



# ARKANSAS RAILROADER



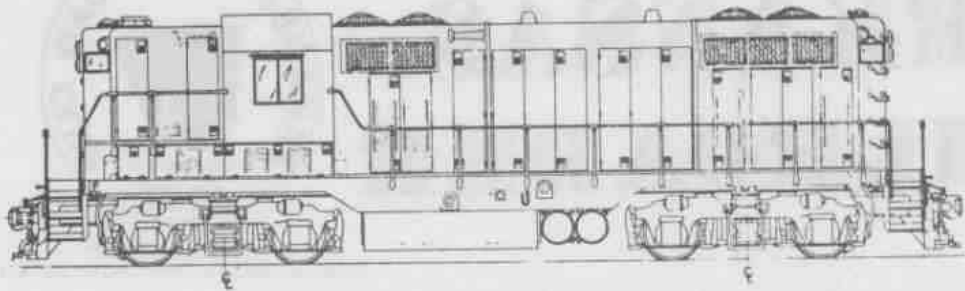
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 13 - NUMBER 12

DECEMBER -- 1982



Season's Greetings



# GENERAL NEWS

HOGTRAIN SPECIAL CANCELLED -- Due to the lack of sufficient advance reservations, Hogtrain is forced to Cancel the Special Amtrak Train going to the Arkansas-Texas game to have departed Little Rock December 3, 1982. Arkansas' loss to Baylor and General Economic Conditions contributed to the cause.

Meanwhile... -- Hogtrain did operate the Private Car Cynthia along with a group of passengers to Dallas for the Arkansas-Southern Methodist Univ. game. Unfortunately, the Train was operating over two hours late at Little Rock (enough to anticipate missing the kickoff) but Fortune smiled as the train made up over 30 Minutes and the group arrived at the field with Two minutes to spare before kickoff. A possible trip to the Bluebonnet Bowl is in the works.

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ANNOUNCING -- The availability of an Index for the first Ten Volumes of the Arkansas Railroader, compiled by John Martin. Now you can be able to go directly to an article or event using the Index instead of thumbing thru Ten Years of issues. They will be available at the Next Club Meeting at cost for \$1.50.

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Significant Dates -- Here are the dates so far significant in the Merger proceedings of Missouri Pacific-Union Pacific-Western Pacific. The I.C.C. issued it's formal Written Order Approving the consolidation, October 20, 1982. The I.C.C. had announced it's approval September 13, 1982. Formal Consummation of the consolidation is being delayed by legal appeals thru the Federal Courts.

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MoPac Takes Delivery -- Twenty New MP-15 DC general purpose locomotives have been delivered by the Electro-Motive Division of General Motors to complete MoPac's order for this year. The locomotives, numbered 1376-1395, are slowly being put into service because of economic downturns on the Railroad. Many may be seen at Pike Ave. shops where they are being set up for service, however they are slow to work since there is already a large number of units still in storage.

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Rumors... -- In the wind is a rumor that IF MoPac gets Biddle Yard, and IF the deal works out soon the following changes will occur: The main line crossover near the Baring Cross Bridge, known as Low-Water Crossover, will be relocated in front of Union Depot. The Riverfront track from Union Depot to Rock Street will be pulled up (under the new Statehouse Convention Center), and MoPac's NS Tower will operate the CTC board from Biddle, to be moved after the deal on Biddle is consummated.

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Trains Run at 60 M.P.H. on BN (EX Frisco) Too! -- The Burlington Northern's Springfield Division also has 60 m.p.h. maximum speeds for designated trains. BN Trains KCX, DNM, MDN, FSE, NWF, PBF, and MSP are allowed to run 60 m.p.h. between Ft. Scott, KS and Springfield, MO.. Also between Thayer, MO and River Jct., Ark. Trains QLA, DNM, MDN, NWF, FSE, OBX, BTX, PBF and MSP are allowed to operate 60 m.p.h. . This was effective August 1, 1982. A program is currently underway, beginning November 22nd, 1982 and running thru February 1983, requiring all locomotive engineers to attend a symposium on fuel saving train handling. Also to assist in fuel conservation, BN locomotives are being converted from 130-139 p.s.i. to 115-125 p.s.i. main reservoir pressure, thus air pumps will cut off sooner.

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MoPac Train Featured -- The September-October 1982 Issue of Prototype Modeler features an excellent article on MoPac Trains #21 and #22 between Ft. Worth and New Orleans, including photos of the trains and equipment.

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## COVER PHOTO :

Silence envelopes the entire town. The Temperature is dropping and a cold wet snow molds itself to everything. In the midst of the storm, Rock Island Train #39 climbs Iron Mountain Hill with a quartet of new GP-38/s's. The 4304 leads nos 4302, 4306 and 4300 pulling 110 cars in weather that Brakemen dread. Photo By John Martin.

Hot Time in the Sandhouse -- About 2:30 a.m. Monday, November 29th, an explosion ripped the roof section off Missouri Pacific's Service Track Storeroom, setting fire to the rest of the service track structure. It seems a propane-fueled forklift truck was stored in the storeroom over the Thanksgiving Weekend and fuel has seeped and vapor accumulated in the roof area of the storeroom. Something ignited the propane and blew a section of the roof off. The entire building was evacuated and North Little Rock firemen quickly extinguished the fire.

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RUMOR Mill Over-Active -- As of November 22, 1982, a verbal agreement was rumored to have been reached for the Missouri Pacific's purchase of Biddle Yard, to be formalized by New Year's 1983. Supposedly track material has been ordered for the rebuilding of the Little Rock Terminal Area with the following changes rumored:

1. Remove the Low-Water Crossover and move to the South End of the Baring Cross Bridge between the North End of Union Station and the Bridge.
2. Remove the 207 crossover at Locust St. and move to 16th Street in Little Rock (Behind Central High), and rework access track to Rock Island main line at that point to handle long, heavy Coal Trains.
3. Construct a power switch and access track to Louisiana Division (Valley main) at 25th St. in East L.R. from Biddle - Port Lead.
4. Take over Rock Island Main Line from North Little Rock to Memphis and run all East Bound MoPac Trains over Rock Island, All Westbound Trains and White River Div. Trains over Bald Knob Line. This will ease congestion at Bald Knob and on Memphis Branch.
5. Elimination of NS Tower (Locust St. Tower) and Control Operator and will move yard panel to Dispatcher's Boards at 4th St. Office. Under this, Trick Dispatchers will handle all the main lines thru the yard. South end Dispatcher will handle to Crest, North End Dispatcher from Crest North.
6. Elimination of Valley (Junction Bridge) over Arkansas River and move Bridge structure to either New Augusta or DeValls Bluff to upgrade existing bridges.
7. Remove Power switch from Bottleneck to Valley Line and Smith Yard and replace with a hand throw switch. Smith yard will be just an industry spur with the removal of Valley Bridge.
8. Elimination of HH Tower crossover completely.
9. Elimination of HH Tower Crossing of Little Rock & Western Completely.
10. Rework Vinegar Spur to connect with the Little Rock & Western Main to Pulaski.
11. To retain Rock Island Arkansas River Bridge.
12. Rework Rock Island Memphis Main to a 60MPH railroad for freight service.
13. Remove riverfront trackage completely, except for spur to serve Terminal Warehouse and Beer Distributors. They want to stay completely away from the New Riverfront Park.

