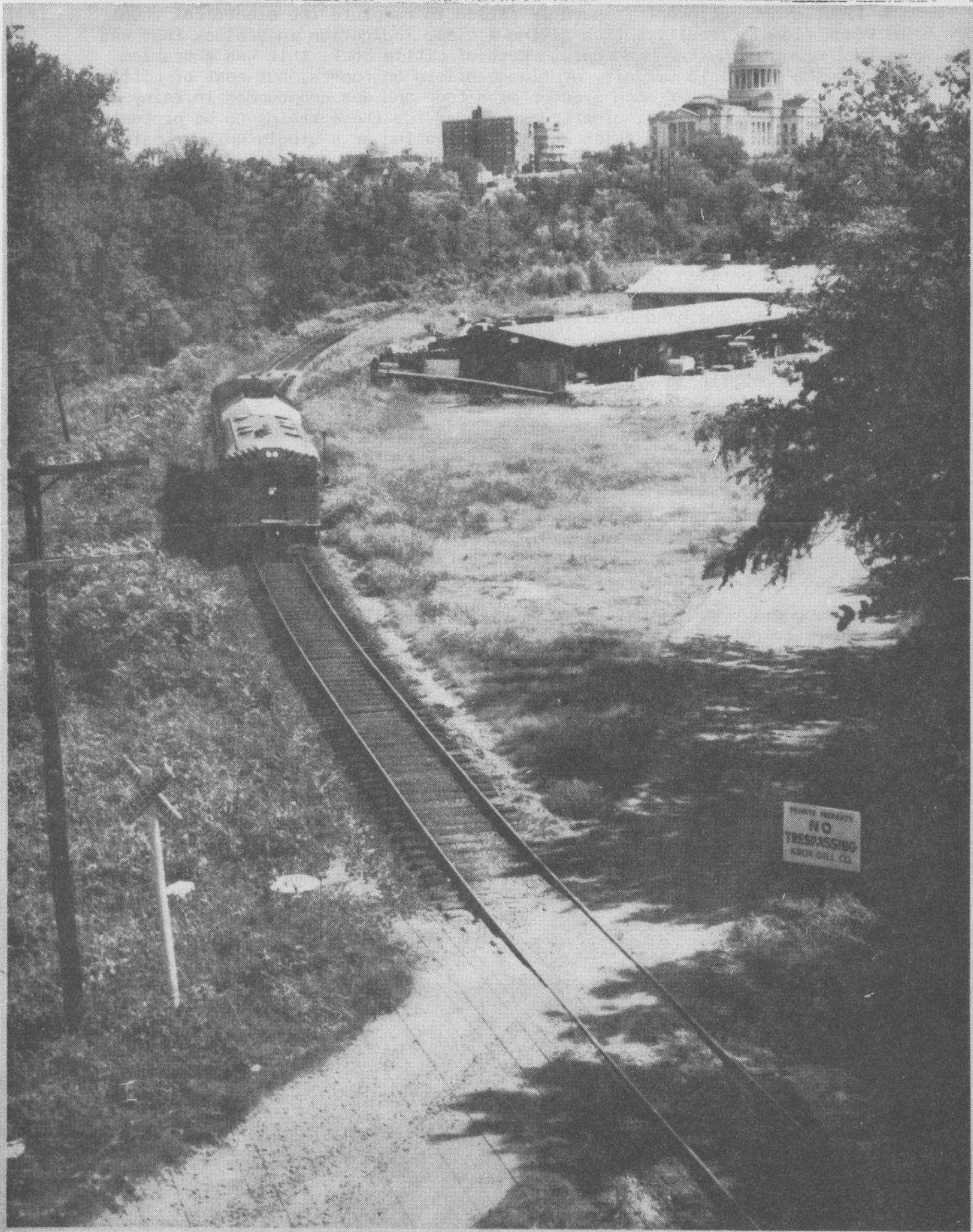
ARKANSAS RAILROADER



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VOLUME 15 NUMBER 8

LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



Rock Island's No. 24 leaves the Capital City of Little Rock with Car 9004, not too long before the little run was discontinued. Photo in September 1963 by C.E. Hull. (See inside for a story about these famous RDC's commemorating the 20th anniversary of their discontinuance).

Twenty years ago this month, on August 8, 1964, the Rock Island Budd cars made their final trips through Arkansas. This train, officially Nos. 23 and 24 but nicknamed the Choctaw Rockette, at the time of discontinuance held the record for the longest rail diesel car (RDC) run in the nation. Budd cars had been inaugurated in 1953 as a replacement for the conventionally equipped Choctaw Rocket. Initially, two cars operated in tandem between Oklahoma City and Little Rock, making a round trip each day. As additional equipment was acquired, the use of the Budd cars was gradually extended to encompass the entire Memphis to Amarillo route.

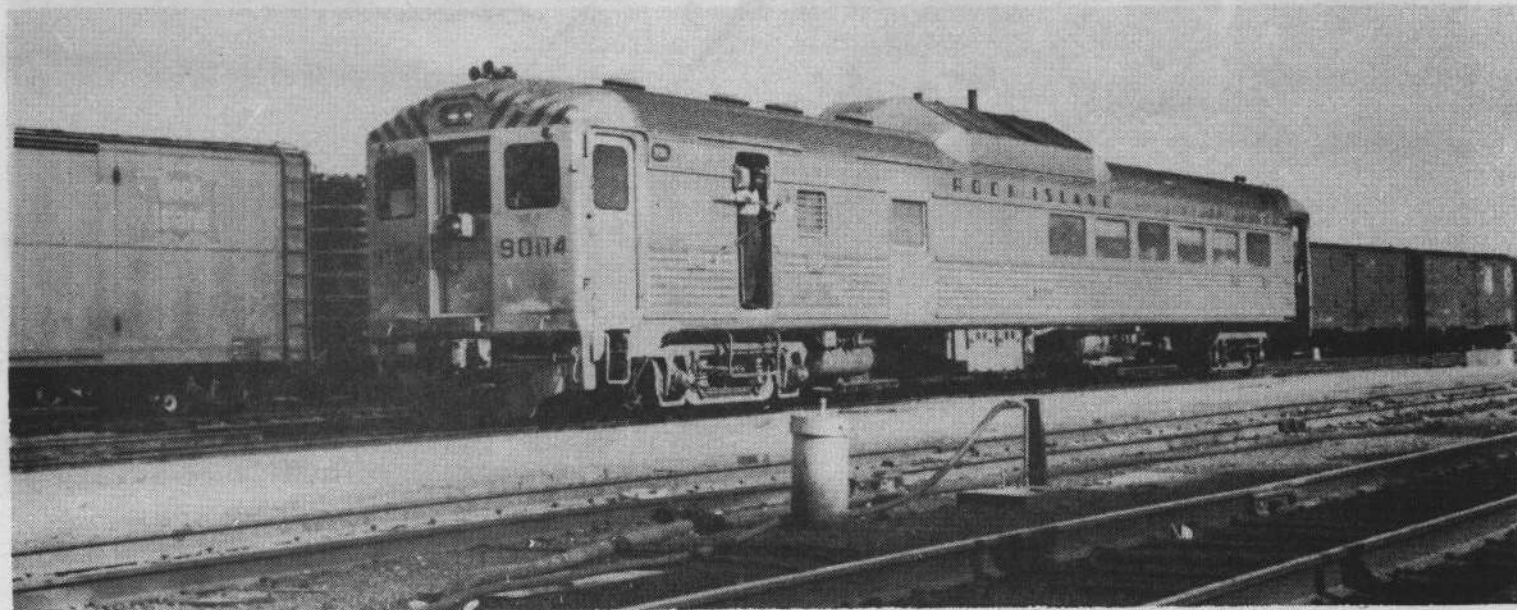
Soon after the cars were placed in single unit operation, it was noticed that the lightweight equipment frequently failed to complete the electrical shunt in track signal circuitry, thus giving a clear indication in a block that was in fact occupied by the Budd cars. West of Little Rock, this was a problem only in the immediate vicinity of flange oilers on curves, but east of Little Rock the problem was of much greater magnitude and was compounded in rainy weather. In the interest of safety, orders were issued for these trains to be protected by manual block operating rules whenever operating as a single unit. East of Little Rock, an additional car was usually attached to provide more reliable signal activation. After alterations were made in the signal relay circuitry to obtain more reliable block occupancy indications, the manual block order west of Bidle was lifted in September 1956, and the order for the east end was lifted by early the following year.

On the segment between Memphis and Little Rock, the passenger loads frequently exceeded the 48 seat capacity of the Budd car, and a round-end observation parlor coach was assigned to Little Rock to be added when necessary to accommodate overflow crowds. This car, No. 454-Minnesota, could accommodate 28 passengers in the coach section and 27 passengers in the observation-parlor section. This car had been rebuilt in 1957 with a gas fired Vapor hot water car heating system, since the RDC cars had no steam generating capability.

