



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

# Arkansas Railroader



The Arkansas Railroad Club is a non-profit organization. We usually meet the 2nd Sunday of each month at the MOPAC building in NLR at 2PM, which will be the case this month, January 10, Everyone invited!!!

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## PROGRAM



The January program will be "given" by Buddy and Elizabeth Gaines. They will host a planning session in connection with the Spring celebration in Fordyce and how our Club will or could participate. The meeting begins at 2PM at the usual place, the MOPAC building in North Little Rock.

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★ GOOD NEWS FLASH! Member James Fair of Austin TX has told me that his book The North Arkansas Line is going to be put back in print by the publisher, Howell-North Books, sometimes next Spring. The book, which covers history of the old M&NA Railroad, was originally published in 1969 and has proven very popular and hard to get.

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## RAILROADS

★ MOPAC lays off 86 workers in the locomotive repair facilities in North Little Rock. The layoffs were required because of reduced business as well as a surplus of locomotives in good repair. The 86 workers represent about 10% of the 891 people who work at this facility. The layoffs will not affect MOPAC'S plan to build a new \$40 million repair building in NLR.

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★ MORE on the Rock Island Disposition - Seems the Santa Fe is still very much interested in obtaining rights over the old RI trackage between Memphis and the Oklahoma border. There will be a meeting between Governor White and other officials with the Santa Fe on January 15th to discuss future steps. Will the Cotton Belt and Missouri Pacific still protest Santa Fe's coming into Arkansas even if its done with private funds? (See club member Ernie Deane's commentary elsewhere in this newsletter).

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★ The MOPAC RR tracks near the Newport Airport are in need of repair, according to Newport Mayor Wayne Beard, and could take up to \$30,000 to fix. The tracks belong to the city of Newport and MOPAC has no responsibility for repair. No money was spent on the tracks since they were laid about 8 years ago. (Thanks to the Newport Daily Independent).

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★ SOONER STATE 1982 CALENDAR can be obtained from CALENDAR-NRHS, 623 McFarland, Stillwater OK 74074 for \$3.75 ppd. This calendar was put together by the Central Oklahoma NRHS chapter. It contains Pictures by Preston George of early Oklahoma railroad scenes, including shots of the KCS, MKT, RI and SLSF.

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★ Several RR crossings have been designated for improvement in West Memphis Arkansas by the Burlington Northern. There have been many complaints recently by motorists on the bad crossings in that city. (West Memphis Evening Times).

Speaking of crossings, according to the mayor of Blytheville, neither railroads nor cities are required to put up any gates or lights at road crossings. The only thing required is that signs be placed along streets warning motorists of the crossings. (Blytheville Courier-News).

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★ STOLEN LOCOMOTIVE on the old Rock Island - last Saturday, Jan 2, someone stole a Little Rock Western locomotive which was parked on the old RI lines next to Rebsamen Park Road. The party drove this loco across the double track mainline of the MOPAC then on to Biddle, past the old RI depot to the bridge across the Arkansas River, then went back the other way. The engine finally ran into some freight cars at 38th and Chester and derailed. No one knows who are why it was stolen.

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★ REMEMBER WHEN? A recent article in the Cross County Times had a picture of an active Parkin, Arkansas depot in 1910. According to the caption, one of the highlights of the day back then was to meet MOPAC train #204 at 11:30AM. Most just watched it come in but many also rode it to Memphis when the roads were bad. (Gee, I still go to depots to watch trains today!)

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## AMTRAK NEWS

★ AMTRAK GETS FULL FUNDING FOR 1982 - A continuing budget resolution passed by both houses of Congress and signed by President Reagan Dec 15, gives Amtrak the full \$735 million that Congress and Amtrak agreed upon. The bill also frees Amtrak from paying state and local taxes. Wording in the measure provides for the reinstatement of the CARDINAL, which will be started again about January 15 on a tri-weekly basis.

Initial reports say that in FY 83 the Administration wishes to cut Amtrak by 18% below the current year's budget, to about \$600 million. Such a cut would mean sharp cuts in Amtrak's routes. In contrast to the \$600 million being discussed, \$788 million for FY 83 was authorized by the Congress.

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★ Amtrak's new Arrow computer system, which went on line Nov 1, has had a lot of problems. Amtrak discovered in late November that the system had doubled-booked 5700 sleeper spaces, for the heavy Christmas season coming up. In order to deal with this problem, Amtrak decided to take no more confirmed bookings for the period Dec 11 thru Jan 5, and put names on waiting lists instead. In another messup, the computer sold the same space in a sleeping car to nine different passengers on one train.

