



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

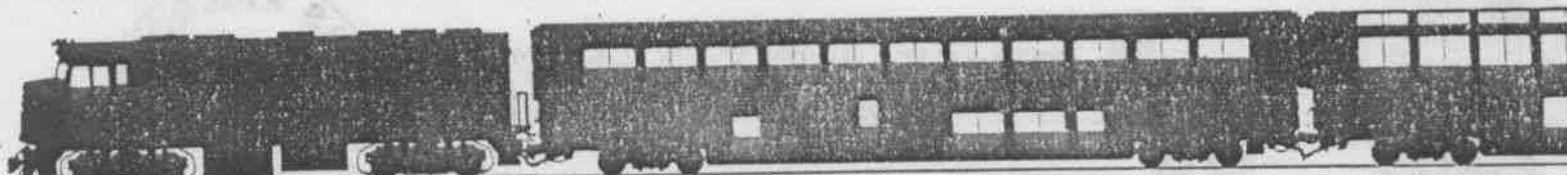


SEASON'S GREETINGS

DECEMBER 1983

VOLUME 14 Number 12

# AMTRAK NEWS



DAILY SERVICE ON THE EAGLE ROUTE -- Effective December ±5, 1983 THE EAGLE will operate on a daily schedule thru December 31st. Times will continue to be the same arriving and departing Little Rock and throughout the route. Connections thru to Los Angeles will be made three days a week only, as per the present schedule. Consists for the daily service will be as follows:

- Locomotives: 2 F40PH
- Baggage Car (Heritage fleet)
- 10-6 Sleeper (Heritage fleet)
- Trans/Dorm/Coach (Hi-Level car)
- Superliner Diner
- Superliner Lounge
- Superliner Coaches (2)

Note this is a reduction from the normal 3-4 coaches run on the thru trains. The Superliner Lounge cars will operate between Chicago and San Antonio Only, not thru to Los Angeles as they do now, and will be positioned directly ahead of the diner on Train #21 and behind the diner on #22 from 12/15-1/1. Lounge cars will return to the Sunset between New Orleans and Los Angeles during this period also.

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AMTRAK ORDERS NEW CARS -- Amtrak has placed an order with the Budd Co. for three new prototype passenger cars, the first ever to be completely designed by Amtrak's Equipment Engineering department. The Budd Co.'s Red Lion, Pa plant will fabricate the shell parts and Budd's Technical Center at Fort Washington, Pa will assemble the shells and conduct tests on the cars. The shells are expected to be delivered in the Spring of 1985 at a cost of \$2.5 million dollars. The cars will be two prototype sleepers and a new type diner. Final assembly of the cars will come with the outfitting of the interiors at Amtrak's own Beech Grove Shops.

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AMTRAK ACCEPTS THE GREYHOUND RIDERS -- Amtrak, during the period of the Greyhound bus strike, allow passengers holding bus tickets to utilize the same Greyhound tickets aboard their trains, without additional fare collection. The strike, which began Nov. 3rd crippled the nationwide carrier and thus Amtrak utilized the opportunity to introduce it's service to those holding the bus tickets.

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AMTRAK'S USED CAR LOT -- Some 130 passenger cars, including some dome cars and dome-observation cars are up for sale by bid in a nationwide sale of excess equipment. Many cars in interchangeable condition are available, some wrecked cars and fire damaged cars are available also. Included in the sale are the following cars:

DOMES:	9252 "Silver Solarium"	Ex BN,CB&Q 377	Dome-Obs-Slpr 3-1	Excellent Cond.
	9501	EX BN,CB&Q 4724	Dome-Coach	Wrecked
	9540 "Silver Island"	Ex BN,CB&Q	Dome-Coach 4725	Excellent
	9560	Ex N&W 1610	Dome-Coach	Sl. Damage
	9201 "Starlite Dome"	Ex SCL 6801	Dome-Sleeper 6-3	Fire damage
	9250 "Silver Horizon"	Ex BN,CB&Q 375	Dome-Slpr-OBS	Excellent Cond *
	9500 "Silver Bluff"	Ex BN,CB&Q 4723	Dome-Coach	Fire damage
	9542 "Silver Stream"	Ex BN,CB&Q 4727	Dome-Coach	Fire damage
	9544 "Silver Scene"	Ex BN,CB&Q 5484	Dome Coach	Excellent
	9801 "Silver Patio"	Ex BN,CB&Q 321	Dome-Coach-Dorm	Good
	9810 "Silver Club"	Ex BN,CB&Q 250	Dome-Lounge-Coach	Good
	9310	Ex NWO 1601,	Dome-Lounge-OBS	Excellent***
	9350	Ex ATSF 500	Dome-Lounge-Obs	Excellent
	9354	Ex ATSF 504	Dome-Lounge-Obs	Excellent
	9351	Ex ATSF 501	Dome-Lounge-Obs	Excellent
DINERS:	8025	EX L&N 2790	48-seat Diner	
	8800-			
	8801	EX PC,PRR 4610-11	Twin Unit Diner	
	8802-			
	8803	EX PC,PRR 4616-17	Twin Unit Diner	
	8804-			
	8805	EX PC,PRR 4620-21	Twin Unit Diner	
	8100	Ex ATSF 1551	Counter Car (Amtrak Conv. to Camp Car #16762	
	8086	Ex SCL 5956	Diner (Amtrak Conv. to Camp Car #16761	
	8040	Ex ATSF 1495	Diner 48 seat	
	8017	Ex SCL 5917	Diner 48 seat	
	8043	Ex ATSF 1498	Diner 48 seat	
	8011	Ex SCL 5911	Diner 48 seat	
	8012	Ex SCL 5912	Diner 48 seat	