Although the Budd cars possessed sufficient power to handle a second car over the flat route between Little Rock and Memphis, the mountainous terrain west of Little Rock presented a more serious challenge. On the rare occasions when the consist exceeded the single Budd car, a road switcher from the passenger pool was usually added to the train. Typical of this operation was the arrival of #24 from the west at 3:15pm (on-time), April 2, 1964. The inbound train consisted of GP-7 #1289, Budd car #9003, and heavyweight business car #98. The Geep and business car were cut off at the Little Rock passenger station, and #9003 continued on to Memphis.

The westbound RDC made a meal stop at Little Rock from 1:15pm to 1:40pm, allowing passengers to detrain and eat in the depot cafe. On days of heavy passenger loadings, the car inspector's report frequently had the notation that departure was briefly delayed while waiting for passengers to finish eating. On the eastbound train, orders for lunch were taken in advance by the conductor and wired ahead to Booneville. At Booneville, generous box lunches were put aboard for passengers to enjoy while speeding through the towns of Magazine, Blue Mountain, and Havana.

The last eastbound train 23 departed with Budd car #9004, and the last westbound train 24 departed with Budd car #9002. Since both trains were operating on-time, the community of Houston was able to witness one last time the meeting of the "doodlebugs". The last eastbound run was accompanied by a Channel 11 television crew as far as Lonoke, under the direction of their news director, Randy Tardy. The Budd cars provided an interesting contrast to other passenger train operations in Arkansas, for a brief eleven years.



The Last Run of #23 arriving at the Little Rock Station. Car 9004 would load member Boyd T. Pyle, who took the photo, for the final leg to Grand Central Station at Memphis.



ROCK ISLAND'S "GHOST TRAINS" DISAPPEAR

by Bill Pollard

The departure of SW8 #830, the Rock Island's last locomotive in Arkansas, brought to an end one of the final chapters in the history of the Rock Island in this region. For over six months, rail operations had been confined to a portion of Biddle yard as the remaining RI cars were assembled for movement to new owners or were positioned for on-site scrapping. All rail operations were projected to be completed soon after June 1, 1984, the date when the Chicago Pacific Corporation succeeded the Chicago Rock Island & Pacific Railroad. Final switching moves were completed on June 6 and 7, and locomotive #830 was prepared for shipment on June 7. The locomotive departed dead-in-consist over the Cotton Belt during the week of June 11, enroute to the former Rock Island shops at Silvis, Illinois.

The sporadic operation of "ghost trains" during the clean-up operation provided a final, fleeting opportunity to see Rock Island trains operate through the former RI strongholds such as Bauxite, Booneville, or Brinkley. For over four years following the railroad's official demise on March 31, 1980, a skeleton crew of special agents and former RI officers served as the train crew for clean-up movements on behalf of the railroad's bankruptcy trustee. Although the trains were admittedly only a shadow of former Rock Island operations, their presence seemed to defy reality -- ignoring the real world liquidation of this once major carrier.

Trustee clean-up trains began operating in Arkansas in early December, 1980, returning steel wheels to rails which had felt the passage only of occasional hi-rail patrols during the previous nine months. On November 30, GP38-2 #4354 and SW8 #829 were dispatched from El Reno to Biddle with a short train of empty RI flatcars to be used in picking up crippled cars between Brinkley and McAlester. Both locomotives arrived at Biddle several days later, the first Rock Island units to return to Arkansas since the departure of the last train on March 29, 1980. The 4354 was used extensively in initial clean-up operations during December and early January. Several trips were made with this unit to clear the Brinkley interchange tracks of stored cars, and also to remove newer cars from Mesa and Screeton. The last cars were also removed from the Stuttgart branch during December, although this chore may have been handled by #829.

The 4354 was, perhaps ironically, named for federal judge Frank J. McGarr who had presided over bankruptcy proceedings and who had ultimately ordered the railroad liquidated. As one of four GP38-2's actually owned by the Rock Island [#4352-4355] out of a fleet of 80 such units, the locomotive had a higher resale value than most of the other RI owned power. After less than six weeks of operation in Arkansas, the locomotive was moved on January 12, 1981 to the Missouri Pacific shops for wheel work. The unit never returned to Rock Island rails, but was instead shipped out January 26th to its new owner, the P&LE.

Clean-up operations continued with #829, and in late January and early February several trips were made from Biddle to McAlester, ferrying cars to that point for movement to El Reno by the MKT. The Arkansas lines were subsequently isolated from the remainder of the RI system by several small washouts west of Perry, perhaps prematurely ending road operations over this segment.

On February 11, 1981, the 829 left Biddle with 41 cars destined for the Fordyce & Princeton at Fordyce. This movement was the first trip over the south line since the end of Cotton Belt directed service operations in late May 1980. The train was preceded by a hi-rail with a crew equipped to cut trees that had fallen across the right of way, and a second vehicle followed by highway to flag crossings protected by now inoperative grade crossing signals.

Sporadic operations continued over the south line, and over the east line as far as Mesa, for the next 2½ years. Initially, Biddle storage tracks could not hold all of the Rock Island cars remaining in this area, and only those cars being prepared for sale or scrapping were brought into Biddle from outlying points. By mid-1983, however, efforts were underway to move all remaining roadworthy cars to Biddle for sale or scrapping. A large quantity of cars which had been stored on the Des Arc branch were determined to not warrant the expense of being made roadworthy for the trip to Biddle, and these cars were sold to be scrapped on location at Mesa. The final road trip over the line south of Little Rock was made during October 1983, only a matter of weeks before L.B. Foster Company began preparing the Brittain-Haskell-Fordyce segment for scrapping. The last road movement of any kind was a several day operation to remove the last salable cars from Mesa and Screeton, and this project was completed on November 7, 1983.

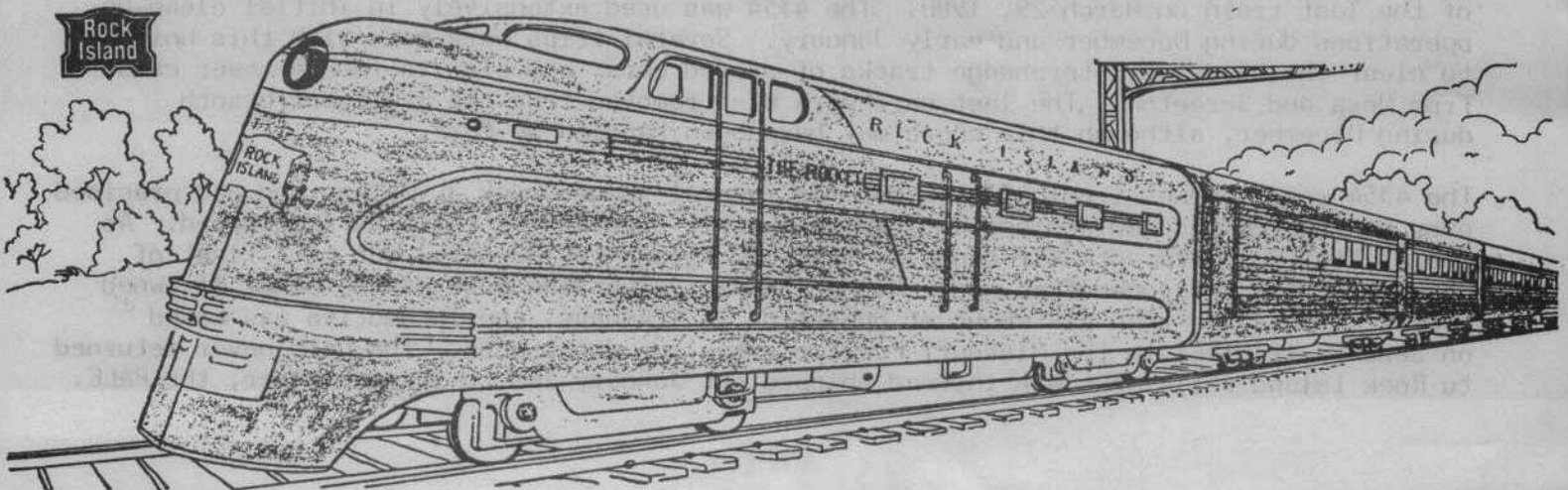
The prolonged extreme cold weather of December 1983 caused an unexpected delay in clean-up operations by causing extensive freeze damage to #829. After this unit was disabled, arrangements were made to lease Missouri Pacific switcher #1263 for use by the RI crew. The 829 was moved to the Cotton Belt yards in North Little Rock on January 19, 1984, but was not shipped out to the Silvis shops until January 31. Although the weathered paint made this unit less than picturesque, it was accorded much photographic recognition as (presumably) the last Rock Island locomotive to operate in Arkansas; a distinction which would soon be proven to be premature.

