



# Arkansas Railroader



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

The Arkansas Railroad Club is a non-profit organization. We meet the 2nd Sunday of each month at the Missouri Pacific building in North Little Rock at 2PM. Next meeting, Sunday, 14 February 1982

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1 February 1982

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### PROGRAM FOR FEBRUARY

The February meeting will have the 1982 Arkansas Railroad Club slide contest. Rules and further information can be found further on in the newsletter. The meeting will be Held on Valentine's day, the 14th of February at 2pm at the usual location, the MOPAC building in North Little Rock.

### Fordyce on the Cotton Belt Festival

The "Fordyce on the Cotton Belt Festival" will be held on April 22-25 1982 in Fordyce, Ark. Events to Happen will include Railroad and Model Railroad Exhibits, Rides on the Fordyce and Princeton Railroad, and a special appearance by Johnny Cash on the 24th. The club will have an area at the festival where we will be selling Railroad items, showing slides and exhibiting items from Member's collections.

### DUES, DUES, DUES!

Remember, dues are due. 19.00 for NRHS and chapter dues; 10.00 for chapter dues only; and 7.50 for out of state associate members. Bring dues to the meeting or send your Checks to...

Dick Byrd  
12 Flintwood Dr.  
Little Rock, Ar. 72207

Make the checks payable to - Arkansas Railroad Club

What do I get for my \$9.00?

(Quoted from a Chapter newsletter) : "The most visible service the NRHS provides is the "Bulletin", a very professional bimonthly magazine with well written pieces on a broad variety of railroad subjects. Far more than mere catalogs of the nuts, bolts, and hardware of the regions they serve; who some succeeded and others failed, and why our rail system has the structure it has today. Some of the more intangible benefits the NRHS provides include the national membership drive (which has directly in new members for the chapter) and the insurance program which has made possible the operation of fantrips ridden and chased by our members."



MISSOURI PACIFIC 2-8-0 152 C-63 CLASS KENNETH COMBS 2013175

1982 Arkansas Railroad Club Slide Contest

1. The slide contest will be held at the February meeting of the Ark R.R. Club. The club meets At the Missouri Pacific office building in North Little Rock on the 2nd Sunday of every month at 2pm.
2. The contest is open to members and nonmembers. Entrants may enter up to 5 slides in each category. All slides will have been taken in the continental U.S. between 1 Jan and 31 Dec 1981 with the exception of the unlimited category.
3. Categories-
  1. STEAM Mainline, tourist, narrow gauge, industrial.
  2. DIESEL Diesel locomotives, RDC's, Gas electric, etc.
  3. ELECTRIC Mainline action, trolleys, rapid transit, cable cars.
  4. GENERAL INTEREST Non-locomotive type photography-caboose, depots, trackage, people. Locomotive shots from middle/end of a train will be placed in respective categories.
  5. SPECIAL EFFECTS Nighttime photography, models, composite or darkroom trickery. Sunsets will be placed in respective categories.
  6. UNLIMITED Slides taken outside the continental U.S. (CANADA, MEXICO, ALASKA, HAWAII, EUROPE, ETC) or taken before 1 Jan 1981 or after 31 Dec 1981.
4. Slides will be judged by all present at the Feb. meeting, on a scale of 1 to 20; 1 being the lowest quality and 20 being the best.
5. There will be a 1st, 2nd and 3rd best of show, being the slides with the highest total of points. After these, there will be a 1st best of each category.
6. 1st place, best of show-8x10" print of slide, railroad belt buckle, and railroad patch.  
 2nd place, best of show-8x10" print of slide, railroad belt buckle.  
 3rd place, best of show-8x10" print of slide, railroad patch.  
 1st place, best of category-railroad patch.
7. Winners will be announced in the March newsletter and meeting, and prizes will be awarded at the March meeting.
8. The club will make an 8"x10" print for the club of the 1st, 2nd, and 3rd best of show, and each 1st best of category.
9. Slides being defined as - 126, 135, 127, 828, 110 size transparencys in 2"x2" mounts ready to be projected. All slides will have the photographers name and a brief description of what, when, where is on the slide, "Amtrak GG-1 on #22 at Brinkly, Ark, 31 Sep 1981" All slides will be returned, at the Feb meeting if that is your preference. Winning slides will be projected at the March meeting. You have a better chance of winning with original slides as opposed to duplicate slides.
10. All slides will be submitted to Kenneth Combs either at the Feb, meeting or can be mailed to