LOUNGE CARS

5267 Ex SCL 5267	Coach-Lounge	5270 Ex SCL 5270	Coach-Lounge
3300 Ex SCL 5100	Bar-Lounge	3301 Ex SCL 5102	Bar-Lounge
3302 Ex SCL 5106	Bar-Lounge	3209 Ex PC 7166	6BR-Sleeper-Lounge

SLEEPING CARS

2649 Ex PC 4378	10-6	2651 Ex BN,CBQ 424	10-6
2653 Ex BN,CBQ 426	10-6	2653 Ex BN,CBQ 427	10-6
2652 Ex BN,CBQ 425	10-6	2152 Ex BN,CBQ 461	6/6/4 Dorm/Sleeper
2153 Ex BN,CBQ 463	6-6-4 Dorm-Slpr	"Silver Gladiola"	
2154 Ex BN,CBQ 464	6-6-4 Dorm-Slpr	2150 Ex BN,CBQ 460	6-6-4 Dorm-Slpr
2859 Ex Southern 2017	10-6	2239 Ex PC 4381	11BR
2854 Ex Southern 2010	10-6	2851 Ex Southern 2004	10-6
		2272 Ex SCL 6613	10-6

COACHES: 5237 Ex C&O 1642, Amtrak nos: 5408, 5417, 5423, 5434, 5624, 5626, 5640, 5641, 5643, 5644, 5646, 5651, 5656, 5658, 5660, 5663, 5665, 5669, 5671, 5672, 5677, 5679, 5680, 5681, 5682, 5683, 5684, 5429, 6021, 6022, 6025, 6067, 3921 Ex CBQ Coach-Snakbar, 6009, 6014, 6024, 6028, 6031, 6032, 6064, 6065, 6069, 6072, 6073, 6015, 5409, 5410, 5436, 5648, 5662, 5664, 5673, 6071, 6075, 3962 Ex PC Coach-Snakbar, 6026, 6087, 6408, 6416, 7258, 5414, 4531, 5230, 5231, 4891, 4893, 5269, 5284, 5285, 5413, 5416, 5477, 4462, 5236, 5270, 5611, 5411, 5630, 6008, 6027, 6029, 6030, 6066, 4407, 4468, 4590, 4595, 5427, 5428, 5457, 5463, 5627, 4408, 4409, 5415, 5421, 5628, 5406, 5424, 5430, 5685, 5251, 5255, 5425.

Other Cars: 9990 Ex ATSF 3477 Trans/Bagg/Dorm, 1196 baggage, 1533 Ex SP Bagg/Dorm off Sunset Lmtd.

Sealed Bids will be accepted until January 3, 1984, and prices are as is-where is. For further information write to Joseph E. McCarthy, Material Control Dept. Room 624, Suburban Station Bldg, 1617 J.F. Kennedy Blvd., Philadelphia, PA 19103.

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AMTRAK NUMBERING SCHEMES: The following lists Amtraks current numbering system.