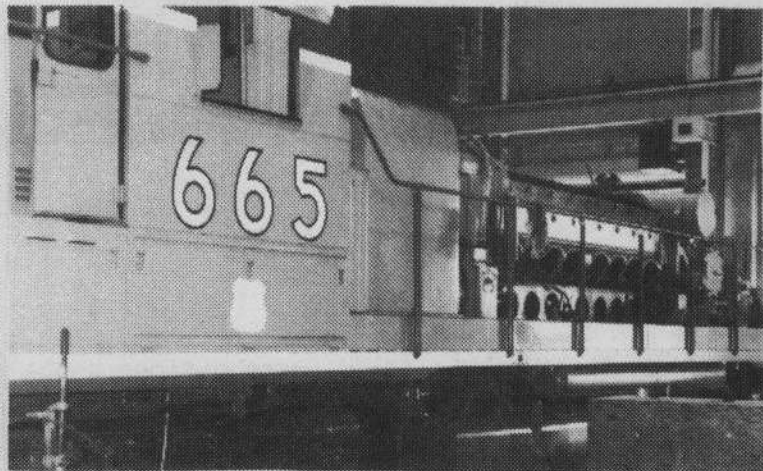
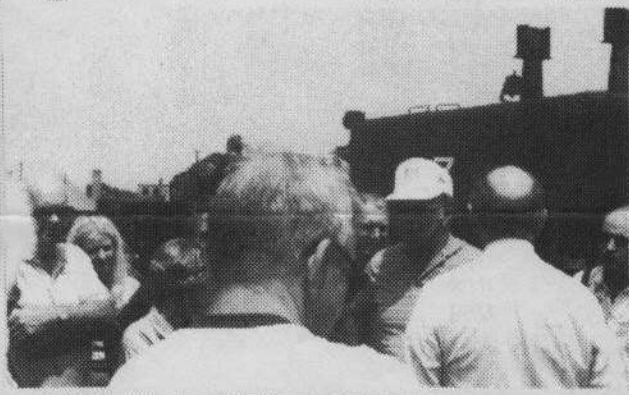
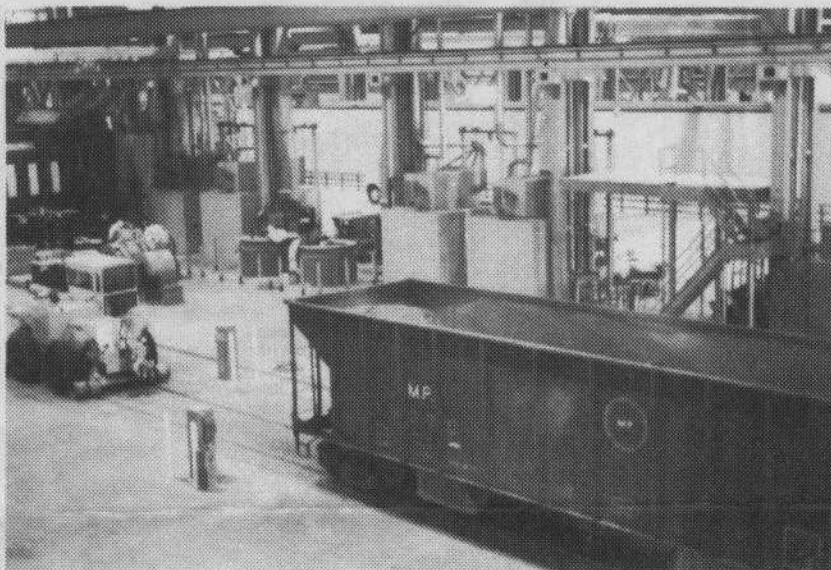
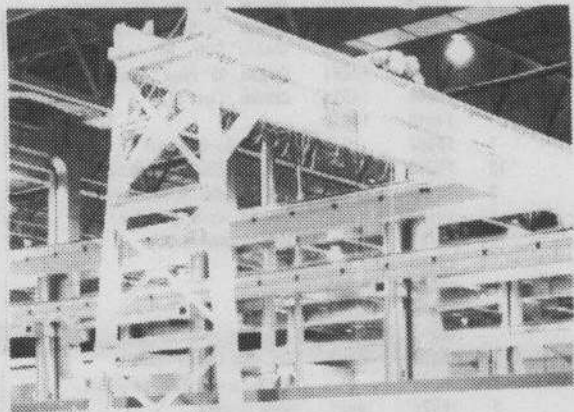
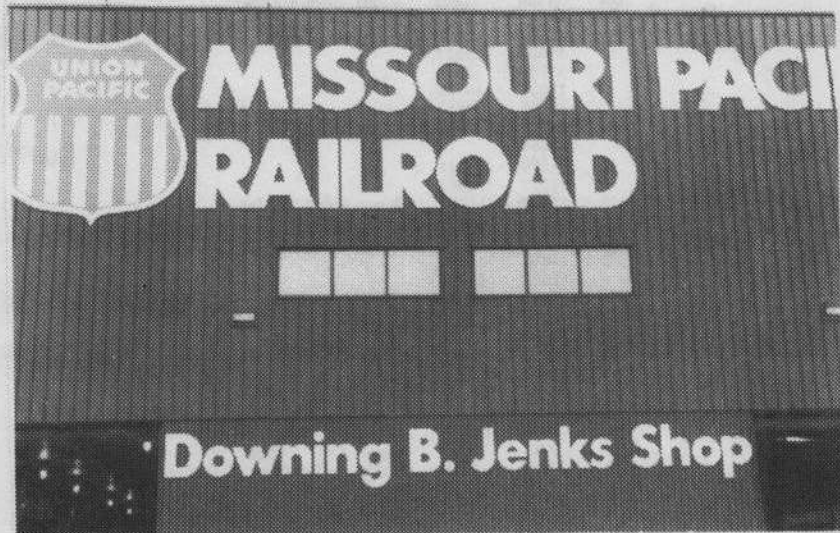
The Cotton Belt local from Pine Bluff to North Little Rock on February 2, 1984 carried a special cargo destined for Biddle -- Rock Island SW8 #830 in fresh blue and white paint. The 830 had operated light from El Reno to Dallas over the ex-RI (now OKT-MKT) trackage, and had been transported by the Cotton Belt from that point to North Little Rock. This locomotive had achieved a celebrity status of sorts when it was repainted at El Reno in January 1983 into a new "trustee" paint scheme. During the Rock Island's diesel-era history, the line had become famous for rostering an almost infinite variety of paint schemes. It was somehow fitting that, even in the midst of the liquidation of the railroad, yet another paint scheme was created. [The 830's traditional maroon and yellow scheme had been graffitied by El Reno high school seniors, causing the unit to be repainted in ROCK blue and white colors but with the traditional red Rock Island emblem.]

During its brief tenure at Biddle, #830 was confined to the yard itself except for one or two trips to the old 'city yard' in east Little Rock. When not tied up near the RI special agent's office, the unit could usually be found spotting cars for scrapping, or moving sold cars into position for pick-up by the Missouri Pacific, which had become the major inhabitant of Biddle. Although the locomotive was assigned to Biddle for just over four months, it provided a colorful ending for Rock Island rail operations in the area. The 830's departure, like that of the Rock Island itself, will leave a void in the Arkansas rail scene that is not likely to be soon filled.

- END -

(NOTE...The cover story this month about the famous Rock Island's #23 and #24 will be the "Passenger Train of the Month" for August).





TOUR OF NEW LOCOMOTIVE REPAIR FACILITY HUGE SUCCESS -- The tour of the Missouri Pacific's new DOWNING B. JENKS SHOP in North Little Rock on Sunday, July 8, 1984 was attended by 40 - 50 of our members and guests. The tour, conducted by Superintendent Sheridan, was well organized and informative and everyone was thoroughly impressed. It's quite a large locomotive repair facility and the UNION PACIFIC/MISSOURI PACIFIC Railroad should be proud of it.

The photos above (all taken by your editor, Ken Ziegenbein) show some of the crowd and locomotives inside the building. The official Open House for employees was held the following Saturday.

It was learned that Missouri Pacific blue is on the way out, slowly but surely. Every time a locomotive needs more than about 20 percent repainting, the whole unit will be painted Union Pacific yellow with Missouri Pacific lettering (the new facility has modern, state-of-the-art painting capabilities). So, NOW'S THE TIME TO GET THOSE MOPAC BLUES before it's too late!