Kenneth R. Combs  
 PSC Box 3818, LRAFB  
 Jacksonville, Ark. 72076

Registered mail is preferred. Any questions or comments can be referred to me  
 Kenneth R Combs

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 Help Wanted

The Gold Coast Museum in Fort Lauderdale, Florida has acquired SILVER CRESCENT, a former California Zephyr sleeper-dome-observation (ex WP car) car and they need to locate one of the original CZ drumhead signs (there were seven of them we're told). Anyone having information should write to Gold Coast Railroad Museum, 3398 S.W. 9th Avenue, Ft. Lauderdale Florida 33315

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 AMTRAK NEWS

From 15 Jan till 1 Apr, Amtrak will offer special discount round trip fares, equal to the one-way price plus \$10, on most of its eastern long distance trains. To qualify, for the discount, the one way fare must be \$45 or more, and all travel must be completed by 1 April. Good in Sleepers upon payment of room charge. Savings of up to 55% possible. Also, 15 Jan till Apr 24, Amtrak will offer an expanded Western Circle fare for travel on all trans-continental trains with stop-overs permitted. Chicago-West Coast circle fares will be 350/two weeks, \$440/30 days; East coast-West Coast circle fares (Florida routes excluded) will be \$430/two weeks, \$520/30 days. And as a final note, Amtrak will not serve the World Fair in Knoxville. This would be a good location for a Southern steam trip, and Knoxville's last Passenger service was Southern's "Birmingham Special".



# Watching the world fly by aboard a 60 mph freight train

With the old year about to become history, I will always remember a special day for me this year - Friday, Sept. 18, 1981 - the day Missouri Pacific let me ride a train they call the DMZ.

"D" is for Dupo, Ill. MoPac's yard across the Mississippi River from St. Louis, where the train originates; "M" is for its Mexican-made freight handled throughledo, Texas, the train's destination, and "Z" stands for a fast-scheduled truck-carrying "piggy-back" train.

**SINCE RAILROAD DEREGULATION**, MoPac has gone after piggyback truck business in a big way. More and more of the highway-trailer trains are passing through Arkansas enroute to and from Chicago and Texas.

Trailers on the train I rode on carried automobile parts bound for assembly plants at Shreveport, the Dallas area, and GM and Chrysler operations in Mexico. Some other trailers were loaded with television sets, refrigerators and "the type of stuff people want real quick," said Elmer Rolfe, assistant trainmaster at Dupo, who led me around before we left. Trailers being put on the DMZ, he said, had come in earlier on other railroads from Detroit, Chicago, Cleveland and other northeastern and midwestern centers.

DMZ is "a very hot train, about the hottest train we've got right now," Rolfe said. "This is a 60 mile-an-hour train. Most of the others will be 40 mile-an-hour trains." (He was right. We left Dupo about 1 p.m. and I was home in time to miss only a few minutes of Johnny Carson.)

**ON THAT SEPT. 18, THE DMZ** train had 62 cars and 2 blue locomotives up front. I was to ride in



**BUSINESS SCENE**  
**Randy Tardy**

No. 4683, a 2,250-horsepower unit built in May 1981 by General Electric. Behind us was a 3,000-horsepower GM diesel. In all, 5,250 horses. They would pull a train nearly 4,800 feet long and weighing well over 4,000 tons, moving it along at 60 mph most of the way.