1100 - 1280	Double Door Baggage Cars
1300 Series	Single Door Baggage Cars
1450 Series	Baggage Dormitory Cars
1600 Series	Baggage Dormitory Cars
2400 Series	10-6 Sleepers - Handicapped Equipped
2880-2999	10-6 Sleepers
3100 Series	Lounge
2050-2056	Slumbercoach 16-10
2080-2088	Slumbercoach 24-8
4000 Series	44 Seat Coaches - Handicapped Equipped (Heritage Fleet)
4600 Series	46 Seat Coaches (Heritage)
4700 Series	48 Seat Coaches (Heritage)
8500 Series	Dining Cars (Heritage)
9400 Series	Dome Coach, 46 seat, HEP Converted beg. 3/83
20000 Series	Cafe Car - 53 seats (Amfleet I)
20100 Series	Club Car - 18 1st Class, 24-Coach Seats (Amfleet I)
20200 Series	Dinette - 23 coach seats, 6 tables (Amfleet I)
21000 Series	84 seat Coach (Amfleet I)
21800 Series	60 seat leg-rest Coach Seats (Amfleet I)
28300 Series	Cafe/Lounge, no coach seating
25000 Series	59 seat Leg rest Coach seats (Amfleet II)
28000 Series	Cafe/Lounge, (Amfleet II)
10403 Series	Wheel Cars
10600 Series	Buffer Cars
10602 Series	Buffer Cars with Electrification (HEP Compatible)
38000 Series	Superliner Dining cars, 72 seat capacity
31000 Series	Superliner Coach/Baggage 78 seats, no leg rest.
34000 Series	Superliner Coach - 77 seats leg rest and Handicapped Equipped.
32000 Series	Superliner Sleeper, 14 Economy, 5 Deluxe Br, 1 Family, 1 Handicapped Bedroom.
33000 Series	Superliner Lounge - 70 seats
39902-39938	Transition/Dormitory/Coach, 40 seats (considered Superliner but actually Ex: ATSF Hi-Level)
39940-39964	Hi-Level Coaches, 72 seats
39970 series	Hi-Level Lounge Cars - 86 seat capacity
9600 - 9601	Lounge, Bi Level, 96 seats (commuter)
9611 - 9620	Coach, Bi level, 96 seats (commuter)
9621 - 9624	Cab/Coach, Bi Level, 96 seats (commuter)

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## AN EAGLE'S FLIGHT FALLS SHORT

At 10:10 a.m. Saturday morning, November 12th, 1983, Amtrak Train #21 the Southbound EAGLE running approximately 40 minutes late derailed at 73 m.p.h. at MP 55.6 near Woodlawn, Texas, 7.8 miles east of Marshall, Texas. The wreck, the second worst in Amtrak's History ( a derailment in 1971 in Tonti, Ill., left 10 passengers and two railroad employees dead) occurred when a rail shattered under the weight of the train, derailing eight cars in the consist. The total dead was left a 4 (3 in the wreckage and one who died later) and 92 injured.

The train departed Little Rock at 6:29 a.m., 39 minutes late, Texarkana at 8:59 a.m. and was scheduled to stop at Marshall, Texas where a group of school children were scheduled to board. Enroute from Little Rock was Grace Hobbs, wife of Arkansas Railroad Club member Bill Hobbs. After departing Texarkana a woman on board began to have an epileptic seizure and an ambulance was called to meet train #21 at the Marshall flagstop to care for her.

Track crews had been out early in the morning repairing a broken rail at MP 55.6, taking out the broken section and installing a new piece of rail. A freight train had passed over the site minutes before the tardy #21 arrived. Apparently when the locomotives of #21 passed over the rail, it literally shattered, dropping onto the ground the 3rd or 4th car in the consist, the trailing cars following it. The 73 m.p.h. was under the maximum speed listed for the wide "S" curve of 75. No slow order was issued or temporary speed restriction signs were displayed.

As the cars began to derail in the curve, the drawbar on a Superliner Coach twisted, allowing a Superliner car to turn over on it's side for only the second time ever. Had the drawbar not twisted, it is theorized that the three cars would not have overturned. This was highly unusual. As the three cars overturned all windows outer glass shattered, the inner lexan panels popped in. The cars slid some 1000 feet scooping up thru the windows ballast, dirt and other debris. An estimated 12-15 tons of dirt was in the lower section of one coach. All deaths occurred in the lower section of a Superliner coach which filled up with dirt.

The fireman has been running the locomotive (he was a qualified man) when the derailment occurred. The engine crew stated they were not aware of the derailment until the air when into emergency and they looked back. A Amtrak employee riding in the Heritage fleet sleeper stated he heard the loud pop under the car and knew then that something was wrong.

The train consisted of Locomotives 294 and 230 both F40PH type and both had been checked leaving Chicago and were in excellent mechanical condition (the 294 had just had it's speed recorder replaced with a new unit). Neither locomotive derailed. Baggage Car 1234 was not derailed either. Sleeper 2911 was the first car to derail. It suffered only \$1500 damage. Other cars in consist where:

39901	Hi-Level Transition/Dorm/Coach	\$10,000. Damage
32035	Superliner Sleeper	\$15,000. Damage
39972	Hi-Level Lounge	\$15,000. Damage
34064	Superliner Coach	\$120,000. Damage
34054	Superliner Coach	\$600,000. Damage
38030	Superliner Diner	\$750,000. Damage
34033	Superliner Coach	\$600,000. Damage
Total Mechanical Damage:		\$2,211,500.00

After the derailment, the locomotive radioed ahead to the yard at Marshall, to contact the ambulance which was waiting to offer assistance to the woman having the seizure to get all the ambulances that they could and drive to the derailment. Amtrak Agent Griff Hubbard from Longview, the nearest station, and Agent Bob Barton from Texarkana headed immediately for the site. The train crew gathered themselves and proceeded to offer assistance to those in the wreckage. Amtrak gained many compliments and much praise for their actions along with those from the Harrison County, Tx. emergency services groups.