AMTRAK FREIGHT & SPECIAL EQUIPMENT

NO	SERIES	DESCRIPTION
3	13001 - 13003	Gondola, 52'6" General Service
2	13026 , 13028	Gondola, Wire Reel, Wire Trains
2	13027 , 13029	Gondola, 40' Drop End, 50 Ton, General Service
7	13509 - 13515	Gondola, 53'6" Drop End, 70 Ton
2	13990 , 13991	Gondola, 65' Panel Turnout
17	14000 - 14014	Cabooses, Class N-5
	14016 - 14018	
1	15002	Flat, 53'6" Ramp Car
13	15050 - 15062	Flat, 40' Wood Tie Loading
2	15100 , 15101	Flat, 40' Idler, Wreck Derricks
1	15150	Flat, 40' Wood Tower Car
16	15151	Flat, Miscellaneous
	15155	
	15225 , 15226	
	15228 - 15223	
	15243 - 15248	
2	15200 , 15227	Flat, PRS Special Equipped
1	16002	Wreck Derrick, 150 Ton, Diesel
5	16025 , 16027	Snow Flangers
	16028	
	16031 , 16032	
2	16200 , 16201	Tender, Water & Oil, Wreck Trains
2	16202 , 16203	Tank, 8091 Gal. Helgate Fire Train
3	16204 - 16206	Tank, Fuel Oil
4	16300 , 16322	Baggage, Tool-Cable-Blocking, Wrecking
	16323 , 16324	
1	16304	Box, Tool, Wire Train
9	16305 - 16313	Coach, Tool-Material-Rider, Wire Train
1	16505	Diner, Wreck Train
7	16500 , 16701	Camp Cars
	16702 , 16705	
	16707 , 16711	
	16712	
98	16301 , 16501	Baggage/Box/Coach, Miscellaneous Service
	16504 , 16703	
	16706	
	16715 - 16719	
	16763 - 16764	
	17000 - 17003	
	17005 - 17009	
	17012 , 17013	
	17015 - 17025	
	17027 , 17029	
	17030 , 17031	
	17038 - 17060	
	17062 - 17094	
	17102 , 17104	
	17105 , 17106	
3	17100 , 17101	Box, Sand Service
	17103	
204	SUB TOTAL	

AMTRAK FREIGHT & SPECIAL EQUIPMENT

(FORMER NECIP)

NO	SERIES	DESCRIPTION
100	11300 - 11399	Hopper, Ballast, 70 Ton
72	11500 - 11502	Hopper, Ballast, 100 Ton
	11504 , 11506	
	11508 - 11521	
	11523 - 11529	
	11531 - 11538	
	11540 - 11553	
	11555 , 11556	
	11558	
	11560 - 11571	
	11573 - 11581	
143	11582 - 11598	Hopper, Ballast, 100 Ton
	11600 - 11602	
	11604 - 11610	
	11612 - 11619	
	11621 - 11627	
	11629 - 11645	
	11647 - 11660	
	11662 - 11731	
60	11800 - 11859	Hopper, Open Top, 100 Ton
6	13031 - 13036	Gondola, Wire Reel, Wire Trains
2	13100 , 13101	Gondola, 52'6" Drop End, 70 Ton
1	13102	Gondola, 65' Drop End, CWR Plant
204	13200 - 13403	Gondola, 53'6" Fixed End, 100 Ton
9	13500 - 13508	Gondola, 53'6" Drop End, 70 Ton
5	13900 - 13904	Gondola, Air Side Dump, 30 Cu Yd, 50 Ton
4	13905 - 13908	Gondola, Air Side Dump, 30 Cu Yd, 70 Ton
6	13909 - 13914	Gondola, Air Side Dump, 50 Cu Yd, 100 Ton
53	13915 - 13967	Gondola, Air Side Dump, 50 Cu yd, 100 Ton
1	14023	Cabooses, Class N-5, Former CR
2	14024 , 14025	Cabooses, Former PS
2	14026 , 14027	Cabooses, Former BLE
7	15003 - 15009	Flat, 53'6" Crawler Crane Carrier
2	15011 , 15012	Flat, 53'6" Wheel Car
32	15168 - 15199	Flat, 53'6" Tower Car
4	15157 , 15202	Flat, 53'6" PRS Special Equipped
	15203 , 15214	
3	15219 , 15220	Flat, 53'6" Rail Pick Up Car
	15222	
21	15010 , 15201	Flat, Miscellaneous
	15204 - 15213	
	15215 - 15218	
	15221 , 15223	
	15224 , 15241	
	15242	
7	15234 - 15240	Flat, CWR Plant
2	15250 , 15251	Flat, 53'6" CWR Stop Down Car
1	15252	Flat, 60' CWR Throader Car
57	15260 - 15316	Flat, 53'6" CWR Train
48	15400 - 15447	Flat, 53'6" Van Modules
95	15550 - 15594	Flat, 53'6" 100 Ton, Concrete Ties
1	15999	Flat, Wed, Spike Puller
2	17014 , 17025	Baggage, 70' Undercutter Machine Shop
6	17032 - 17037	Baggage/Box, CWR Plant
958	SUB TOTAL	
204	SUB TOTAL FROM OTHER SIDE	
1,162	TOTAL	

Office - O&M Planning
February 1, 1984



(Thanks to GULF COAST RAILROADING for finding the above information)

BEARINGS AND SUCH

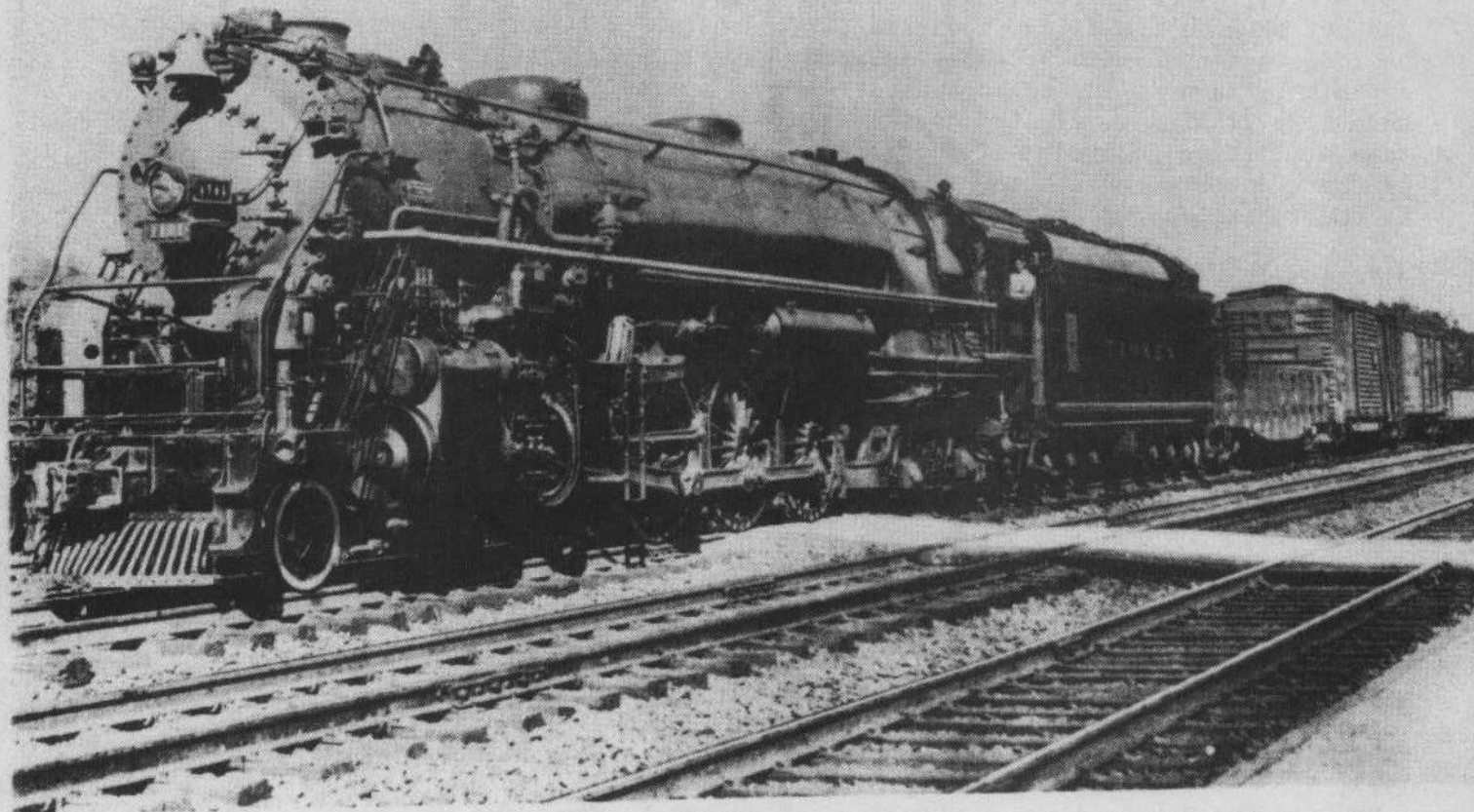
by: W. M. "Mike" Adams

Bearings, in olden days, were oftimes a hot subject. Three score years ago roller bearings, now taken for granted, were the exception rather than the rule on railroad rolling stock. The exception being streamlined passenger equipment and diesel locomotives. What now seems like the only thing to have, like air-conditioning and TV, roller bearings were accepted slowly and with some reluctance by railroad management - as were many forward looking inovations.