My "hosts" for the 191 miles from Dupo to Poplar Bluff, Mo., were Walter H. Drury of Dupo, the engineer; Dave Hinson of St. Louis, a brakeman; and R. S. Turner of Dupo, a road foreman of engines.

About 1 p.m., as our train moved slowly out of Dupo's yard toward a well-maintained mainline, Rolfe shouted: "Little Rock will be looking at you." He meant that our train was showing up as a flashing light on a control board some 300 miles away in MoPac's traffic control center at North Little Rock. A dispatcher there would be pushing buttons to control switches and signals along our route.

**ONCE OUT ON THE MAINLINE**, the speedometer needle in front of the engineer crept slowly toward 60 mph. From my "jump seat on the left side, rich Illinois fields with black dirt rushed by. Across the cab, the Mississippi River could be seen. Drury had time to talk.

He's been railroading for 20 years, starting as a fireman. "Railroading's a good job," Drury said. Asked how much a job like his pays, he said, "30,000 to \$40,000 (would be a good) ball park figure. It's a good paying job." Approaching highway cross-

ings, he blows the standard 2 long blasts, 1 short, then another long. Crossings worry him.

"Back there at Chester, Ill., about 3 weeks ago, we just missed a gasoline truck," Drury said. "He pulled out across in front of us. It makes you wonder sometimes."

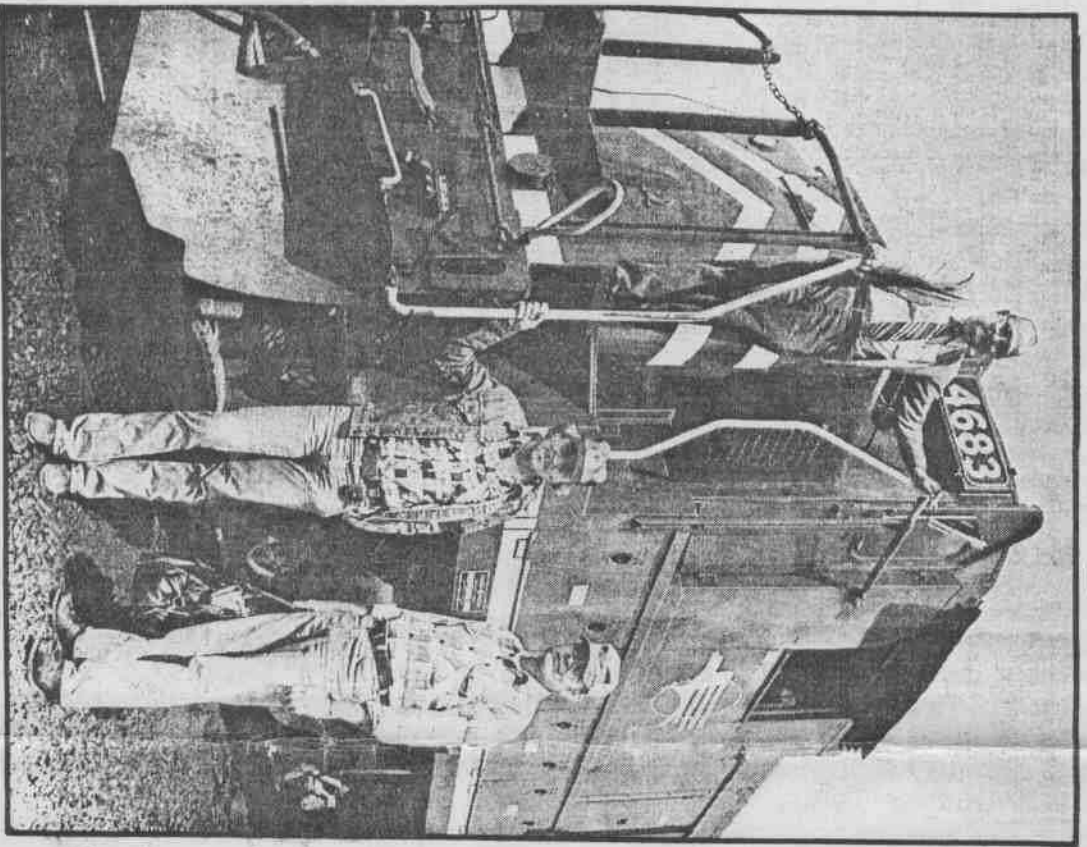
The way Drury told it, it must have been close. "I went out and bought me a St. Christopher's medal, that's the truth," he said. "I told my wife about it, and I said, 'Boy, that's it. That was too doggone close for comfort.' That truck was loaded. We just missed it."