Uninjured passengers were removed to the National Guard Armory in Marshall and the injured transported to hospitals in Marshall, Woodlawn and Jefferson, Tx.

A woman who was sitting in booth #13 in the dining car when it turned over was thrown out of the booth onto the lexan window panel which had popped in, riding on top of the incoming dirt like a surfboard. This lexan panel may have saved her life.

The wreckers were dispatched from North Little Rock and Fort Worth along with Hulcher emergency services. The cleanup began.

Investigators from Amtrak, Missouri Pacific, The U.S. Department of Transportation, Federal Railroad Administration, National Transportation Safety Board all converged on the site.

The rail has become the most controversial part of the investigation. This piece of rail was brand new. It had been rolled in GERMANY, apparently part of a deal MoPac had purchased for an excellent price. It had been flame cut to size, instead of the usual sawing. Upon impact the rail shattered into approx 53 pieces. Just what caused it to shatter like glass is under investigation. The rail was flown to a lab in Omaha for testing. MoPac has immediately put 10 m.p.h. slow orders on all locations where this rail was installed. MoPac has been very quiet about this until the investigation results are achieved. Approximately 1000 feet of track was torn up, resulting in \$75,000 damage.

The rerailling continued with the 2911's one truck rerailed at 5:50 p.m. and the last overturned car rerailed at midnight. The overturned cars were the 34054, 38030, and 34033. The equipment departed Woodlawn at 1:40 a.m. and arrived at Marshall Yard at 3:00 a.m.. Crews laid panel track and restored the main track to service at 6:05 a.m.. The equipment was held a week for further investigation.

Locomotives 294 and 230 were released and added to train #22's consist the night of November 15th, in service. The equipment was moved in a special hospital train designated SRG118 with MoPac locomotive 2603, the cars and Caboose 13012 departed Marshall at 9:00 a.m. Friday, Nov. 18th, passing thru Little Rock the evening of the 18th at 6:15 p.m.. The train started at 25 m.p.h. but upon authority of Amtrak Mechanical personnel riding the equipment, was allowed to run 40 m.p.h. for the journey to Valley Junction where it went via Conrail to Amtrak's Beech Grove Facility in Indianapolis. Amtrak does not anticipate rebuilding the diner. It may be cannabalized for parts. The main reason for this is when it derailed, the car and frame was 'twisted'.

Fortunately, Grace Hobbs suffered only minor injuries, two broken ribs and shock. We understand she is doing well.

Thus covers the story of Amtrak's second worst derailment, and the worst we hope we ever see.

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### SPECIAL: LAST CLEANUP RUN

By Bill Pollard

On Monday, November 7, 1983, Rock Island clean-up operations ended on former Rock Island trackage East of Little Rock. Over 43 months had elapsed since the last regular Rock Island freight train had traveled this line, during the night of March 23, 1980.

Rock Island SW-8 No. 829 had been dispatched from Biddle to Mesa late in the previous week, to gather a few salvagable cars from among the dozens of derelict cars clogging the siding and mainline at the one-time junction point. After removing roadworthy cars, the locomotive returned to Screeton and tied up for the weekend.

On Monday morning, the stored cars from the siding at Screeton were added to the consist, and No. 829 began the slow movement westward toward Biddle. At highway crossings, the distinctive Rock Island chime horn of No. 829 sounded a haunting reminder of past glory along the railroad once known as the "Route of the Rockets". Slow operating speeds were mandatory in moving the long-stored equipment, and air brake problems with the lengthy consist delayed the arrival of this last train until mid-afternoon.

About 4:00 p.m., the Little Rock and Western's regular Cotton Belt interchange run dropped their cut of cars be the abandoned Argenta depot, and pulled down to near Buckeye to couple onto the Rock Island train and assist No. 829 in pulling the train into the siding at Argenta. The Rock Island engine dropped its train at Argenta, and moved light across the Arkansas River Bridge towards Biddle. Although several shuttle moves would still be required to move cars from Argenta to Biddle, the final cleanup of cars from the East End was over. All Rock Island cars remaining east of Little Rock are destined to be scrapped where they now stand.

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THE ARKANSAS RAILROADER is the Official Publication of the Arkansas Railroad Club. The Arkansas Railroad Club meets the second Sunday of each Month at Union Station in Little Rock, Arkansas at 2:00 p.m.. VISITORS ARE ALWAYS WELCOME. Memberships are available for \$10.00 for in-state regular membership and \$7.50 for Out of State Associate Members. We will not have our regular monthly meeting this month in lieu of our Annual Christmas Party.