Biddle Yard will be used primarily as thru track for Unit Coal Trains going from Central Division to Louisiana Division (Valley), thus avoiding current backup move in Yard. A Coal Train from the West would round the South Leg of Ft. Smith Wye, change crews at New Pike Ave. Service Track (now under construction), cross river on West Main, crossover to East Track at South End of Baring Cross Bridge or at 16th St. and Thru Rock Island main to Biddle Yard. From Biddle's Sweet Home Crossing they will head down Port Lead to 25th St. and enter Valley main with new connection track.

John M. Martin

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ARKANSAS SHORTLINE & INDUSTRIAL RAILROAD MAY BE ON SHORT TIME -- The announced closing of Reynolds Metals Hurricane Creek Plant next August will spell the death toll for another Arkansas Shortline Railroad and an in-plant Industrial Railroad. The Bauxite & Northern, which claims 19 miles of track from Bauxite and the Reynolds and Alcoa Metals plants and the Missouri Pacific Interchange and Bauxite Jct. depends solely on these Aluminum refining industries for all its revenue. Reynolds Metals owns a Light Blue G.E. 80 ton Centercab locomotive #500 at its Hurricane Creek Plant (G.E. 2/53 #31448). It spots cars and does switching in that plant.

The Current B&N Roster is as follows:

Alcos #12 & #13 (both RS-3's were replaced by #15 & #16. RS-3's sold to Union Equity Co-Op at Deer Park, TX in 12/74.

Purchased New #15 & #16 both MP-15's (11/74 74621-1 & 2) currently handle all B&N traffic.

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**HOXIE SUBDIV. — ARKANSAS DIVISION**

**HOXIE SUBDIV. — ARKANSAS DIVISION 13**

SOUTH FIRST CLASS 21 Pagr. Mon. Wed. Sat.		Radio Communication via Channel One, call-in Two.	STATIONS		Station Nos.	Sidings	NORTH FIRST CLASS 22 Pagr. Sun. Tues. Fri.	
Miles					Class	Fl.		
165.5	AM 2 44		POPLAR BLUFF	T10 X-166	Yd.			2 33
170.0			STANLEY	I X-170				
172.9			HARVIELL JCT.	⊖ X-173				
180.4			NEELYVILLE MO.	T X-180	162	81/7		
192.2			CORNING, ARE.	⊖-2 X-192	161	8376		
199.0			KNOBEL	X-199	188	9800		
202.9			PEACH ORCHARD	X-203	155	3088		
214.4			O'KEAN	X-214	160	6338		
223.6			MURTA JCT.	⊖ X-223				
224.9	3 35		WALNUT RIDGE	X-225				1 40
226.3			HOXIE S.B. N.	⊖-2 X-226	166	8641		
228.5			MINTURN JCT.	⊖ X-228				
238.9			ALICIA	X-239	162	8448		
251.8			TUCKERMAN	X-252	162	8436		
258.1			CAMPBELL JCT.	X-258				
259.4			DIAZ JCT.	T X-259				
261.7	4 11		NEWPORT	⊖-2 X-262	Yd.			1 06
263.9			NORTH BRIDGE JCT.	X-264				
264.1			WHITE RIVER	⊖ X-265				
264.5			SOUTH BRIDGE JCT.	X-268				
269.7			JIFFY	I X-269				
274.3			GLAISE JCT.	⊖ X-275				
278.1			BRADFORD	X-278	190	9893		
286.7			RUSSELL JCT.	X-286				
289.4			BALD KNOB	⊖-2 X-288	110	5763		
289.7			JUD.	I X-289				
296.4			KENSSETT	X-296				
298.4			HIG.	I X-298				
306.5			MACK	I X-306				
312.7			BEEBE	⊖-2 X-313				
319.2			WACHOSS	I X-320				
330.7			JAX	X-331				
332.1			JACKSONVILLE	T X-332				
343.6			NO. LITTLE ROCK	⊖ X-344	Yd.			
345.6	5 33		L. ROCK AMTK. STA.	X-346				11 50

MAXIMUM SPEED (Over or Below)	MPH	Pagr.	Frl.	BUSINESS TRACKS	MP No.	Sta. No.
MP 17-04	MP 172-07	75	60	Hansell	173.0	X-174
MP 177-08	MP 179-10	75	60	Delaplaine	207.0	X-208
MP 184-07	MP 187-01	70	—	Minturn	232.4	X-232
MP 191-21	MP 193-33	50	40	Oliphant	269.8	X-270
MP 198-33	MP 198-12	70	55	Jacksonia	292.6	X-293
MP 221-12	MP 223-37	50	50†	Hagginson	299.7	X-304
MP 229-30	MP 233-37	50	50†	Mellae	308.3	X-308
MP 233-37	MP 234-31	35	35	Ward	317.0	X-318
MP 244-21	MP 245-00	70	—	Cabot	323.0	X-323
MP 260-01	MP 266-33	70	—	Valentine	336.1	X-336
MP 288-04	MP 288-31	40	40†			
MP 292-03	MP 292-29	60	—			
MP 292-03	MP 292-04	55	55			
MP 294-01	MP 294-20	70	—			
MP 322-15	MP 323-20	65	—			
MP 323-07	MP 323-19	60	—			
MP 329-15	MP 330-20	65	—			
MP 330-20	MP 331-15	40	40			
North and South Wye Bald Knob		13	10			

Remote control switches are No. 15, 16 or 20 except:  
 Poplar Bluff — MP 165-22 crossover East Main — To south end Poplar Bluff yard.

Hoxie — 3 switches north end of siding.

Newport — West main track to south end of yard.

Bald Knob — All switches coal chute crossover — siding and Memphis Subdiv. conn.

No. Little Rock — 3 switches north end departure lead, 3 switches north end receiving yard, all main track crossovers, 5 switches Locust St. and south end running track.

Hot Box and Drugging Equipment Detectors located at \*MP 188-22, \*MP 207-23, \*MP 232-17, \*MP 255-09, \*MP 283-14 and \*MP 312-10.

Trains originating Poplar Bluff and No. Little Rock or Little Rock Amtrak Station, secure clearance.

ABS — CTC between Poplar Bluff and No. Little Rock.

Two main tracks designated East and West Track between Poplar Bluff & Harviell Jct., Murta Jct. & Minturn Jct., Campbell Jct. & North Bridge Jct., South Bridge Jct. & Glaise Jct., Russell Jct. & No. Little Rock.

**LITTLE ROCK TERMINAL DIVISION**

Jurisdiction includes Little Rock, East Little Rock and North Little Rock.

Before occupying Highway 365 crossing, Big Rock Lead Spur E. Little Rock, Ark., crews must know crossing gates are down to afford protection.

Radio Communication Via Channel 2.

**LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15**

ABS — CTC between No. Little Rock and Sig. 4888 at Texarkana.

Yard Limits: Sig. 4888 at Texarkana and SSW crossing.

At Texarkana between power crossover at MP 488 pole 30 and SSW Crossing the following will apply:

- Southward or Westward main track is designated as No. 1 main and Eastward or Northward main track is designated as No. 2 main.
- There is no superiority of trains on No. 2 main and all trains and engines must move at speed prescribed by Rule 93 for second and inferior class trains and engines.
- Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main and Rule D-93 will not apply.
- On No. 1 main, all trains and engines must clear the schedule times of No. 21 and No. 22 as prescribed by Rule 93 except they may be authorized to occupy the track upon those schedule times by the operator at Texarkana.
- No. 21 must not pass southward signal at MP 488 pole 30 and No. 22 must not pass eastward signal at National Jct. without permission from the operator at Texarkana regardless of indication displayed by those signals.

Maximum Speed (Over or Below)	MPH	Pagr.	Frl.	BUSINESS TRACKS	MP No.	Sta. No.
MP 329-20	MP 347-15	40	40	Vogels East Main	351.0	X-351
MP 347-15	MP 355-10	60	60	Cash Whole-East Main	352.3	X-352
MP 357-10	MP 357-24	60	50	Ark Power & Light West Main	353.4	X-353
MP 361-04	MP 363-10	60	50	Midwest Castings-West Main	354.0	X-354
MP 364-10	MP 364-29	70	—	Mablevale West Main	355.0	X-355
MP 364-70	MP 366-11	65	—	W. West Main	356.3	X-356
MP 366-18	MP 367-33	60	55	Ark Power & Light East Main	356.5	X-356
MP 368-05	MP 369-19	35	35	Emmar East Main	356.7	X-357
MP 371-04	MP 371-29	70	—	Jacural Iron-West Main	357.2	X-357
MP 375-31	MP 376-55	40	40†	Ark Cont. Corp.	357.4	X-357
MP 381-28	MP 383-31	65	—	Bryant-West Main	362.7	X-363
MP 384-26	MP 384-29	50	50†	Prela	366.7	X-367
MP 387-12	MP 388-09	30	30	Dalerville	410.0	X-410
MP 370-20	MP 371-09	70	—	Gum Springs	415.5	X-415
MP 421-16	MP 421-21	40	40	Belme	430.1	X-430
MP 483-07	MP 483-21	65	—			
MP 483-35	MP 488-32	60	—			
MP 488-32	MP 490-00	35	20			
				Union Station Tracks Little Rock	10	10
				Malvern Bye Tracks	10	10

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

Remote control switches are No. 15, 16 or 20 except:  
 No. Little Rock — 3 switches north end departure lead, 3 switches north end receiving yard, all main track crossovers, 5 switches Locust St. and south end running track.

Little Rock — crossover CRIP ⊗, switch entrance north end Amtrak Depot.

Bauxite — Siding switches.

Sheridan Jct. — Switch to Benton Yard.

Gurdon — Gurdon subdiv. conn.

Ark. River Lift Bridge is remotely controlled by operator Locust St. If signals governing movement over bridge display stop, contact operator. If bridge is closed and signal cannot be cleared by operator be governed by instructions in Push Button Box located each end of lift span.

**LITTLE ROCK SUBDIV. — ARKANSAS DIVISION**

SOUTH FIRST CLASS 21 Pagr. Mon. Wed. Sat.		Radio Communication via Channel One, call-in One.	STATIONS		Station Nos.	Sidings	NORTH FIRST CLASS 22 Pagr. Sun. Tues. Fri.	
Miles		Radio communication at Texarkana via Channel 2.			Class	Fl.		
343.6	AM		NO. LITTLE ROCK	⊖ X-344	Yd.			
345.3			ARK RIVER	⊖ X-346				11 45
345.6	5 38		L. ROCK AMTK. Sta.	X-346				
346.0			⊖LR&W	⊖ X-352				
351.7			ENSIGN	I X-359				
358.9			ALEXANDER	I X-364	104	5411		
364.1			BAUXITE JCT.	⊖-1 X-368				
368.3			SHERIDAN JCT.	I X-369				
368.7			BENTON	⊖ X-370				
370.2			SALINE JCT.	⊖ X-373	215	11187		
373.3			HASKELL	† X-377	118	6181		
377.3			TRASKWOOD	† X-385	121	6311		
384.6			GIFFORD	† X-389				10 42
388.7			MALVERN	⊖ X-390	177	9238		
392.2			ABCO	† X-400	119	6215		
399.6			DONALDSON	† X-406	118	6196		
406.6			WITHERSPOON	† X-411	169	8639		
411.0			ARKADELPHIA	⊖-1 X-422				
422.3			CURTIS JCT.	⊖ X-426	Yd.			
426.3			GURDON	⊖ X-429				
429.3			BEIRNE JCT.	† X-438	160	6331		
437.6			BOUGHTON	† X-442	174	9034		
442.4			PRESCOTT	† X-450	124	6564		
449.6			EMMET	† X-458	120	5769		
457.7			HOPE	⊖ X-463	118	6186		
463.0			GUERNSEY	† X-471	182	9509		
470.3			FULTON	† X-478	167	8729		
478.2			HOMAN	† X-481				
480.4	7 42		OLEAK LAKE JCT.	⊖ X-491	Yd.			9 03
490.2	8 04		TEXARKANA	⊖ X-491	Yd.			

Crew member must communicate with train dispatcher or control operator Locust St. before operating time release at LR&W automatic interlockings at MP 346.0.

Trains originating No. Little Rock and Texarkana must secure clearance.

Hot Box and Dragging Equipment Detectors located: \*MP 373-35, MP 403-03, \*MP 431-37 and \*MP 462-00.

**HOT SPRINGS SUBDIV.—ARKANSAS DIVISION**

MP	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings Feet	Maximum Speed MPH
424.2	MOUNTAIN PINE		XH-90		Mountain Pine to MP Jet. 20
411.4	HOT SPRINGS		XH-77	Yd.	MP Junction to MP 397.7 (except as below) 25
408.2	MP JCT		XH-74		MP 407.0 to MP 407.4 20
398.5	JONES MILLS		XH-64	1331	MP 401.2 to MP 399.0 20
393.7	BUTTERFIELD		XH-59	Yd.	MP 398.0 to MP 398.3 20
368.7	MALVERN		X-389	Yd.	MP 397.7 to Malvern (except as below) 35
					MP 396.8 to MP 396.0 20
					Butterfield Industrial Lead: Butterfield-Hackell 12.6 miles (Maximum Speed 10 MPH)
					Natl. Lead Ind. Lead: (Max. Speed 10 MPH)
					Special Instructions, Item 9, applies Hot Springs 7:00 p.m. - 7:00 a.m.
					Sta. No.
					Business Tracks MP No.
					Mountain Pine Spur Track 422.4 XH-88
					Suteo 427.0 XH-75
					Lave Catherine
					Norris Dispenser 404.5 XH-71
					Union Carbide 403.2 XH-70
					Ark. Aluminum 402.4 XH-69
					General Cable 402.2 XH-68
					Rolling Mill 399.9 XH-66
					Natl. Lead
					Ind. Lead 393.7 XH-60
					Cuffman Lbr. Co. 391.0 XH-55

Yard Limits: Mountain Pine - MP Jet., MP 398.0 to MP 397.0, MP 394.7 to Malvern.