**YOU CAN'T STOP A FAST-moving freight** on a dime. "It would probably take a mile to stop when we get going 60 miles an hour, you've got all this weight behind you," Drury said. "That's what a lot of people don't understand. There's no way you're going to get it stopped. You're just going to kill some people."

Fog also bothers railroad people. "Fog is the worst condition you have out here on the railroad, you can miss one of these signals," Drury said. Engineers and brakeman call out and repeat signals for each other. "Clear signal," Turner said loudly as the DMZ approached a green light. "Clear signal," repeated Drury.

We met about 12 northbound freights going toward Dupo before our train arrived at Poplar Bluff around 6:30 p.m. Drury and crew had done a day's work. He said they would get the required 8 hours rest before being "called" to handle a freight back to Dupo.

**AT POPLAR BLUFF, R.E. "Roy" Wilson** of North Little Rock, another engineer, and Gene Bader of Poplar Bluff, a brakeman, took over. We had stopped about 5 minutes before the train was moving again. North Little Rock was 179 miles away. Wilson has been a railroad man



**Tardy (on locomotive), crewmen Hinson (center) and Drury**

Missouri Pacific photograph

for 44 years, about half of those years he's been an engineer. "I started out as a fireman, and diesels have changed things quite a bit since the old steam engine days," he recalled. "It was hard

work in the old days. You would stop to take on water, and when the water (tank's spout) wouldn't work, you'd get showered with coal dust." Wilson and Drury belong to the

Brotherhood of Locomotive Engineers. Bader and Hinson are members of the United Transportation Union.

A car zipped out of nowhere across the track. It looked close. "You can tell it's Friday night," Wilson said. "That happens all the time. They'd rather risk their lives than wait 5 minutes."

The 2-way radio came to life. We were being put onto a siding track above Newport to let a northbound chemical train go by, a dispatcher at North Little Rock told Wilson. MoPac doesn't take chances with chemical trains. That's why the DMZ was put onto the siding. The less they fool around with chemical trains, the better.

Economically, things are probably worse now than on Sept. 18 when Wilson said: "They're all worrying about the economy now. I don't know whether to take my little pile out of the bank and bury it in the back yard, or what."

An Arkansas nighttime on the MoPac mainline - red-green-yellow signal lights whizzing by; piercing lights from approaching trains; softer lights from cars and trucks on nearby U.S. 67; crossing lights and clanging bells going by quick-as-a-flash; inhabited blurs of light named Tuckerman, Diaz, Bradford, Bald Knob, Judsonia, Cabot and Jacksonville.

A few minutes after 10 p.m., the train they call the DMZ slowed to a stop on the edge of MoPac's sprawling North Little Rock complex not far from McCain Mall. An unforgettable Sept. 18, 1981, was about over. "Come back sometime if you want to," Wilson said as he helped me down from No. 4683 with my suitcase. "We'll make an engineer out of you."

★ The following article on former Cotton Belt Business Car "Fair Lane" was sent to contributing editor Ken Ziegenbein by Bill Merck. The article was taken from a small brochure distributed to guests on this car. The car was retired in 1973 and donated on May 22nd of that year to the Cherokee National Historical Society at Tahlequah, Oklahoma. Bill heard a rumor in 1981 that the car was for sale but has heard nothing definite on it.