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## THE COTTON BELT'S EARLY CHRISTMAS PRESENT TO ITS EMPLOYEES



by Gene Hull

In recent years, there has been quite a lot of concern about attracting industry to Arkansas. Chambers of Commerce have been zealously competing for any manufacturing enterprise which seemed remotely interested in coming to Arkansas, and on the state level great accomplishment has been made by the Arkansas Industrial Development Commission. All this has helped tremendously to attract expanding industries to do so in our state and the per-capita income has increased considerably.

But one of the most unusual pieces of industrialization and one which had an even greater impact upon the local economy occurred during the lean days known as the "Great Depression."

In a bold bid to persuade businesses large and small to let the Cotton Belt Railroad deliver any and all freight, the railroad officials established a program of promising delivery when the customer wanted it. To provide this service, the Cotton Belt, in 1931, inaugurated a fast merchandise train known soon to one and all as the "Blue Streak."

This train operated from the famous freight terminal of St. Louis to Pine Bluff, Arkansas. Freight consignments left St. Louis in the afternoon and were delivered to the customer the following morning, a distance of 401.8 miles to Pine Bluff. Orders were delivered within 24 hours to any point on the Cotton Belt; that was "Blue Streak" service.

To provide this kind of service, a fleet of 10 locomotives was ordered from Baldwin Locomotive Works at Philadelphia in 1930. These proved very satisfactory and the Cotton Belt established its freight-delivery reputation with their dependable performance.

As the volume of business gradually increased, however, additional motive power was required. In an effort to provide continued delivery of overnight shipments from St. Louis and to keep operating expenses at a minimum, the mechanical department decided to specify that a few changes be made in the new engines when they were ordered.

After a careful study was made of the Baldwin engines, it was determined that it would be desirable to have roller bearings installed on all driving wheel axles and on the main rods extending from the piston to the crank pin on the second pair of driver wheels. These roller bearings were a rather new innovation for locomotives. From the time the first locomotives were used in America, they were equipped with grease or oil lubricated friction bearings. The new roller type would greatly reduce the friction resistance and result in easier starting, less time lost from overheated wheel bearings and reduced fuel and maintenance cost.

It was also decided to make other changes, and all the requirements were incorporated in the specifications. Bids were requested from the Baldwin and American Locomotive companies and were carefully studied.

When the engineers of the Cotton Belt mechanical department at Pine Bluff had completed their study, they made a most unusual proposal to the executive officials.

They proposed that the company build their own locomotives!

That was a thought-provoking predicament. Just what was the line of reasoning behind such a suggestion?

Well, at the bid price of approximately \$110,000 each for the new locomotives, the Cotton Belt could construct its own engines, in its own shops, with its own men.

Over a period of several years, it had been a policy of the railroad's mechanical department to hire only apprentices who had a high school education. They had a force of men fully capable of designing and building locomotives of most any type.

All during the cruel years of the depression, the company had made every effort and many concessions to keep its men working. Therefore, an adequate working force was on the payroll so it may as well be used to full advantage. The use of these men would reduce the cost of the new engines quite a bit.

On the other hand, new machinery would be required to equip the shop for the job, but this machinery was badly needed anyway. By prorating the cost of the new machines over the years after the new engines were completed, it was determined that five locomotives could be constructed at the same cost as they could be ordered from the manufacturer. And the company would have the benefit of a fully-equipped machine shop at no additional cost.



A most significant phase of the program would be the morale boost for the employes and the much-needed shot in the arm for the economy of the local community. A half-million dollars during those depression years could well mean the difference between success or bankruptcy for some of the local businesses. Regular pay checks for a man with a family could mean the difference between degradation and self-respect.

The "front office" considered all aspects of the proposition and agreed it was a good idea. Men of the shop force were called together and informed of the decision. They were highly elated, to say the least. Preparations were begun for the construction of the first steam locomotives in Arkansas.

The necessary new machines were ordered, the shops were re-equipped and the men were all instructed on the required construction procedures.

The decision was made to order the five new boilers be constructed by Baldwin Locomotive Works. Tools and equipment required were highly specialized and would seldom be used again. The heavy engine frame castings were ordered in the rough.

They would be machined and honed to the close tolerances in the home shops. Roller bearing assemblies were ordered from the Timken Roller Bearing Company. The first locomotive to be successfully equipped with roller bearing driving axles was built by American Locomotive Company in 1930 for demonstrations and it finally was sold to the Northern Pacific.

But here in 1937, five huge steam locomotives were to be built in Arkansas by men who had never built an engine and they would be equipped with the new, almost-frictionless bearings.

The rough frame castings arrived from the foundry, they were carefully ground and polished; the heavy driving wheels were pressed onto axles and fitted with the fine roller bearing assemblies; the boilers were received from the Baldwin Locomotive Works, and the men in the shops worked with an added zest because of the confidence placed in their ability by their officials.