**VAN BUREN SUBDIV.—CENTRAL DIVISION**

APB in effect between southward absolute signal Mayflower, MP 343-00, and northward absolute signal North Little Rock, MP 344-12.

Southward absolute signal at Mayflower is controlled by the control operator Locust Street Tower.

Northward trains and engines must not pass absolute signal, MP 344-12 North Little Rock, regardless of indication (displayed), without permission of control operator.

Before granting permission for a northward train or engine to leave North Little Rock, control operator must receive permission of dispatcher, must know that there are no opposing movements between Mayflower and North Little Rock, and must display stop indication on southward absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 375(10).

Before permitting a southward train or engine to leave Mayflower control operator must receive permission of yardmaster, North Little Rock, and train dispatcher, and must know that there are no opposing trains between North Little Rock and Mayflower.

Southward trains and engines stopped by stop indication, at south end Mayflower must stop back 500 feet from clearance point.

Within this territory train, engine, and employees may be authorized to occupy main track within specified limits for time period stated and move in either direction without train order authority or flag protection, by issuance of Track Permit by control operator but all movements must be made at low speed. A train or engine granted Track Permit, after stopping, may pass a block signal indicating stop or stop then proceed at low speed and then proceed at low speed. Before issuing permit, control operator must display stop indication on southward absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 375(10) and must not permit other movements into APB territory unless authorized by Track Permit. Employee requesting Track Permit must properly identify himself, repeat the limits granted and receive "OK" before acting upon the permit. Control operator will record this information on prescribed form. Trains and engines must continuously occupy the limits or main track switch must be left open. If permit is to be released before time expires, all equipment must be clear of limits and fact reported to control operator. If not clear by the time permit expires, protection must be afforded in both directions as prescribed by Rule 99. If permits are issued to more than one train, engine or employee in the same limits, each must be notified. All operating rules not modified by these instructions remain in effect.

The provisions of Rule 375(11) with respect to track and time limits will also apply in issuance of Track Permits.

Southward train moving on other than clear indication of signal at north end of Mayflower must stop short of the circuit for Main Street automatic crossing signal and communicate with the control operator except where white indicator light on signal case at MP 263 pole 21 is illuminated train may proceed at low speed.

Maximum Speed MPH	(Except as below)	50
MP 343-06—MP 346-00	25	
MP 357-19—MP 359-10	45	
MP 359-10—MP 359-29	35	
MP 371-00—MP 382-02	45	
MP 385-31—MP 386-05	45	
MP 391-13—MP 392-30	30	
MP 412-28—MP 412-34	45	
MP 415-00—MP 419-30	30	
MP 426-27—MP 427-00	45	
MP 434-19—MP 434-31	45	
Between Clarksville Jct. and Clarksville	20	
MP 464-10—MP 467-10	45	
MP 471-20—MP 474-16	40	
MP 479-19—MP 479-26	45	
Flagging distance 2 miles		

BUSINESS TRACKS:	MP	Sta. No.
Mulberry	479.7	L-140
Cowp Spur	482.9	L-123
Carroll	459.2	L-120
Peabody	447.5	L-110
Boyl	445.8	L-108
Clarksville Jct. Storage	435.3	L-93
Clarksville	443.7	L-101
Knoxville	423.6	L-81
Garrett	425.4	L-82
AP&L Spur	424.0	L-83
Clarksville Jct. to Clarksville		
Lamar	438.8	L-95
Lambert Spur	448.7	L-97
King Switch	441.9	L-99
Atkins	403.8	L-63
Banquet Foods	404.3	L-63
AP&L Spur No. 2	362.3	L-19
Mountain	355.2	L-13
Marble	353.2	L-10
Jeffrey	349.5	L-6
Levy	343.7	L-3

Before D. & R. trains or engines enter Missouri Pacific main track at Russellville, permission must be obtained from Operator.

Both ends sidings Menifee, Blackville, Scotia, Popping and Dyer No. 20 turnouts.

Mayflower—both ends siding No. 16 turnouts.

SOUTH Miles	STATIONS	NORTH A	Station Numbers	Sidings
				Car Feet
497.7	VAN BUREN		L-156	Yd. ....
486.0	DYER		L-146	139 7554
469.7	POPING		L-130	127 7480
464.8	OZARK		L-125	74 3859
456.5	ALIX		L-117	115 5970
443.0	SPADRA		L-835	144 7580
435.6	CLARKSVILLE JCT.			
427.5	SCOTIA		L-65	162 8200
417.7	RUSSELLVILLE		L-117	118 5215
417.6	D. & R. CONN.			
410.7	WORTHEN		L-68	122 6418
400.1	BLACKVILLE		L-67	140 7754
392.5	MORRILTON		L-50	90 4728
381.3	MENIFEE		L-38	145 7535
373.1	CONWAY		L-30	185 7506
363.6	MAYFLOWER		L-21	205 10684
343.6	No. LITTLE ROCK		X-344	Yd. ....
			163.2	

ABS—Van Buren-No. Little Rock Clarksville Jct. to Clarksville Industry Lead—Max. Speed 20 MPH.

Yard Limits: MP 498-20 to MP 498-20; MP 415-00 to MP 419-30; MP 371-00 to MP 374-00; Clarksville Jct. MP 435-20 to end of track Clarksville; MP 344-12 to end of track No. Little Rock.

Clarksville Jct. is register station only for trains directed to register by train order.

Hot Box and Dragging Equipment Detectors located \*MP 368-26 and \*MP 464-20.

TUNNELS: Conway: MP 375-31 to MP 376-03

TIMETABLE NO. 19

THE ABOVE TABLES ARE FROM MISSOURI PACIFIC'S NEW EMPLOYEE TIMETABLE #19 Effective October 31, 1982. It shows many changes including the renaming of the crossings to their new railroad names i.e.: LR&W, and the addition of Train Control from Mayflower to N.L.R..

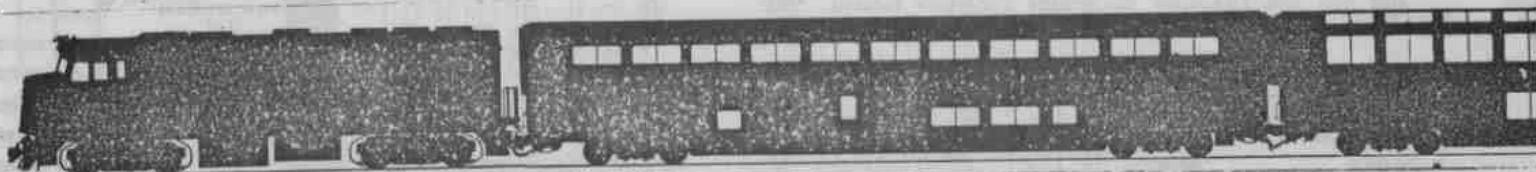
\*\*\*\*\* MORE ON SCANNING THE RAILS --

Listed below are radio frequencies that we have for the following Arkansas Railroads. Ross Holt reports that the Cotton Belt has apparently changed some of their PBX frequencies "to keep railfans to listening in". If anyone has any additions or corrections please let me know.