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### BUSINESS CAR FAIR LANE

#### ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

Business Car "Fair Lane" was built by the Pullman Company in 1922 for Mr. Henry Ford. The car was appropriately named the Fair Lane, or the same name as Mr. Ford's estate in Michigan, and was on exhibit at the Ford Museum at Dearborn, Michigan at the time it was purchased by the Cotton Belt in November, 1942.

When this car was built for Mr. Ford, it was one of the most expensive and heavily constructed business cars in use throughout the United States. The original cost of the Fair Lane was \$153,000, and it was purchased by the Cotton Belt for \$35,000.

Since the Fair Lane has been in the ownership of the Cotton Belt, some of the improvements include a completely refurbished interior. The interior was finished in inlaid walnut, air condition equipment was installed, the kitchen was modernized, hydra-cushion draft gear to absorb shock or slack action while moving on freight trains installed, a streamline "turtleback" roof, and many other minor changes.

The car is of steel construction, 82 feet in length, and weighs slightly over 200,000 pounds. Besides the observation room, it is equipped with three private bedrooms, an office which has an upper berth, a full bath opening from the hallway, two half baths in the two larger bedrooms, a dining room, kitchen and quarters for the chef and porter, and carpet in all areas excluding the kitchen area.

Since the car is used to travel all points of the railroad, it is a self-contained unit, having its own air conditioning unit, a separate generator for lights and other electric facilities, running water, and its own cooling and heating facilities.

The standard steam heating system also has a propane fired water heater for use when being handled in freight trains or standby service where steam is not available for heating cars. The car is equipped with propane fired cooking range and a charcoal broiler. In addition, generator and air conditioning equipment consists of one 15-KW, 32-volt D.C. Waukesha Engineator and a 7½-ton Waukesha cooling unit, both units using propane fuel. Fuel service cabinets hold four 100-pound capacity tanks of propane which are connected to a manifold and an extra fuel cabinet contains four additional 100-pound capacity tanks of propane.

Other equipment includes Westinghouse Air Brake Company's air brakes with universal type U-12-FD brake valve. Trucks are equipped with clasp brakes and Timken roller bearings. Domestic water tank, pressure type, is filled from left side of car on outside. Car is equipped with ice box for refrigeration of foods. The boxes are iced from vestibule at the kitchen end. In addition, at various terminals on the Cotton Belt, car is equipped for telephone service available by plugging in cord from business car to a receptacle. Another modern feature is the use of radio which permits communication between rear end and head end of trains and train to wayside stations along the railroad while car is in movement.

Primarily, the car is used by the President. Officers, on request, are permitted to make trips over the railroad. It is convenient, complete and very comfortable.

\*\*\*\*\* (Furnished by Bill Merck)

Thanks again to Bill Merck and the COTTON BELT RAILROAD for above!

★ MORE ON BUSINESS CARS! The following article is from the Kansas City Club's Newsletter "THE FLYER". It was sent to Ken Z. by President Jim Bennett:

UNION PACIFIC BUSINESS CAR ASSIGNMENTS

By George Poindexter

Many of us who model or simply follow the Union Pacific are aware that UP is one of the few carriers that still owns and uses an extensive fleet of business cars. UP executives do have access to the company's "air force" of executive jet aircraft, but most still firmly believe that the best way to inspect and keep in touch with the railroad is by actually getting out on the railroad.