Many a sleepless night was experienced by Major Nunnally (the name Major is a family name), the chief draftsman in charge of designing the new engines. He had been made assistant to the chief mechanical officer, but he had the title of chief draftsman. He was responsible for seeing that all dimensions were correct, because when the huge rough engine frames were ground down to receive the driving wheels and spring assemblies, the least mistake would ruin them. The tolerances in grinding were very exact.

Finally the day arrived when the driving wheels were all assembled and rolled into place. The frame was suspended above by heavy cranes. Slowly it was lowered, its position was adjusted slightly. Easily it came down, more gently than putting a sleeping baby in its crib. The wheels were moved slightly, the frame settled smoothly upon the roller bearing journals. Everything fitted.

Major Nunnally went into his office, closed the door, and cried like a baby. The relief from months of tension was wonderful.

The first locomotive completed, a huge 4-8-4 "Northern" type, No. 810, was put on display for the public at Third and Main Streets in Pine Bluff. Shortly before noon on October 20, 1937, a switch engine coupled onto No. 810 at her berth in the shops and chuffed away toward town.

The railroad officials, the shop men, and the local home towners were justifiably proud of their gleaming monster "child." She was to be properly christened by Miss Gloria Sue Miller, granddaughter of Superintendent W.J. Miller and daughter of Dr. and Mrs. W. F. Miller.

At 2:30 p.m., Miss Miller would break a bottle of water against the engine's pilot. The water was presented for the ceremony by Capt. R. M. Galbraith, who was 92 at the time, the oldest railroad man in Pine Bluff. He discovered the source of the pure water supply for the city in 1891, while he was general master mechanic for the Cotton Belt.

Dedication time was drawing near, the shining new engine was in place with portable steps on each side to allow visitors easy access to the cab to view the amazing display of valves, levers, and gauges. Major James P. McGaughy was ready to welcome a party of Cotton Belt officials headed by President Daniel Upthegrove; General Traffic Manager W. F. Murray; General Freight Agent J. L. Cook; A. C. McKibbin, director of developments and public relations, and Floyd Breitenbach, secretary to the president. W. J. Miller, superintendent of motive power, was ready to introduce the speakers.

The Pine Bluff High School band under the direction of R. B. Watson was to furnish the music and the Cotton Belt Negro Quartet would make the vocal contribution.

Just as the dedication arrived, a Cotton Belt freight train, northbound, interrupted as it passed on the track next to engine No. 810. When it had passed and things were made ready again, a long freight rolled by headed south for the marshaling yard.

The celebration finally got under way, speeches were made, and Miss Miller untied a long white ribbon circling the speakers platform, someone opened the bellowing whistle of No. 810 and a bottle of water crashed against the front coupler as Miss Miller said, "I christen thee, Number Eight Hundred and Ten."

A. H. Rowell, president of the Chamber of Commerce, heads of various civic clubs and of labor unions praised the Cotton Belt officials for their decision to construct these locomotives by local workmen, the first such undertaking in the South. The shop men were also given a large measure of praise for their work during the three years while the design was on the drawing boards before actual construction began.

The festivities finally were concluded and the new locomotive was taken back to the roundhouse to spend the night. The following morning, No. 810 was fired up and when there was a boiler pressure of 250 pounds per square inch showing on the gauge, she was coupled to a string of passenger cars. Thus, on Thursday, October 21, 1937, No. 810 rolled out of Pine Bluff on her first run. She hauled a train load of railroad officials and men of various public organizations to Stuttgart to attend the Rice Carnival.

There were five new engines built by the Cotton Belt at that time, No. 810 through No. 814. Then, in 1942, five more were constructed - No. 815 through No. 819. They were ideal for fast freight as well as the heavy passenger service before and during World War II.

But alas, the scrap dealers' torch has claimed all of them, except No. 819 which is now preserved in the city park at Pine Bluff.\*

- END -

\* As of this writing, the 819 was in the process of being moved to the Cotton Belt shops in Pine Bluff for restoration. (See article on next page)



COTTON BELT 4-8-4 #819 as she appeared new in February of 1943 at Pine Bluff. This engine was the last one constructed at the Pine Bluff Cotton Belt shops (see story above) and had a road life of about 12 1/2 years and 804,000 miles before being donated to a Pine Bluff city park on July 22, 1955.

The 819 is 99' 8" long, weighs 422,500 pounds, has 70-inch drivers and has 61,500 pounds on the driving axle. Horsepower was roughly 4,700 and it was built as an oil burner. (Photo courtesy of the Cotton Belt Railroad, from the collection of Bill Bailey).





Cotton Belt steam locomotive #819 (A Class L1 4-8-4) is in the process of being moved from its old city park setting to the Cotton Belt shops in Pine Bluff, where it will be restored to look like new. It may eventually even be steamed again.