Brought to perfection in the 1920's, three companies developed their own types of roller bearings, SKF, Hyatt and Timken. Timken took the lead and their name actually became synonomous with "roller bearings". They still had a hard time selling the idea to hard-headed railroad mechanical men. The famed New York Central Hudson type locomotives started rolling out of the sprawling ALCO plant in early 1927 but nearly 100 were built between 1927 and 1929 and all had conventional solid bearings. Starting with engines built in 1929 the engine trucks received roller bearings but not the drivers. It was to be the year 1931 before they had two engines built with roller bearings on the driver axles. Engine 5343 was fitted with SKF bearings on all wheels except the trailing truck while the 5344 was equipped with Timken roller bearings on the driver and tender axles and SKF bearings on the engine truck - the trailing truck retained solid bearings. It was not until the last order of Hudsons in 1935 that roller bearings were specified on all axles. Their superiority had been proven some years before - in a rather unorthodox manner.

The Timken Roller Bearing Company had tried for several years to convince railroad management that their bearings on locomotives could save money and dramatically increase operating effectiveness. They were not at all successful until, in 1930, they took the bull by the horns and ordered their own locomotive from the American Locomotive Company. The engine, a big 4-8-4, was completely equipped with roller bearings. Numbered 1111 and dubbed the "Four Aces" because the numbers on the sand dome were stylized playing card pips (spades, hearts, clubs and diamonds) she was a typically handsome ALCO machine. She greatly resembled the NYC 4-6-4's as well as the Missouri Pacific 5335 series 4-8-2's, both of which were ALCO products. Fitted with 73 inch drivers and 27 x 30 inch cylinders the 1111 weighed 417,500 pounds and operated at either 235 psi or 250 psi, at the discretion of the using railroads. At the higher steam pressure the driver equalization could be changed to afford more weight on the drivers to stabilize the factor on adhesion. The tractive effort was either 59,900 pounds or 63,700 pounds, depending on which steam pressure was being used, and upped by a booster to 76,500 pounds. Starting in late 1930 on the New York Central, the 1111 "demonstrated" on a total of fourteen railroads and opened the eyes of many a crusty master mechanic. It did not open too many pocket books, however, for this was the start of the depression of the 1930's. Of most interest to us is the fact that this demonstrator paid a visit to the Missouri Pacific and blazed a trail of success long talked about in sand houses and bull pens.

This good looking locomotive arrived at St. Louis on August 1, 1931 and was placed in freight service and dispatched immediately to Pueblo, Colorado. It made three trips in freight service between Pueblo and Hoisington, Kansas and was then given a ninety car train of California fruit and made a scorching run all the way from Pueblo to St. Louis - a lengthy 900 miles. She was next placed in passenger service and left St. Louis on the head-end of Train 3 which she handled, sans helper, to Poplar Bluff, Missouri and returned to St. Louis on Number 18, again without helper. The Missouri Division at this time was considered a helper district and passenger trains with over ten cars were given helpers between Piedmont and Bismarck to overcome Gad's Hill and Hogan Mountain. Called southward then on Number 17 to Little Rock, she was given the ultimate test when ordered to handle the northbound SUNSHINE SPECIAL, the pride of the road, a train for which the management would brook no delay. The Missouri Pacific reported the trip on the SHINE thusly: "The difficult test of the Ozark hills loomed ahead and the 'No. 1111' charged eagerly to accept their challenge. That it disposed of these threats in a most satisfactory manner may be seen from the fact that Missouri Pacific men of long experience still are talking of how it rushed up Tip Top, the severest test of the entire 349-mile trip, at a speed of 15 miles per hour, dragging 16 cars. That's performance that will live long in memory". Needless to say the SUNSHINE arrived in St. Louis on time. Tip Top grade, at this time, was 2.15% for northward trains or about 110 feet to the mile. A post World War II grade reduction cut this down to the present 1.25% compensated.



The Four Aces does her stuff with a freight train on the New York Central. Being built by American, she looks right at home on the Central. (From the collection of Mike Adams).

After finishing the demonstration over the country the 1111 was bought by the Northern Pacific Railroad and re-numbered 2626. The Northern Pacific was the road which pioneered the 4-8-4 type locomotive and had a respectable stable of such machines at this time. Strangely, however, these demonstrations did not entirely convince some mechanical men on the Northern Pacific and when they went shopping for some huge 4-6-6-4 type engines in 1936 they did not specify roller bearings when the order was placed with ALCO. The Timken Company must have been at a loss to figure out what it had to do to prove the importance of roller bearings. The Northern Pacific argued that roller bearings could not withstand the stress and strain required of axle bearings in heavy freight service. Timken, in a daring move, finally offered to install roller bearings on eight of the big Mallets free of charge and agreed to replace them with friction bearings if they failed. It took less than one month for the roller bearings to prove their superiority and the NP had great difficulty with the friction bearings on the big, fast freight haulers so equipped until they replaced them in 1939!

The Missouri Pacific was suitably impressed with the efficiency of roller bearings but it was to be twelve years before they bought any more steam engines. The road started laying in diesel switch engines in June 1937 but these units had conventional bearings and the first installation of roller bearings on Mo Pac power was on Engine 5321 outshopped at Sedalia, Missouri August 25, 1939. Re-built from a 5301 series USRA 4-8-2 originally built in 1919, the 5321 featured 75 inch disc drivers against 69 inch spoke drivers on the original engines and was completely fitted with roller bearings. There were seven engines in the 5301 series - all were rebuilt into the 5321 series and the first comparison shows them to have made 2,908,812 miles versus 870,547 for the original engines in a like period of time. This represents a ratio of 3.34 to 1, the equivalent of buying 21 new engines. The Mo Pac was so sold that they installed roller bearings on the 25 big 1900 series 2-8-4's rebuilt into the 2100 series 4-8-4's and then started a systematic program of applying roller bearings to all heavy passenger power including the 6600 series 4-6-2's as well as the 5308 series 4-8-2's and the burly 5335 series Mountains. They even went so far as to install roller bearings on five of the 6400 series Pacifics, which engines were originally built in 1912 and 13. Naturally, they ordered their last steam engines, the magnificent 2200 series 4-8-4's, with roller bearings. The Mo Pac even went most roads one better. They installed roller bearings and light weight rods on the 1720 series 2-10-2's - a type of locomotive normally confined to drag freight service. This made them a true high-speed freight engine and, in the declining days of steam, some were even used in helper service on fast passenger trains on the Missouri Division.

The swing to diesels and light-weight passenger train equipment made the use of roller bearings "de ri-gueur" and the colorful passenger trains that hit the nations railroads in the late 1930's and early 40's and then picked up again after World War II streaked their way on Timken or SKF or Hyatt bearings. The Mo Pac, for whatever reason, made extensive use of Hyatt bearings on their diesels. It was to be many years, however, before roller bearings became the accepted standard on freight equipment. Your veteran train and engineman is still a little squint-eyed from trying to pick up a tell-tale flash of fire along a speeding train and stopping before a hub burned off and put them in the ditch. Today it is a rare car that has not been fitted with roller bearings and even with steadily increasing train speeds it is rare that we hear of a freight train piling up account a "dropped journal". Your car inspection forces were also tickled to see friction bearings replaced. They were relieved of the onerous task of lifting hundreds of journal box lids on an 8-hour shift to check for waste grab or charred waste and little, if any, lubrication. Which lubrication had to be restored by the liberal application of journal oil carried, by hand, from all too far away.

All in all, roller bearings were a boon to railroads and relegated friction bearings to the railroad graveyard, a graveyard filled with link and pin couplers, diamond stack locomotives and oil headlights. Not to mention Number 3 scoops, water tanks and coal chutes.

"---It's so hard for an old head railroad man to realize he was once a rank student---".

Bozo Texino - 1942

- - END - -

(Pictures on following page.)