Often, when out watching or photographing the UP, fans in the Kansas City area will spot a business car on the rear of a freight train or spotted next to the huge freight house and wonder who the "brass collar" is inside. Most of UP's 16-car business car fleet is assigned to individual persons or departments, but some are pool cars, available for use by any guest or dignitary. Car assignments are as follows:

- 100---President John C. Kenefic
- 101---Vice-President of Operations J. R. Davis
- 102---Vice President of Traffic W. P. Barrett
- 103---Assistant Vice President of Operations Thane P. Rodgers
- 104---Chief Mechanical Officer J. F. McDonough
- 105---Chief Engineer R. M. Brown
- 108---Assigned to the Northwestern District as a hospitality car.
- 110---General Manager, South Eastern District R. E. Irion
- 111---General Manager, Eastern District H. H. Brandt
- 112---General Manager, Northwestern District M. E. Merritt
- 114---Assigned to the traffic department as a hospitality car.
- Shoshone---Chairman of the Board of Union Pacific Corporation J. H. Evans

Pool Cars: Arden, Omaha, Wyoming.

All of the cars are based at the Fox Park coach yard in Council Bluffs, Iowa, except the 110, which is based at Salt Lake City, and the 108 and 112, which are based at Portland, Oregon. Even though the cars listed as assigned above are normally used only by the person to whom the car is assigned, there are exceptions. The most prominent exception is the annual Board of Directors' Inspection Special, also known as the Evans Special. When this train is operated, most of the 100-series cars are part of the consist, and each car is occupied by one member of the Union Pacific Corporation board of directors and his or her spouse.

There are two other named cars in the UP fleet, the Cabarton and the Idaho. The Cabarton is the former 202, ex-1412, a onetime 10-6 Budd sleeper now used as a staff car on passenger specials. The Idaho is a former sleeper rebuilt as a track inspection car with floor-to-ceiling windows and theater seating in one end.

UP has started a refurbishing and modernization program for the business car fleet. This includes interior re-decorating, complete exterior repainting, truck overhauls, and replacement of the batteries and MG system with a self-contained 4-cylinder Deutz diesel-generator set installed in a soundproof box where the old batteries were. So far, 100, 103, and the Arden have had the work done, and 101 and 108 are in the Omaha Coach Shop now. When each car is done, it is run to Cheyenne, and taken to Sherman Hill for performance tests on the diesel at 8,000 feet, then it is coupled to a 9000 and run up to 85 mph to check the ride at speed after the truck work.

--From THE FLYER -- Smoky Hill Railway and Historical Society, Inc.  
Kansas City Railroad Museum, Kansas City, Missouri  
January, 1982 Volume 13, Number 4

\*\*\*\*\* **NEXT MONTH!** \*\*\*\*\*

★ MORE THANKS go to Arkansas RR Club member Tom Coulson of Memphis, TN for sending in the Memphis-J.T. Harahan Bridge article. Not only did he send it in, he already had it reproduced 100 times, so all we as editors had to do was staple it to the Newsletter. **NEXT MONTH!**

★ AND - Mike Adams has included another fine story, this time a follow-up on Jim Bennett's article last month on MOPAC's No. 219 and 220. Mike also asked me to run the following request:

WANTED: The Missouri Pacific Historical Society is contemplating re-publishing my story of the SUNSHINE SPECIAL originally published by the NRHS in 1976. We need ANY material, photographs, etc., of the SUNSHINE SPECIAL, to reproduce and use in this new edition. Full credit will be given.

MORE MEMORIES

Missouri Pacific's Numbers 219 and 220

by: W. M. "Mike" Adams

Reading and re-reading Jim Bennet's fine story of Missouri Pacific Number 219 and 220 in the January newsletter brought back a flood of memories of these fine trains.

As Jim pointed out the trains were not dignified in the timetables with a name - yet for years they carried a red and white Missouri Pacific drumhead tailsign - with the name HOT SPRINGS SPECIAL emblazoned on it. Now the HOT SPRINGS SPECIAL was actually Trains 17 and 18 which were abolished August 15, 1948 when the TEXAS EAGLES entered service. I am very much afraid I can not answer as to why Trains 219 and 220 carried the tailsign but imagine that it was to carry out the policy of long-time president L. W. Baldwin to have all principal trains using a stub-type terminal display a suitable identification. This included not only such points as Saint Louis and Houston but also Memphis and Hot Springs. Any reader that can drift back in memory to the Saint Louis terminal forty years ago should remember the multitude of brightly lit drumheads against the bumping posts - for ALL roads into Saint Louis apparently had similar policies.