The Cotton Belt Rail Historical Society has been officially formed to undertake this project. As a result, donations can now be made to this non-profit organization. The directors of this new organization are: It's address is:

**DIRECTORS**

- JAKE COMMER, President ..... 1-501-534-5497
- T.D. DAVIS, Vice President ..... 1-501-534-7750
- JAMES W. HYDEN, Secretary ..... 1-501-534-5221
- JOE McCULLOUGH, Treasurer ..... 1-501-536-5215
- BILL BAILEY, Director Project 819 ..... 1-501-224-6828
- DARREL CASON, Asst Director Project 819 ..... 1-501-536-1229
- JIM JOHNSON, Public Relations ..... 1-913-648-5783
- SALLY MILLER PERDUE, Public Relations ..... 1-501-224-0925
- WILLIAM A. McCASKILL, Membership Chairman ..... 1-501-534-4245



**COTTON BELT RAIL HISTORICAL SOCIETY**

P.O. Box 2044  
Pine Bluff, Arkansas 71613

Current plans (according to Bill Bailey as he obtained them from Jim Johnson of the public relations department of the Cotton Belt) are to move the 819 across town on Thursday, December 1 at 1pm. This will be a media event and all Arkansas Railroad Club members are welcome to come see the move. The engine is currently on the Armory track and will be moved to the Cotton Belt shops for restoration and repairs.

The 819, or course, was the last locomotive to be built at the Cotton Belt shops in Pine Bluff. It was put in service Feb 8, 1943 and given to a Pine Bluff city park in 1955, where it has been sitting all these years. It now will be reborn and could be steamed in 3 to 4 years if everything fell in place.

Bill Bailey said that if any Club member wanted to see the engine close up in the yard or in the shops to PLEASE contact one of the members of the Cotton Belt Rail Historical Society (listed above) before attempting to do so. Otherwise, quite understandably, Cotton Belt security men will tell you to leave.

Through all the planning and actual moving of this locomotive, the Cotton Belt Railroad has been extremely helpful and we should all thank them for their cooperation. After all, they didn't have to do anything.

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CHRISTMAS PARTY

This year's Christmas party will be held at the Coachman's Inn on I-30 and 6th Street in Little Rock on Friday night, December 9. Be there at 6:30pm or before for good railroad fellowship. The actual dinner will be served at 7pm (the menu consists of turkey & dressing, parsley potatoes, green peas, congealed salad and coffee and tea). COST: \$9 per plate. The meal will be served.

RSVP required! Please send your checks (make payable to the Arkansas Railroad Club) to Dick Byrd, 12 Flintwood Dr, Little Rock AR 72207 by DECEMBER 7 if you wish to attend this party. THERE WILL BE NO REGULAR DECEMBER MEETING.

As an extra treat, member Sally Miller Perdue will sing after the dinner (she is a former Miss Arkansas, who is also quite active in getting the 819 restored and moved).

Also at the dinner, officers for the new year will be installed. They are: President Randy Tardy, Vice-President Fred Fillers, Treasurer Dick Byrd, Secretary Ross Holt, NRHS Mike Adams and Director Gene Hull.

Everyone come for a great time!! And be sure to send in your reservations (\$9 per plate) to Dick Byrd by December 7 in order that you don't miss out. (Sad to say, I'll be in Kansas City that week but I'll be thinking about you).

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★ In other news, it was disclosed at the November meeting that the Hulls have completed 14 years of being in charge of club sales and have turned that function over to Elizabeth Gaines, who will undoubtedly do a great job. Naomi said that they will continue active in the sales and will help out in any way possible. The Hulls have done a tremendous job over the years and should be commended by each and every club member.

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★ The ARKANSAS RAILROAD CLUB is a non-profit organization which meets once a month, usually at Union Station in Little Rock on the 2nd Sunday. Current dues are \$10/year in-Arkansas and \$7.50/year out of state. To join send check made out to "Arkansas Railroad Club" to Dick Byrd, 12 Flintwood Dr., Little Rock AR 72207. The ARKANSAS RAILROADER is published once a month and all material should be sent to editor Ken Ziegenbein, 905 Valerie Dr, North Little Rock AR 72118 or to Assistant editor John Martin, 1412 South Taylor St., Little Rock AR 72204. Annual dues include subscription to this publication.

## COTTON BELT CLEARANCE FORMS

At 12:01 a.m., Tuesday November 1, 1983, Cotton Belt began to use the new SP-SSW Clearance form CS2643 (Rev 3-83). Southern Pacific, Shreveport, had been using the new form prior to Nov. 1st per Operator, Paul E. Hight, joint SP-SSW Operator, Shreveport.

As explained in Pine Bluff Division Superintendent's general order # 211 and his circular # 94 both dated Pine Bluff, Ark. October 26, 1983, the major significant change was the blank where a maximum speed may be specified. The blank is to be filled in only at a train's initial station on each sub-division and only when it is desired to authorize a train to exceed the fuel saver speed requirements of Air Brake Rule 65. (Fuel saver speed generally 45 MPH on main lines for non-expedited trains.)