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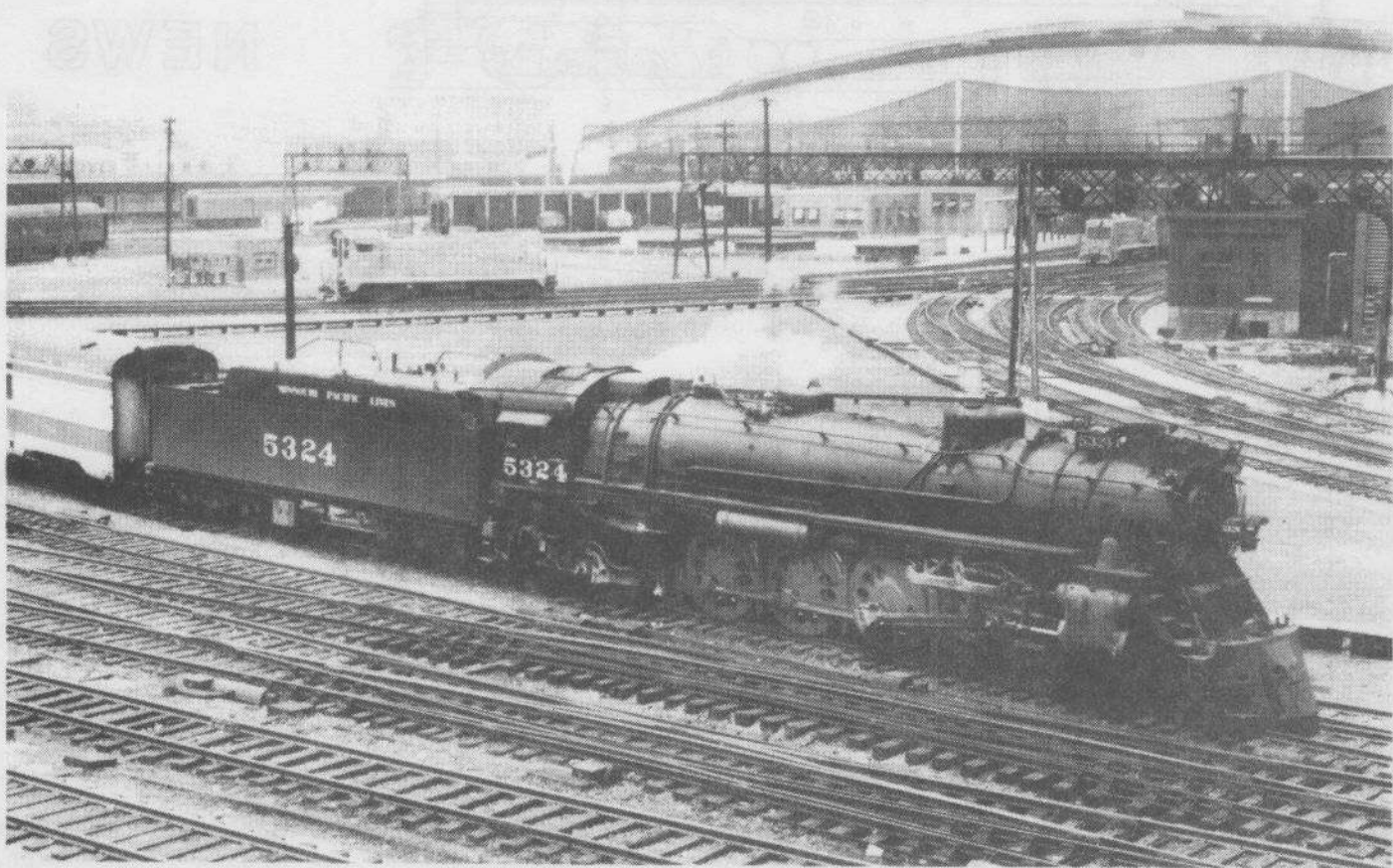
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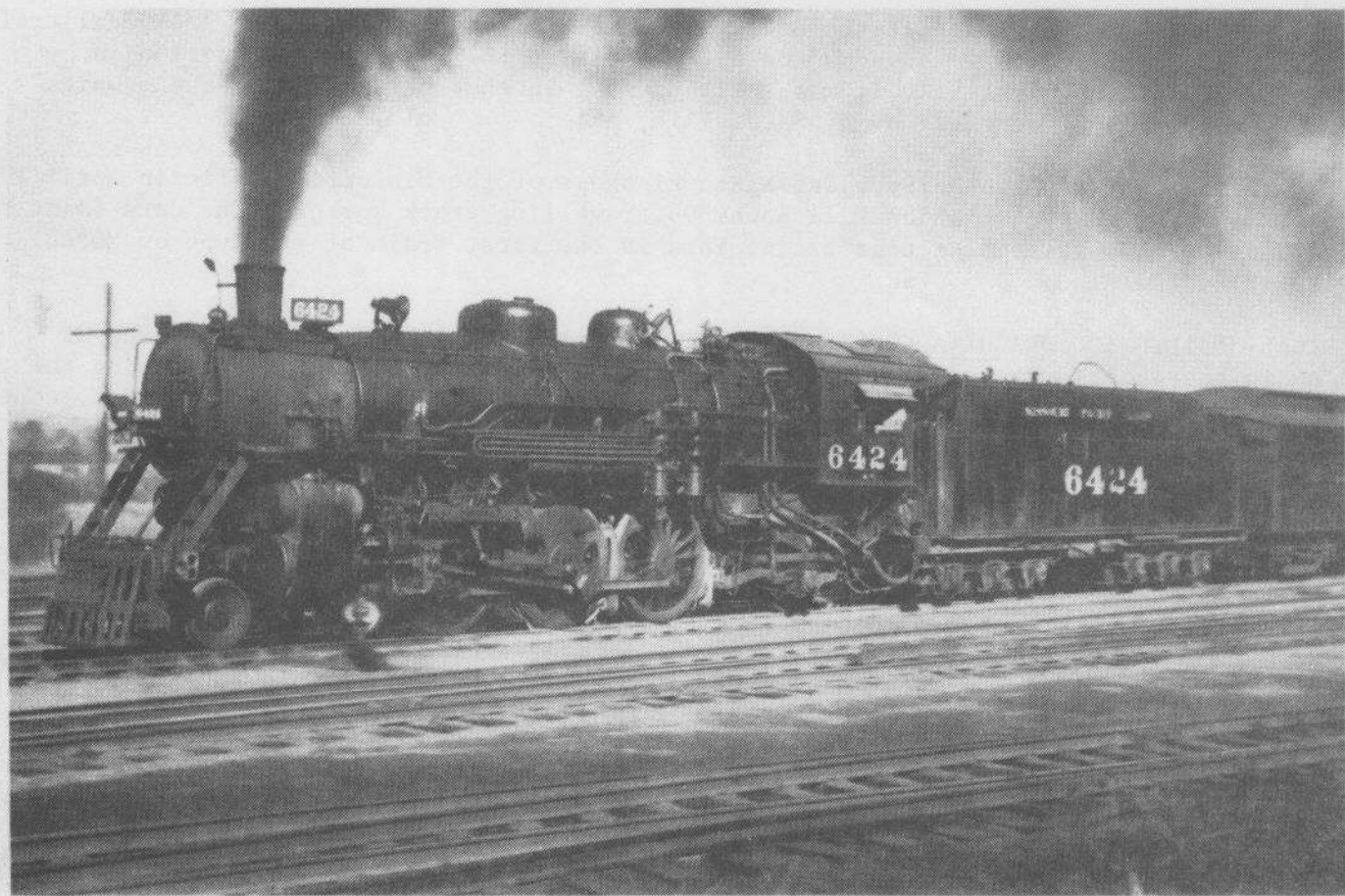
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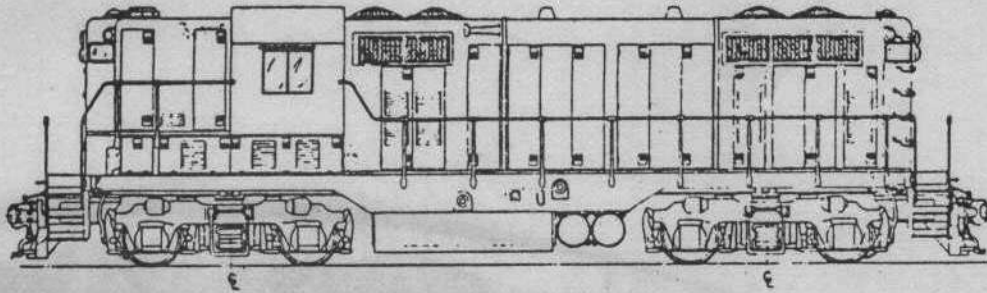
"The American Locomotive" Edwin P. Alexander.



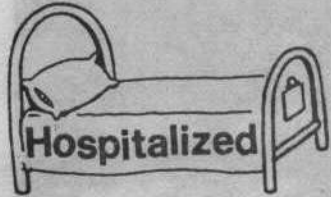
She looks fast and she was fast! Missouri Pacific's Engine 5324 backs a passenger train into St. Louis's Union Depot in 1949. This series of locomotives were re-built from USRA 4-8-2's at Sedalia in 1939 and '40 and were the first MoPac engines fitted with roller bearings. The 5324 worked out her last days between Little Rock and Memphis. She would top 90 MPH as easily as most engines hit 60 MPH. (Joe Collias photo)



Built by American Locomotive Company in 1912, Missouri Pacific's Engine 6424 leaves Little Rock UD with Train 219 bound for Hot Springs in May, 1947. She has been completely equipped with roller bearings and served the MoPac well and good for over 40 years. (W. M. Adams photo)



GENERAL NEWS



Mahlon Fiske has been in the hospital but is now at home and doing fine.