I first rode Number 219 in September 1940, making the short trip from Little Rock to Hot Springs and then right back on Number 220. I was in the military service and had a first class ticket and rode the swanky parlor observation car over and back. And, except for a short stint near Mabelvale, I rode INSIDE. As I recall we had a big oil-burning 6600 on the headend and a half-dozen cars. Someplace in advance of Mabelvale I ventured out on the observation platform. The melodious chime whistle was moaning a dire warning for the road crossings in the vicinity of Mabelvale and the 6600 was rattling a machine gun like exhaust off the pine timber. Ballast was bouncing off the bottom of the car and dirt and cinders was swirling around the brass-railed platform. It was a distinctly uncomfortable place to ride - even for a dedicated rail hound. Didn't take you long to realize why the open platforms went out and the solarium observation cars came into general use with the upswing in passenger train speed in the late 1930's.

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Be that as it may - Numbers 219 and 220 carried a full parlor, open platform observation car until October 16, 1953. The Missouri Pacific, incidentally, was one of the few railroads west of the Mississippi to operate full length parlor cars. Another type of unusual rail car to be found on these trains was the "horse" car - an express car fitted for the transport of horses - race horses usually, and in the case of Hot Springs, always. As I recall both the Louisville and Nashville and the Pennsylvania Railroads had series of these cars, both serving well known racetracks in the east. Another rather unusual car working on these trains was Missouri - Illinois baggage, express, RPO car Number 21. This car was transferred from M-I to Missouri Pacific ownership in the 1940's but was never re-numbered or re-lettered and worked with M-I stencilling until withdrawn and retired. It had 3 doors on each side one of which was for the rail post office. Since it was equipped with four-wheel trucks instead of the six-wheel trucks standard to the Missouri Pacific, it stuck out like a sore thumb to the observant rail fan. During the winter months, especially, the Chicago - Hot Springs Pullman switched off Number 7 to Number 219 at Little Rock also stuck out - it was always thoroughly begrimed from its 600 mile journey from the Windy City while the rest of the train was kept immaculate.

The last stronghold of the Missouri Pacific's fine high-wheeled 5321 series Mountain type locomotives, fastest 4-8-2's in the land bar none, was wheeling these trains between Little Rock and Memphis. Too heavy for the Hot Springs end of the run they were relieved here with an oil-burning 6600 or 6400 for the roller coaster trip on to the spa. At this time I was Chief Clerk to the Assistant Superintendent of the Arkansas Division. Our office was at the south end of the Locust Street Yard in the building still in use as electrical shop and telephone exchange. I made it a regular practice each day, when Number 220 was due out of the depot, to go up to the yardmaster's tower adjacent to the office. Now there was only one way to make time with these fast, main line passenger trains and that was to work them right up to maximum speed and stay there and you can take my word for it when the 5323 or the 5325 came charging up the east main track past Locust Street, everybody, but everybody was aware of it! Finally, in late 1953, the road received enough passenger diesels to put a pair on 219 and 220 and that knocked the 5300's in the head - for a time at least.



On October 16, 1953, Number 219 with the 8032A and 8011A and five cars was coming down through the Holland bottoms at a flat 80 mph and rounding the slight curve just north of the Jacksonville depot found a truck and low-boy trailer loaded with a bulldozer fouling the sawmill crossing. When the smoke and dust cleared away the engines and all five were derailed and, possibly worse, the bulldozer blade had excised a neat slice out of the side of the entire train just above the bottom rail. The incision was as neat as a surgeon's scalpel. Needless to say, most of the equipment was scrapped and so far as I know, no full length parlor car was ever used again. The wreck cost the Missouri Pacific almost \$21,000.00 nearly half of which was damage to the engines. As diesels were at a premium it was necessary to return the 5300's to the run until more diesels became available.