- Ashley Drew and Northern Ry: 160.77 & 161.535. (We assume the Fordyce & Princeton uses this frequency also.)
- Arkansas & Louisiana Missouri: 160.44 & 160.980.
- Bauxite & Northern: 160.50.
- DeQueen & Eastern: 72.04, 75.70 & 160.23.
- Kansas, Oklahoma & Gulf: 160.47, 160.41.
- Louisiana & North West: 160.53.
- Missouri Kansas & Texas: 160.590 & 160.32.
- Kansas City Southern Ry: Channel #1 160.260. Yard Channel 160.530. Other channels: 160.350, 160.260, 160.305, 160.740, 160.240, 160.86, 452.900, 160.770.
- Missouri Pacific Lines: Channel #1 160.410, Yard Channel #2 160.470. Clerk's Channel #4 161.250. Car Dept: 161.035, Hump Channel 161.190, Wrecker Channel 161.355/
- Cotton Belt Route: Channel #1 161.550. Yard Channel 160.280. Mechanical Dept. Repeater Output: 160.305. Mechanical Dept Repeater Input: 160.355. P B X Input: 161.490. P B X Output 160.680
- BURLINGTON NORTHERN/Springfield Division: 161.160, PBX & Channel 2: 161.130.
- Little Rock & Western: 161.025
- RIVER TRAFFIC: 156.650 (This channel used be barges to call for bridge to be opened.)
- Illinois Central Gulf: 161.190. Southern Ry: Ch #1: 160.950, Ch #2 160.650.



# AMTRAK NEWS



Amtrak's New Timetable -- Effective October 31, 1982 a new National Timetable was issued with a few notable changes. The Extension of "Metroliner" Express Train service to New England (Boston). These new Express Trains from New York to Boston proven to be very popular, according to Amtrak. The other change: New Days of operation on the Eagle Route thru Arkansas. Train #22 now leaves Little Rock Sunday, Tuesday and Friday for St. Louis and Chicago. Train #21 leaves Little Rock Monday, Wednesday and Saturday morning for Texas and points West. Minor time changes occurred on many route also, including the Eagle.

\*\*\*\*\*

EAGLE Consist Grows -- The Eagle now sports an additional 10-6 Heritage Fleet sleeping car from Chicago to San Antonio due to the constant demand for space on this train. The first consist Southbound departed Chicago November 19, 1982, passing Little Rock Saturday, November 20th with the following consist:

Engines: 330-263	32042	Superliner Sleeper (L.A.Car) 2130
	33013	Superliner Cafe/Lounge (L.A.Car)
	34000	Superliner Coach (L.A. Car)
	38018	Superliner Diner
	34005	Superliner Coach
	39902	Hi-Level Transition-Dormitory-Coach
	2439	"Pacific Lodge" 10-6 Heritage Fleet Sleeper 2129
	1254	Baggage
	CYNTHIA	Private Car, On at Little Rock for Dallas.

\*\*\*\*\*

Test Dome Run -- Dome-Coach 9481 was released from storage in Beech Grove, Ind. shops for movement to Washington, D.C. performing a clearance test for future domes to run on Train #40/440 from Chicago to Washington on Wednesday, September 8, 1982. The route over the B&O from Pittsburgh to Washington will again see domes after the completion of H.E.P. power to the other cars.

\*\*\*\*\*

Domes Out of Storage -- The following Amtrak Dome Cars were ordered out of storage and moved to Beech Grove Shops for rebuilding: From Oakland: 9478, 9479, 9482, 9485. From Los Angeles: 9480, 9483. A total of five cars are to be rebuilt with H.E.P. at Beech Grove for service in the East. Since the Test run, reported above, we have heard no reports of a car being de-domed, we will conclude the clearance tests were successful and the H.E.P. Program will continue.

\*\*\*\*\*

Locomotive Set Out for Training -- Amtrak F40PH type locomotive #303 was set out at Little Rock the morning of November 10, 1982. Normally such circumstances would indicate mechanical or electrical failure, but in this instance it was to prevent the occurrence of such. Amtrak is in the process of training on-line railroad mechanical personnel with the in's and out's of Amtrak's 480 volt Head End Power System which provides electrical power for the entire train. Classes were held at MoPac's Phase 2 shops for MoPac employees to get hands-on experience with Amtrak's unique locomotives. Classes were conducted by Amtrak Road Foreman/Diesel Supervisor Mike Wikman. Loco 303 then departed Little Rock via Train #21, Saturday, November 13th for Mineola, TX and additional training sessions for T&P employees. Classes were also conducted at Temple, Texas and San Antonio, Texas.

\*\*\*\*\*

Vandalism Claims a Toll -- Amtrak Locomotives 220 and 291, both F40PH's and car no 21180 were recently damaged by fire in Los Angeles. All were extensively damaged and were shipped in freight service to Beech Grove shops for rebuilding.

\*\*\*\*\*

Private Car Moves Thru Little Rock -- The Month of November 1982 saw the following private car moves:

November 1 -- Private car "Venice" on Train #21 Chicago to San Antonio (Occupied)  
November 15 -- Private car "Venice" on Train #22 San Antonio to Chicago (Occupied)  
November 20 -- Private car "Cynthia" on Train #21 Little Rock to Dallas (Occupied)  
November 21 -- Private car "Cynthia" on Train #22 Dallas to Little Rock (Occupied)

\*\*\*\*\*

R.E.A. Revived -- Amtrak is reviving the door to door Express Delivery Service, offered in years past by the Railway Express Agency. Amtrak has nationwide contracts with independent courier services to provide pickup and delivery service. Amtrak has been in the Retail Express business for some time, and the thrust of this new service will be in Amtrak's 50 Major Cities. A Promotional campaign will begin in January.

\*\*\*\*\*

Station Rankings -- How do Amtrak's Stations rank (Outside the Corridor) in order of busiest? Chicago Ranks #1 outside the corridor (#4 including the Corridor) followed by Los Angeles, New York Grand Central Station, San Diego, Albany-Rensselaer, Fullerton, CA, Santa Ana, CA, Portland, OR, Del Mar, CA, Milwaukee, Oceanside, CA, Seattle, Oakland, Champaign-Urbana, IL, San Juan-Capistrano, and New Orleans to run down the list a ways. What about Eagle Line Stations? With Tri-Weekly service here are the National Rankings (including the Corridor stations): St. Louis (37), Bloomington, IL (66), Joliet (83), San Antonio (147), Dallas (170), Lincoln, Ill (198), Little Rock (231), Fort Worth (259), Austin (268), Lonview (323), Temple (345), Marshall (364), Texarkana (380), Cleburne (427), Poplar Bluff (451), Malvern (453), San Marcos (454), Walnut Ridge (455), McGregor (456), Taylor (461), Newport (476). Out of Amtrak's 502 Stations these were the ranking for the 2nd Quarter F-Y 1981.