It is up to the Train Dispatcher to specify which trains are exempt from AB rule 65 and at what speed they are to be authorized.

The new form is about  $\frac{1}{4}$  inch wider and about  $\frac{1}{2}$  inch longer than the form it replaced (Form L-2643-A). It has the initials SP and SSW boxed in and joined at the top, and another change is that the name of the Operator is on a separate line from the OK time and Dispatcher's initials. The old form showed no designated railroad at the top, only the word "Clearance" and form number. It showed room for only 12 boxed in orders, the new form provides for 16. All Cotton Belt Clearances since the 1940's provide for the following: Station name, Full date, C & E (address), blank for total number of orders, OK time, Dispatchers initials, Operators last name, a blank showing - Do Not Leave Before \_\_\_\_\_ M. (To be filled when spacing trains) and the Rule for Today.

The form in use in the late 1930's and in use on into the early 1950's had the traditional CB Ry. "Gin Saw Logo" in the upper left corner and there were no blocked off spaces for train orders, just 2 or 3 blocked off places to list train order numbers (in other words, no individual boxes for numbers). Numbers were simply listed downward until a column was full, then the Operator went to the next column and did the same until all orders were listed. This form size was  $\frac{1}{2}$  the size of an 8 $\frac{1}{2}$  x 11 sheet of paper.

In the mid 1950's the individual boxes for 12 order numbers became a part of the form leaving the CB logo and rest of the form as before. In the early 1960's the form was precarboned, eliminating the necessity of the Operator ordering carbons cut to size or cutting his own from other sized carbon.

In the mid 1960's, in order to have system wide uniformity and reduce cost of printing, the change was made to go to the precarboned form showing only the word Clearance at the top. This form was used through October 31, 1983.

Now, for those not familiar, here is a brief run down on clearance cards based on Uniform Code of June 2, 1968 which was approved for Cotton Belt, Missouri-Pacific, Rock Island and some other area railroads, Pamphlet "Rules and Instructions for Train Dispatchers and Operators," same date, CB Ry. pamphlet to Uniform Code dated April 26, 1981 and other sources.

A Clearance lists all orders for a train at its initial station on a subdivision and at any station displaying a red indication on its train order board. There are some exceptions and some other cases where clearance is required.

Clearances must be without error and conforming to the other rules about preparation of train orders.

Orders must be listed in numerical order, "Slow orders" first, then (if required) "Running orders" in numerical order next. "Slow orders" cover track conditions requiring slower running speeds or hazardous conditions and form U orders, etc. "Running orders" tell trains where to meet and pass each other, how long to wait at a station for another train, shows superiority of trains, etc.

If necessary to space trains apart as required by Rule 91 there is a line telling train how long the train cleared must wait before leaving that station.

On Cotton Belt, there is a line for the Rule of the Day. This is the rule that train service employees are required to read before going on duty. This is a part of the overall safety program.

The above discussion of Clearances is brief and certainly does not cover every aspect, but it is intended to give a layman some understanding of Clearances.

Many there are who collect train orders, but Clearances remain a neglected item. As a general statement, any train receiving a train order must receive a Clearance. (There are a few exceptions to this statement.)

Dusty Rhodes  
Lynn N. Gaines, Jr.

**SPSSW**  
**CLEARANCE**

CS-2040  
REV. 3-83

C. & E. \_\_\_\_\_ STATION \_\_\_\_\_ 19\_\_

I HAVE \_\_\_\_\_ ORDERS FOR YOUR TRAIN:  
In blank space show total number of orders or if none, show "NO"


OK, AT \_\_\_\_\_ M \_\_\_\_\_ DISPR. \_\_\_\_\_ OPR. \_\_\_\_\_

DO NOT LEAVE BEFORE \_\_\_\_\_ M \_\_\_\_\_  
(To be filled in when spacing trains)

UNLESS OTHERWISE RESTRICTED MAXIMUM SPEED OF YOUR TRAIN IS \_\_\_\_\_ MPH.  
(Following to be filled in at initial station only)

RULE FOR TODAY \_\_\_\_\_

**CLEARANCE**

L-2643 A

Station \_\_\_\_\_ 19\_\_

C. & E. \_\_\_\_\_

I have \_\_\_\_\_ orders for your train:  
In blank space show total number of orders or, if none, show "No"


Operator will list orders downward in numerical order, starting in left column, speed restriction orders first, old date movement orders next and current movement orders last; first column to be filled before using second and third columns.

OK \_\_\_\_\_ M \_\_\_\_\_ Dispr \_\_\_\_\_ Opr \_\_\_\_\_

Do not leave before \_\_\_\_\_ M \_\_\_\_\_  
(Operator will fill in this space only when necessary to comply with Rule 91 in the Uniform Code of Operating Rules.)

Rule For Today \_\_\_\_\_