After the diesels became firmly established on 219 and 220 my good friend, the late Claude Hatfield, bid in the job from here to Hot Springs. I suppose this was as good a run for a passenger engineer as there was to be found anywhere - regular banker's hours. Out of Little Rock just before noon, have lunch in Hot Springs and back home long before the evening traffic rush. One day Claude asked me to ride with him some Saturday so I secured an engine permit from the superintendent and took the first of what was to become literally hundreds of cab rides - many of them on this same train. I was familiar with train handling with a steam engine and was surprised when, just after clearing the Rock Island crossing at HH Tower, Claude notched the throttle of the big 8000 series PA (we had a matched pair) up to Run 8 - in railroadese you "put her in 8 and wait". We went around the Westinghouse curve right on the money at 65 per and topped the hill at Ensign at 80 and Claude had to ease her off to keep her down between 80 and 85 until he had to set her up for the curve at Alexander and then Bauxite. Back in those days the Hot Springs Sub-division left the main line at QQ Junction, a couple of miles south of Benton. You entered the HS sub on a "diverging approach" signal, ie, at 30 mph. The sub was layed with 115# steel on eight foot ties and with a good ballast section of crushed rock. It was signaled with absolute and permissive blocks and was a good railroad but was just one curve and hill after another, the ruling grade was the climb up High Point, in excess of 2%. Due to the curvature the maximum authorized speed was just 45 mph and

there were dozens of curves restricted even more. It took a good hand with the Westinghouse to give the passengers a smooth ride - and Claude was good. Claude was badly crippled in a head-ender at Perla during World War II and was unable to operate a steam locomotive and had been running a diesel yard engine in North Little Rock for several years until the diesels took over on the road. He was a first class engineer and a gentleman.

Not too many moons after this I was appointed assistant trainmaster on the south end of the Arkansas Division and the Hot Springs sub was part and parcel of my territory. One of my first official acts was to ride to Hot Springs, again with Claude and again on Number 219, and switch a strike-bound lumber company. One of the trips on Number 220 out of Hot Springs I remember most was in early 1956. All of the division officers were in Hot Springs handling three sections of the Ringling Brothers, Barnum and Bailey Circus. These trains were brought across from Pine Bluff via Sheridan and Benton and were unloading at the Hot Springs airport. Seems that at the same time Mr. August Busch of Budweiser fame from Saint Louis was tied up in his private car at Hot Springs sampling the area's fishing and other delights. Missouri Pacific President P. J. Neff was also there as his guest and on the day the circus came to town so did a cold front so Busch and Neff decided to head for home. Mr. Treadwell, Arkansas Division superintendent, told me to ride the train - on the head end - and to be especially careful - no rough handling and be sure and come in on time. We did all that and I caught Number 25 home to Gurdon that pm - missed the circus too.

In retrospect I guess my favorite trip on Number 219 was the day after Thanksgiving in the year 1945. I was in the army stationed in Camp Jackson, South Carolina and on Thanksgiving Day entered on terminal leave. Since all main line railroads on the east coast run north and south an all rail journey home was quite lengthy. I decided to fly from Columbia, S. C. to Atlanta, Georgia. There I caught the ROBERT E. LEE on the old Seaboard Air Line to Birmingham, Alabama and then the SUNNYLAND on the Frisco to Memphis. The SUNNYLAND carried no Pullmans and missed no stops between the two cities - it was a rough night with only my overcoat for a pillow on a hardwood seat arm. At Memphis I caught Number 219. I had a seat in a deluxe chair car and sat back and really relaxed on the way home. We had a 6600 on the head end and no moss grew on the train from Shelby County to Little Rock - and home.