\*\*\*\*\*

Silver Palm Means Florida in Railroad Business Saturday, November 20th marked the inaugural run of Amtrak and The State of Florida's 403B Train The Silver Palm, which runs from Tampa to Miami, including a bus connection to Orlando.

\*\*\*\*\*

TAKE THE PEPSI CHALLENGE On The Rails -- The Pepsi Challenge recently took to the rails on the Eagle Route and in Chicago Union Station. On Train #21, November 19th from Chicago to Springfield, Ill., Amtrak Riders were able to Take the Pepsi Challenge" in the Lounge of Amtrak's Superliner Equipped Eagle, and returning on Train #22 November 20th. Other trains included the Empire Builder and the San Francisco Zephyr.

\*\*\*\*\*

Cotton Belt Detour -- From Late November thru the early part of December, Amtrak Train #21 detoured over the Cotton Belt from Texarkana to Big Sandy, Tx while programmed Bridge work was done over the regular route. This made #21 miss it's Marshall and Longview stops which were protected by bus from Texarkana.

\*\*\*\*\*

1983 POLLS -- Figures released by Amtrak look for the Eagle to be the #4 heaviest traveled route in the country with an average Passenger Mile/Train Mile figure of 2501. First Place is New York to Philadelphia at 4220, 2nd the Coast Starlight with 3606, then Washington to Montreal followed by New York to Florida trains then the Eagle. Worst ridership was the 403B train from Philadelphia to Pittsburgh via Altoona. In all, the corridor looked bad with the exception of the strong showing N.Y. to Philly. Next lowest was New Haven to Springfield, Mass., then Philadelphia to Harrisburg.

\*\*\*\*\*



PROGRAM - No regular program will be held in December. Instead, our club will hold its annual CHRISTMAS PARTY on Thursday, December 9th at the North Hills Country Club on JFK Blvd in North Little Rock, the same place we had it last year. Be there by about 5:00pm for fun and fellowship in the railroad tradition. Cost, including tip, will be \$8.33 per person, also including tax. You must buy your own drinks. Thanks again to former club president Bill Alessi for setting this up.

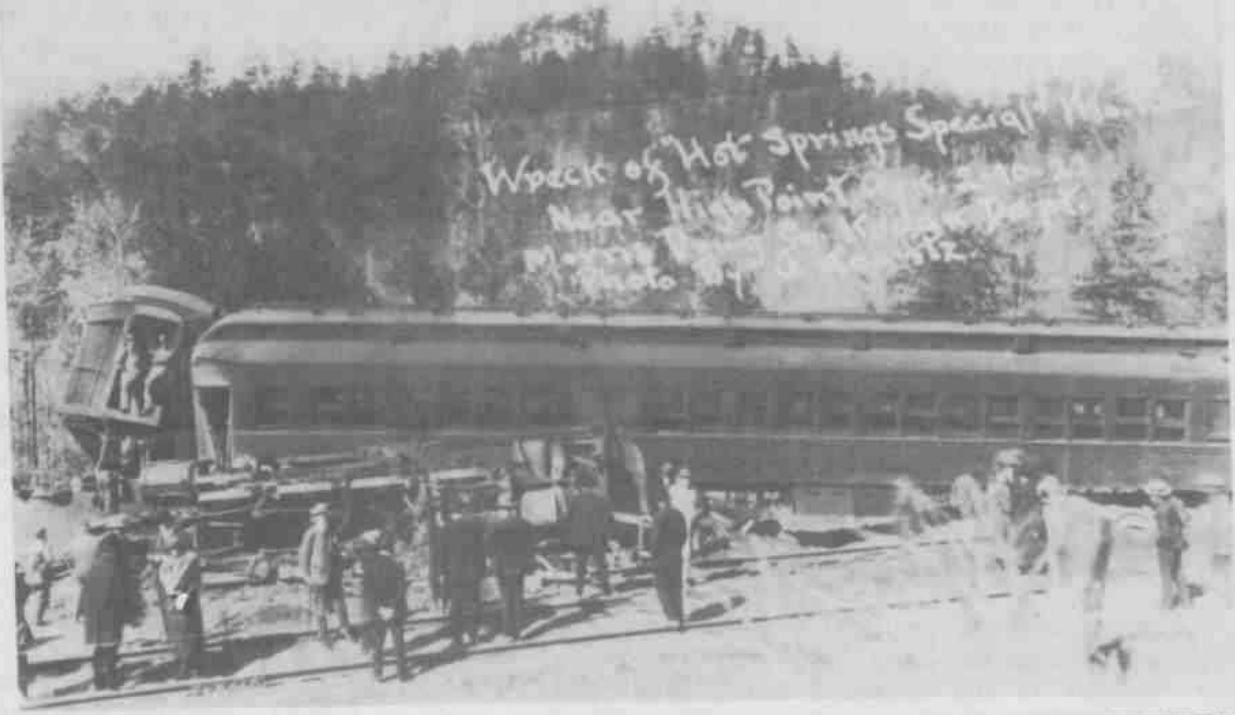
The club also went to Stephens for a railroad show and sale December 4th. This was mainly to help that town in southern Arkansas celebrate its 100th anniversary and to also help out the Cotton Belt Railroad, which asked us to substitute for them in this celebration.

DUES ARE DUE for 1983 (what, already?). The regular rate is \$10 per year for in-state members and \$7.50 per year for out-of-state members. This includes monthly copies of the ARKANSAS RAILROADER. (Many thanks for those of you who have given me stamped envelopes and paper!). Mail your dues to any of the club officers mainly club treasurer Dick Byrd, 12 Flintwood Dr., Little Rock, AR 72207, Or, you can mail them to me, Ken Ziegenbein, 905 Valerie Dr., North Little Rock, AR 72118. I'll see that they get forwarded to the right people.

Also, if you are not yet a member and wish to join, there's a handy coupon (application blank) printed elsewhere in this newsletter. SEE YOU AT THE PARTY!



Wreck of Hot Springs Special Mo. Pac.  
Near High Point, Ariz. 2-10-21  
Morris Drug Co. Kodak Dept  
Photo By J. Kenyon



Wreck of Hot Springs Special  
Near High Point  
Morris Drug Co. Kodak Dept  
Photo By J. Kenyon





The pictures on the previous page, all donated by Gene Hull, relate to the story that follows, on the wreck of the "Hot Springs Special" in 1921.

## WRECK OF THE HOT SPRINGS SPECIAL

BY CLIFTON E. HULL

The morning of February 10, 1921 dawned clear and crisp at Little Rock, a typical late winter day. There was an eye-squinting brightness to the sun, and the night chill soon would be driven from the air. Down at the Missouri Pacific Railway depot steam from the switch engines condensed into billowing clouds, creating a dramatic scene as they carefully moved cars about the yard. Activity proceeded at a leisurely pace, which was normal for that time.