Harry Coonley is still in a coma, but is now at home.

Roy Files has been in and out of the hospital recently.

SHORTLINE RAILROADS OF ARKANSAS is now available from Xerox University Microfilms, 300 North Zeeb Road, Ann Arbor, MI 48106, according to its' author Gene Hull. Price is not available.

ROCK ISLAND CABOOSE FOR SALE by George Copeland of the Haliburton Co., Rt. 2, P.O. Box 12, Duncan, OK 73533. It's a 1958 Rock Island all-steel caboose with cupola, 38 feet, No. 1038. He is asking \$10,500 and if anyone is interested, phone him at (405)-255-8349. (THE DISPATCHER)

DATE OF THE BURNING of the old streetcar carbarn at White City in Little Rock is needed by member James Fair (2804 Northwood Road, Austin, TX 78703) in order for him to finish his new book on streetcars of Little Rock.

RAILROAD BUSINESS CAR UPDATE - The May ARKANSAS RAILROADER's list of business cars is updated thusly: The Burlington Northern cars "Canadian River" and Meramec River" are ex-Frisco cars, ex-SL-SF #1 and #2 respectively. The "Meramec River" had the distinction of getting the green paint prior to the BN-SLSF merger, sometime around or before August 1980. The only exception was the BN logo and lettering was not added until after the merger, only the car name was on the original paint job. (from member John Harvey)

CORRECTION DEPARTMENT - C. Martin Lofton says that the photo in June's RAILROADER of MoPac 2-8-2 #1490 was in Crane, MO, not in Newport, AR.

THE FOUR SEABOARD SD-50's which tested on the UP made at least one run on an AP&L coal train. SDB 8521, 8510, 8507 and 8502 showed up on a CKA train at the Independence station in Batesville, Arkansas on April 11. It was a bit unusual in that CKAs usually have 6 units into ISES. (from member John Harvey of Batesville, AR)

NEW WORK TRAIN completed by the Sedalia, Missouri shops of the Missouri Pacific in April 1984. This train is a 17-car train which will house 96 travelling track workers. The cars (many from baggage cars) will operate as a unit train. This is the first train of its type on MOPAC. (GULF COAST RAILROADING)

HISTORICAL JUBILEE AND OUACHITA COUNTY FAIR will be held September 8, 1984 beginning at 10:00 AM in the great Arkansas city of Camden. Everyone is invited to come, including the Arkansas Railroad Club. If you would like to enter the parade or just go and have fun, contact Hartley Adams, Rt. 4 Box 67, Camden, AR 71701.

OFFICERS SPECIAL seen in Pine Bluff July 6th. This COTTON BELT special consisted of: Engine SP 3207, SP 3201, Baggage SP 298, Sleeper SP 292, SP 100 "Airsile", SP 141 "Oakland", SP 140 "Stanford" and SP 150 "Sunset". This special left Pine Bluff July 9th early in the morning and was supposed to operate as a "Passenger Extra" at speeds up to 70 MPH between Pine Bluff and Shreveport with rights over all trains.

HI-RAIL INSPECTION TRIP of the Cotton Belt between Texarkana and Dallas is rumored. This route is 23 miles shorter than the MOP route through Longview, but it goes through almost no population centers. Presumably the line is under consideration as an alternative to the congestion of the MOP line and would cut out good time on the AMTRAK's EAGLE route. The SSW is now dark railroad (no signals, just train orders) from Mt. Pleasant to Dallas, but a proposal as part of the SSW/SP-ATSF merger is to upgrade the rail to welded rail and to add CTC. These improvements would make the route feasible for passenger service. (from Bill Pollard)

KATY DERAILED? - A rumor alleges that a UP-MP derailment of Katy's desired Memphis connection using the old Rock Island tracks from McAlester, Oklahoma to Memphis through Little Rock has possibly taken place. UP-MP allegedly wants a higher price than Katy wants to pay to use a short stretch eastward from Little Rock that Missouri Pacific purchased a long time ago. (THE DISPATCHER)

HISTORIAN/CURATOR APPOINTED FOR UNION PACIFIC SYSTEM - Donald D. Snoddy has been appointed to this new position in the UP System. Snoddy, who has been assistant state archivist for the Nebraska State Historical Society since 1970, will direct the UP Museum in the railroad's Omaha Headquarters, supervise the preservation of UP's historical records and artifacts and arrange for new displays.

For the past 5 years, Snoddy has supervised the microfilming of Union Pacific Railroad historical documents which have been donated to the society for preservation and has worked on a computerized program for retrieving UP's historical data. He has been active in professional groups including the Midwest Archives Conference and the National Association of State Archives and Records Administrators.

TERRORIST IN NORTH TEXAS (possibly Arkansas?) - The FBI has requested the public to be on the lookout for an arsonist who has burned 4 railroad trestles and several utility poles. Fires on the Santa Fe in east Dallas and on the Cotton Belt near Waco are purportedly the work of this person protesting U.S. Central America policy. The party has written to newspapers after each attack warning of more trouble during the August Republican convention in Dallas. (GULF COAST RAILROADING)

EX-ATSF/D&H ALCO PA'S SAVED!! - A reliable source says all 4 of the former ATSF PA passenger locomotives in Mexico have been purchased by B&K Engineering, a firm that has been negotiating for the purchase of at least one of the historic diesels for a number of months. The locomotives are expected to move north in the very near future. At this time, one of the ALCOs is operable, one has suffered fire damage and two are wrecked. Based on the appearance of the PA's in recent photos, cosmetic restoration of at least one of the inoperable units appears possible. (GULF COAST RAILROADING)

UNION PACIFIC E-UNIT TO RETURN TO SERVICE - UP E-9A #951 (EMD) will be overhauled for service on some of UP's specials. The streamlined unit has been stored at Cheyenne, Wyoming for some time. (INTERMOUNTAIN NEWS via G.C. RAILROADING)

GP-18's TO BE RETIRED from MOPAC - This large fleet of GP-18's will be either sold or traded in. Two of these locomotives served as MOPAC's bicentennial engines and ran with the FREEDOM TRAIN while in Arkansas and Texas. (THE GREEN BLOCK)

STEAM NEWS is a new publication that lists all known steam excursions in America on a monthly basis. For more information contact STEAM NEWS, 7910 Cottonwood, La Vista, NE 68121.

DELAYS NOT ONLY FOR TRAINS - USA TODAY reports that flight delays last May were 112% higher than in May 1983. Now one in 12 flights are delayed 15 minutes or more (AND there are NO freights in their way, either!!).

EAGLE REROUTE? - Amtrak President Graham Claytor said at a recent National Association of Railroad Passengers convention that he would re-route the SUNSET through Dallas (with connections with the EAGLE), but that move would be 2-3 years away. He said it would increase ridership to such an extent that the SUNSET/EAGLE would go daily. (RAIL TRAVEL NEWS)

EAGLE SECOND! - In Rail Travel New's latest "Readers Rate the Trains" survey, Amtrak's EAGLE which goes through Arkansas rated second only to the SILVER STAR. This was a big leap from the survey before when the EAGLE was rated 19th. This must mean that the train has improved markedly, both in personnel and equipment. This survey asks riders to rate trains on such things as food, personnel, track condition, scheduling, station personnel, etc.

AMTRAK ACCIDENTS were much in the news recently, prompting Congressional investigations. July 4: Truck hit in South Carolina, killing 2; July 7: MONTREALER fell off a washed out bridge in Williston, VT killing 5; July 11: SILVER STAR hits a tanker truck in South Carolina killing 2; July 23: Two Amtrak trains collide in New York City killing 2. No one wants or likes accidents, BUT your editor thinks there should be another Congressional investigation this time of highway killings. There are about 137 people killed every day on our nations "safe", tax-supported highways AND NO ONE SAYS A WORD! IMAGINE if that many people were killed in train wrecks every day. Wouldn't trains be outlawed?

FROM THE PAST - Some old ARKANSAS RAILROADERS reveals the following: NOV. 1973 - Rock Island has ordered 28 new diesel locomotives. GE will build 18 3,000 HP locomotives and EMD will build 10. -- Missouri Pacific has announced the largest single freight car and locomotive order in its history. 60 locomotives, 2,519 freight cars and 60 cabooses have been ordered for a total cost of \$75 million. The locomotive order includes 49 SD 40-2's, 6 U30-C's and 5 SW 1500's. (At this time there were "only" 23 F-7 diesels left on the MOPAC).

Cotton Belt Dedicates New Locomotive

By EDGAR B. CHESNUTT.

(Staff Correspondent of the Gazette.)