Train No. 35, southbound for Texarkana, had departed on time at 6:30am, and southbound Train No. 17 from St. Louis, the HOT SPRINGS SPECIAL, wasn't due to arrive until 7:45, so nobody was in a hurry.

The train rumbled over Baring Cross bridge spanning the river, swung smoothly around the curve through the rock bluff on the south bank of the river, and rolled to a gentle stop at Union Depot. There was a few minutes of flurried activity as the switch engine removed a 12-section, drawing-room Pullman sleeper from the rear of the train - it would be sent south to Pine Bluff on Train No. 105 at 9:00a.m. A similar car had come into town on Train No. 201 from Memphis at 3:35a.m., and would be gently coupled to the HOT SPRINGS SPECIAL so as not to awaken any of the passengers who may be still sleeping. A companion Pullman sleeper, which arrived from Kansas City on Train No. 117, the RAINBOW SPECIAL at 7:25a.m., would be just as carefully coupled onto the HOT SPRINGS SPECIAL. To serve the passengers, a dining car, from which came the tantalizing odor of fine coffee, also was coupled into the train.

While this busy scene was taking place, a 17-year old Consolidation-type (2-8-0 wheel arrangement) locomotive from the Brooks Locomotive Works was coupled to the head end of the train. All this was accomplished in only 20 minutes. There were nine heavy steel cars in the train -- one baggage car, and four Pullman sleepers. The train was in charge of engineer Jack Sullivan and conductor Graves. Fireman Felix Blackburn was busy getting the engine's fire in good shape to lift the heavy train up the steep slope of the track, which began a short way out of the depot.

At 8:05 a.m. the HOT SPRINGS SPECIAL, one of Missouri Pacific's prime trains, rolled smoothly away from Union Depot at Little Rock on its run of two hours and fifteen minutes to Hot Springs National Park. Just 23 miles south at Benton, a leisurely run of 55 minutes, the train rolled onto the rails of the old Little Rock, Hot Springs and Western railroad, which was purchased in 1909 by the Missouri Pacific's predecessor, the St. Louis, Iron Mountain and Southern. At this point the penetration of the Ouachita Mountains began. Over the next 30 miles there was a succession of right and left curves, and up and down grades. The timetable called for one hour and fifteen minutes to cover that 30 miles, including a possible stop at Lonsdale.

The crest of a hill occurred at High Point, 10 3/4 miles before reaching the fine red brick depot at Hot Springs. At Lonsdale the train was 19 minutes late. Past High Point the downhill grade was almost 1.5 percent, considered moderately steep on the railroad. Just 8 1/2 miles from Hot Springs, the train was rolling down the 2-mile grade and approaching a left-hand curve 979 feet long, slightly more than three city blocks. On the curve speed was limited to 30 mph. The track was made up with rails 30 feet long, weighing 75 pounds for each 3 feet of length. Each rail was supported by 18 white oak ties, with an iron spike on each side of the rail. Beneath the ties was a layer of ballast of cinders and gravel 12 inches thick.

The train had traveled 300 feet on the curve when the rail on the outside of the curve turned on its side. The heavy locomotive was instantly rolling across the ties and ballast. It miraculously stayed upright 345 feet, passing a stretch of embankment 30 feet high!

Finally, momentum and gravity caused the locomotive to turn onto its right side, with the coal tender twisting around and coming to rest on past the engine. The baggage car followed the tender. Then the combination smoker-chair car slammed into the engine, smashing the cab. The next three cars and the front of the first Pullman sleeper derailed. The remaining three Pullmans stayed on the rails.

For a few moments the roaring, crashing sound of the wreck rolled and reverberated through the pine forest - then there was a heavy silence. Then came a flurry of excited movement. Some of the car doors were jammed shut. In moments of panic passengers began breaking windows and climbing to freedom. The panic soon passed, and ambulances and several doctors were immediately on their way.

Doctors found 61 passengers with cuts, bruises, and abrasions, but no major injuries. Also, three employees were shaken up a bit. A hobo, Pat Costello, who had been riding on the heavy truss rods beneath one of the cars, had a broken leg and assorted cuts and bruises.

The engineer, Jack Sullivan, and fireman, Felix Blackburn, were not so lucky. They were found crushed to death in the mangled locomotive cab, beneath the end of the smoker-chair car.

A subsequent investigation produced statements from Conductor Graves; Brakeman Dillon; Flagman Edwards; General Master Mechanic Cunningham, who was riding in the first Pullman car; Division Master Mechanic Whalen; and Assistant General Passenger Agent, unknown, who were also in the first Pullman. They all agreed that Engineer Sullivan was running the train at an excessive rate of speed. Section Foreman McDougal was working along the track a short way from where the train derailed. He said the train passed him at about 50 mph.

Just two days previously this engineer had been cautioned by the conductor and a roadmaster about running too fast down the hill from High Point.

Three photographs in the author's collection brought about the research of details of the wreck of the HOT SPRINGS SPECIAL at High Point that bright winter morning more than 60 years ago.

END

Clifton E. Hull, 3507 E. Washington, 31, North Little Rock, AR 72114

\*\*\*\*\*



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

CONTACT: 501-666-5621  
MR. W. A. MERCK - President  
5007 HAWTHORNS  
LITTLE ROCK, ARKANSAS 72207



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SOME NAMED ARKANSAS PASSENGER TRAINS OF THE PAST

In the year 1948 Arkansas had quite a few named passenger trains. These are shown below with names, road on which operated, equipment and power:

<u>NAME OF TRAIN</u>	<u>ROAD ON WHICH OPERATED</u>	<u>EQUIPMENT</u>	<u>POWER</u>
DELTA EAGLE	MISSOURI PACIFIC	STREAMLINE	DIESEL-ELECTRIC
HOT SPRINGS SPECIAL	" "	STANDARD	STEAM
RAINBOW SPECIAL	" "	"	"
THE SOUTHERNER	" "	"	"
THE OZARKER	" "	"	"
SOUTHERN SCENIC	" "	"	"
SUNSHINE SPECIAL X	" "	"	STEAM-DIESEL ELEC.
X - This train usually ran in three sections			
THE TEXAN	" "	"	STEAM
TEXAS EAGLE X	" "	STREAMLINE	DIESEL ELEC.
X - Inaugurated in 1948			
CHOCTAW ROCKET	ROCK ISLAND	STREAMLINE	DIESEL ELEC.
HOT SPRINGS LIMITED	" "	STANDARD	STEAM
MEMPHIS-CALIFORNIAN	" "	"	"
KANSAS CITY FLORIDA SPECIAL	FRISCO	"	"
THE MEMPHIAN	"	"	"
THE SUNNYLAND	"	"	"
THE LONE STAR	COTTON BELT	"	"
THE MORNING STAR	"	"	"
THE FLYING CROW	KANSAS CITY SOUTHERN	"	DIESEL ELEC.
THE SOUTHERN BELLE	" "	STREAMLINE	" "
THE SHREVEPORTER	LOUISIANA & ARKANSAS	STANDARD	" "

The majority of the above named trains ran thru Arkansas; a few either originated or terminated in the state.

Since our subject is named passenger trains in Arkansas, it may be interesting to note that back in the early thirties Arkansas had two named passenger trains that were "out of the ordinary". One of these operated on one of Arkansas' most famous short lines, The Prescott & Northwestern. It carried the name ELBERTA ZEPHYR. (See Gene Hull's SHORTLINES OF ARKANSAS for photo). The train looked somewhat similar to the RIO GRANDE SOUTHERN'S famous GALLOPING GOOSE although perhaps not quite as large. The other train consisted of three former highway busses converted to rail use by the addition of flanged wheels, etc. by the COTTON BELT for use in round trip daily local service between Texarkana and Pine Bluff. These trains were purely depression era trains, were highly advertised and were so popular they were given two names, SOUTHWESTERN FLYER AND EAGLE OF THE RAILS, both names painted on each side of the train. They were certainly no flyer or eagle but they did attain speeds of up to 65 miles per hour and proved to be very popular with Cotton Belt patrons between Texarkana and Pine Bluff. They were in service only a short time until replaced with standard equipment steam trains.

Wish we still had all of the above named trains, don't you?

COMMENTARY BY: BILL MERCK

INFORMATION ON NAMED TRAINS FROM  
ASSOCIATION OF AMERICAN RAILROADS  
INFORMATION SERIES No. 4 DATED 1948



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Street City State Zip

SIGNATURE OF APPLICANT \_\_\_\_\_

DATE \_\_\_\_\_







Photo shows STLSW (COTTON BELT ROUTE) Observation-Cafe-Lounge heavyweight car No. 361 with Lone Star Limited lettering taken at Texarkana in 1928. Also shown is the young steward and colored porter standing beside the car.

Car was built by A.C.F in 1910 and was converted to M. of W. service in 1941. In that day and time it did not contain roller bearings or other mechanical features found in modern day passenger equipment. Its riding qualities however were superb and the interior was a thing of beauty. The parlor-lounge section contained wicker chairs with black leather cushions, green carpeting on the floor and mahogany paneling throughout. A swinging door separated the lounge from the dining section. It was primarily used on Trains 1 and 2, the LONE STAR between Texarkana and Dallas but also sometimes used on Trains 5 and 6 between Texarkana and Jonesboro.

The observation platform contained the usual folding chairs for the pleasure of those passengers who wished to view the passing scenery and watch the roadbed unfolding. Most trips I made on this car and sister cars the observation platform was my favorite riding place.

Although I have no record on same, understand that two sister cars of No. 361 were sold by the Cotton Belt to the New York, Ontario and Western and later sold by that line to the Seaboard Air Line where they ran out the remainder of their days.

Car 361 is long gone but certainly not forgotten.

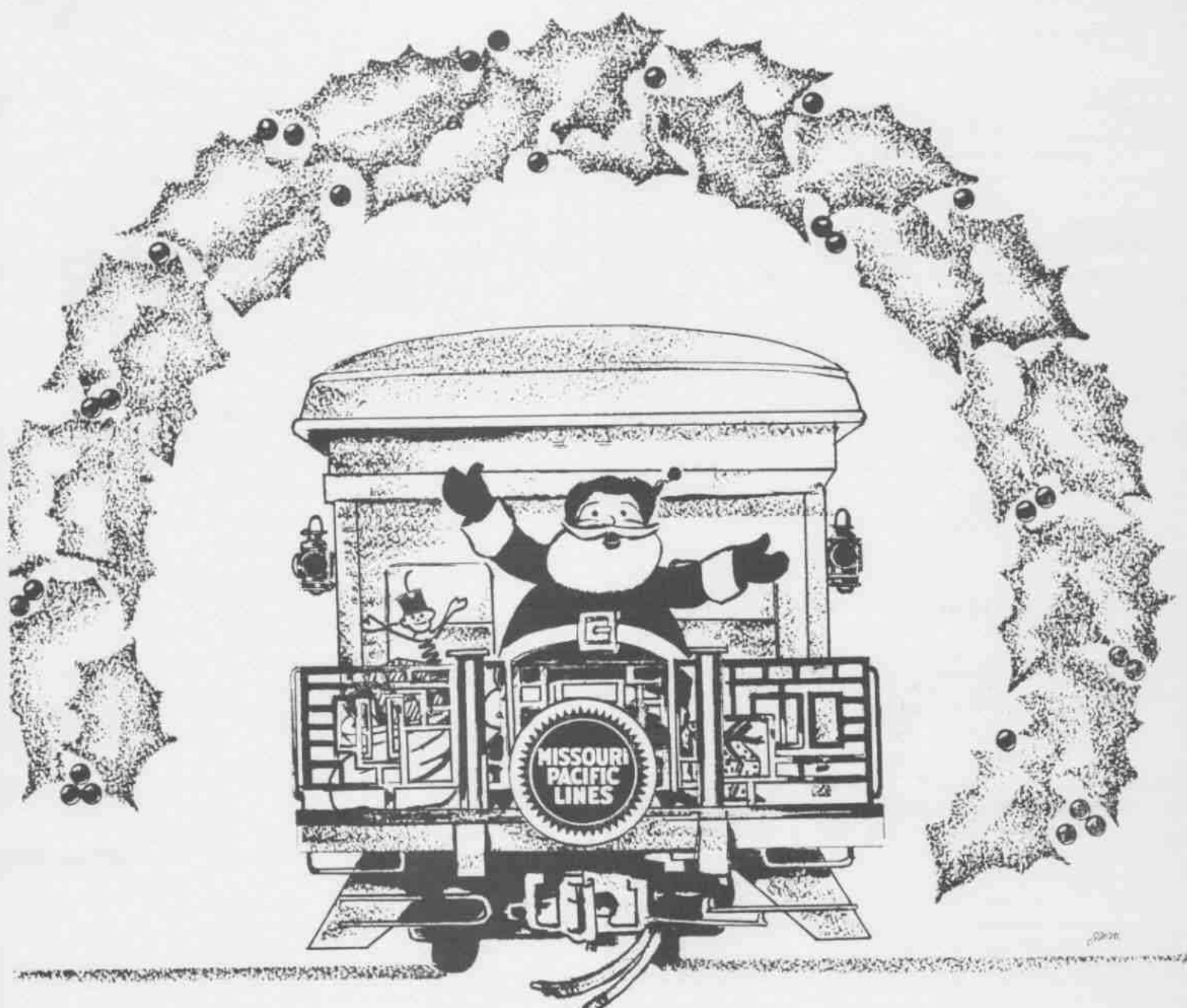
Photo from the collection of Harold K. Vollrath. Commentary by Bill Merck.



How Many of Us could have realized that Ten Years ago, in 1973, when this little fellow sat atop the Rock Island herald proclaiming, "Accident Free in '73" that ten years later there would be no Rock Island.

WISING YOU ALL A HAPPY NEW YEAR WITH HOPES FOR GROWTH AND PROSPERITY IN THE YEAR 1983.

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