Pine Bluff, Oct. 20.—While heavily laden freight trains rumbled by within an arm's reach to furnish an appropriate setting, the beginning of a new industry for the South—railroad locomotive building—was hailed with pomp and ceremony here this afternoon.

The occasion was the dedication of the first completed locomotive, No. 810, manufactured from the ground up at the Cotton Belt shops here at a cost of \$115,000.

There were speeches, band music, singing, christening and all the other elements of a successful dedication. Present were Cotton Belt railroad notables, city officials, business leaders and several thousand townsfolk who have benefited in one way or another from the construction of this huge locomotive and four others nearing completion.

Tomorrow morning, the giant of the rails will steam out of Pine Bluff on its own power to begin a tour of exhibition to most of the cities and towns on the Cotton Belt System.

The keynote speaker of the day was Daniel W. Upthegrove, president of the Cotton Belt, who concluded a brief but informative speech with the assertion that "we feel that this demonstration will establish a policy by which we can build all our locomotives here, and keep our money at home." There was a long, loud cheer as he completed.

Many Inspect Locomotive.

The engine was pulled from the Cotton Belt shops in East Pine Bluff to a siding at Third and Main streets in the heart of the business district shortly before noon by a switch engine. Portable stairways leading up to the cab on either side permitted visitors to go all

over and through the engine and to inspect the many gauges, dials and levers in the cab.

The dedication ceremonies, scheduled for 2:30, did not get under way until 3 because of the constant passage of Cotton Belt freight trains on the main line next to the track on which the engine stood. Once during the program it was necessary to halt to permit a train to pass.

Big Engine Christened.

The huge shining black engine was christened at 3:30 by little Miss Gloria Sue Miller, daughter of Dr. and Mrs. Frank Miller and granddaughter of W. J. Miller of Pine Bluff, superintendent of the motive power of the Cotton Belt System. She crashed against the front coupler a quart bottle of Pine Bluff water. Seated near-by on the speakers' platform was Capt. R. M. Galbraith, 93, who, when master mechanic at the Cotton Belt shops in 1891, discovered the pure water of which Pine Bluff is so proud.

Little Miss Miller untied a long white ribbon wrapped around the railing on the speakers' platform, and as the whistle of the new engine blew a long, shrill blast, the bottle crashed against the coupler as little Miss Miller said, "I christen thee, Number eight hundred and ten."

Cotton Belt Lauded.

Superintendent Miller was chairman for the dedication. He introduced Mayor James P. McGaughey, President A. H. Rowell of the Chamber of Commerce, heads of civic clubs and heads of the labor unions at the Cotton Belt shops. Brief talks were made by each, in which appreciation was expressed to the Cotton Belt for its decision to utilize the shops here to build its locomotives.

President Upthegrove devoted practically all of his speech to reviewing, for the first time publicly, the history of the Cotton Belt's decision to build its engines, the first road in the South and one of the first in the country to adopt this policy. He revealed that \$550,000 had been allotted to construct the five engines. He pointed out that officials had decided that by the addition of about \$130,000 worth of machinery which he said was needed anyway, the engines could be built at a cost not exceeding their purchase price.

He paid tribute to officials of the road at the Pine Bluff shops for their enthusiasm and efforts in designing the engine. It was three years in the making, on paper, before actual construction ever started.

To Pull 100 Cars.

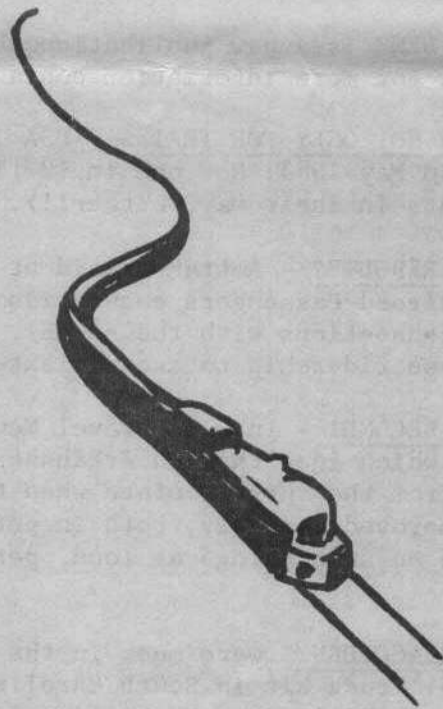
The new Cotton Belt locomotives are being constructed to haul freight trains of 100 cars. All Cotton Belt equipment is of this power, President Upthegrove pointed out. The new type engines are oil burners, bringing the percentage of oil burners on the system to 82. The tenders have a capacity of 5,000 gallons of oil and 15,000 gallons of water. Completion of the other four engines by January 1 will give the Cotton Belt 194 engines, 15 of which will be the heavy type and five still heavier, with the remainder varying sizes.

The new engine's first run tomorrow will be to the rice festival at Stuttgart, where President Upthegrove will crown the queen of the festival. A special train will be pulled, and in addition to Cotton Belt officials there will be many Pine Bluff business men and civic leaders aboard.



President Daniel W. Upthegrove of the Cotton Belt, Gloria Sue Miller, ready to christen the locomotive, and father, W. J. Miller of Pine Bluff, superintendent of the Cotton Belt system.

This newspaper clipping is a reprint of the October 20, 1943 edition of the ARKANSAS GAZETTE and is reprinted by permission



☆☆☆ PROGRAM ☆☆☆

This month's program will concern the 819 Project in Pine Bluff and will be given by Bill Bailey. The meeting place will be the usual TCB 3rd floor Community Room in the TCB Building on Main Street, just across the river in North Little Rock. Use the north entrance and sign in with the bank guard. Time will be 2:00PM, Sunday AUGUST 12, 1984.

Bill will give a progress report on the 819 Project and a little information on the KCS. There could be a surprise related to this program, but time will tell.

Video tape will be shown in the rebuilding of the 819 as well as other items.

Let's have a good turnout and by all means, bring those friends!

STEAM DRIVER WHEELS REVOLUTIONS PER MILE

by: Bill B. Bailey, from Project 819 File

Driving Wheel Dia. Inches Feet		Speed in miles per hour						Revolutions per mile
		20	25	30	35	40	50	
54"	4'-6"	124	156	186				373.6
57"	4'-9"	118	148	177	207			354.0
60"	5'-0"	112	140	168	196			336.0
63"	5'-3"		134	160	187			320.2
66"	5'-6"	Revolution/minute	128	153	179	204		305.9
69"	5'-9"			146	170	195		292.3
70"	5'-10"			144	168	192		288.0
72"	6'-0"			140	163	187		280.3
73"	6'-1"			138	161	184	243	276.2
75"	6'-3"			135	157	179	224	269.0
78"	6'-6"			129	150	172	216	258.6
80"	6'-8"			126	147	168	221	256.1
84	7'-0"		120	140	160	200	240.0	

Here is a listing of famous steam locomotives currently running in excursion service and their respective Driver Wheel Diameters:

- UP #X3985 = 69" drivers
- SLSW #819 = 70"
- SP #2467 = 73"
- UP #8444 = 80"
- SP #4449 = 80"

STEAM FACTS

by: Bill B. Bailey, from Project 819 File

STEAM - The elastic fluid into which water is converted by the continued application of heat. Under the ordinary atmospheric pressure of 14.7 pounds per square inch, water boils at 212°F passing off as steam. The temperature at which it boils varies with the variation in the pressure. Steam is perfectly transparent, colorless, dry and wholly invisible except when partially condensed, when the spray or mist makes it visible.

DRY STEAM is steam not containing any free moisture. It may be either saturated or superheated.

WET STEAM is steam containing free moisture in the form of spray or mist, and has the same temperature as dry saturated steam of the same pressure.

SATURATED STEAM is steam in its normal state, that is steam whose temperature is due to its pressure. This means steam at the same temperature as that of the water from which it was generated and upon which it rests.

SUPERHEATED STEAM is steam at a temperature above that due to its pressure after leaving the liquid form which it is generated.

LIQUID FORM WATER has the greatest specific heat (capacity for heat) of any known liquid or substance. It is compressible by pressure but expands with heat and decreases in density. The same weight of water will occupy a larger volume with an increase of temperature. To specifically apply to Locomotive 819 or other use, a person should remember: 1) Water increases 1700 times its original volume on conversion to steam at the same pressure and 2) The elasticity of steam increases with an increase in the temperature applied, but not in the same ratio.

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed first class one or two weeks before the monthly meeting. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed automatically to all members. If you would like to join, send your check, made payable to the Arkansas Railroad Club, to Dick Byrd, 12 Flintwood Dr, Little Rock, AR 72207. You may also join the National Railway Historical Society through the club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein, with John Martin assistant editor. Stories for publication are welcome as well as pictures. Send all correspondence regarding the ARKANSAS RAILROADER to:

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