As of the end of the year, the problems have been largely solved and the lost-call volume is down appreciably.

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★ Amtrak agent and club member John Martin said that on January 15, Amtrak will once again begin issuing special 2 or 4 week rail tickets. These will be good west of Chicago and must be used in connection with a circle trip. Also on Jan 15, Amtrak is scheduled to put a special round-trip fare in effect on the "Eagle", which serves Arkansas. This will make round trips to Texas only \$10 more than the one-way fare.

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★ KEN COMBS to take over as editor of the Arkansas Railroader in February. His address - PSC Box 3818, LRAFB - Jacksonville AR 72076. I will continue as contributing editor and you can still contact me if you can't get in touch with Ken. I'll see that your information gets to him. Being a railroad club editor is very enjoyable work and I will do it again any time.

*Kon Ziegenbein*

This poem taken from "The Observation Car" of the New Hope Chapter, NRHS, Penns Park PA 18943:

### LIFE IS LIKE A MOUNTAIN RAILROAD

Life is like a mountain railroad  
Oh, with an engineer that's brave  
You must make the run successful  
From the cradle to the grave.  
Watch the curves, the falls, the tunnels,  
Never falter, never fail.  
Keep your hand upon the throttle  
And your eye upon the rail.



PRESIDENT'S CORNER . . . .

As I assume the position of honor as President of the Arkansas RR Club for 1982, I do so with a deep sense of humility, realizing also that the job carries with it a goodly measure of responsibility. 1982 is a year to which I look forward with pleasure and anticipation, one which will require participation and cooperation by all of our members. Our club is unique, it exists solely and for no other reason than for the mutual benefit and enjoyment derived from the interest in railroads and railroading that has brought all of us together. It must be conducted, however, in an orderly and business-like manner and each of us will be called upon to do his or her part during the coming year in order for the club to continue to provide the maximum benefits and enjoyment we individually and collectively derive from it. It will be to my great satisfaction, if at the end of 1982, I can turn the Arkansas RR Club's throttle over to the 1983 President with the assurance that the club will have remained the same enthusiastic, viable, friendly and interesting group that it was at the beginning of my year.

Jim Bennett

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The following story was written and given your editor by Bill Bailey:

Main Line KCS Steam Power on Port Arthur Route Road

Total miles operated in Arkansas 152.74, 9.12 branches & spurs. Organized March 19, 1900 under laws of state of Missouri; successor to the Kansas City, Pittsburg & Gulf Railroad. The officers was, President - S.R. Kustt, V.P.- George J. Gould, Gen. Manager - J. A. Edson, Gen. Freight agent - E.E. Smythe, Gen. Ticket Agent - S.G. Warner.

The line is built southward from Kansas City to the Gulf. The consequence of long distance of difficult up-and-down trackage through the western ends of Ozarks and Quachita Mountains, in the steam power days instituted steam engines & double-headed power not used on any neighboring railroads. In 1902 KCS owned 56 locomotives, 1200 coal cars, 6 mail baggage & express cars, 1 excursion, 6 coach & chair cars, 2,020 box cars, 450 flat cars, 30 cabooses, 1 business car. Principally its heavy traffic was oil, coal, lumber & hobos, special attention was given to agricultural commodities shipments of rice, sugar, coffee & strawberry trains. The KCS motive power was 4-4-0, 0-6-0, 2-6-0, 0-8-0, 2-8-0, 2-10-2, 2-10-4, 4-6-0, 4-6-2, 0-6-6-0, & 2-8-8-0 class of engines, water cars & vanderbilt tenders with hut for breakman to ride in was standard. If the KCS had a standard in motive power, it was the 400 & 500 No.'s, class 2-8-0 in freight service.

The 1912 class 0-6-6-0 was king in helper service. Heavy coal trains employed 1 - 2-8-0 and one of the big mallets separated by five cars to meet bridge weight limitations. The engine weight was 350,000 Lbs. The 57" drivers ate the rails up starting and rattled the windows in the town, this power combination would pull as many cars as could be pumped up with air & couplers holding. After the soot and clinkers settle back to earth and the farmers put the fires out in the fields the train was on its way.

The Boomers called the KCS "Kindle-Choke-Smoke R.R.", and mallet type helper engines "Sacred Ox's." In 1918, seven ponderous compound 2-8-8-0 was shipped to KCS. They were built by American Locomotive Co. Ten more followed in 1924. Replacing the 2-8-0 and 06-6-0 combinations. With out the tender the 2-8-8-0 engine weight was close to 500,000 Lbs. and produce a tractive effort of 150,000 Lbs. Some of them were rebuilt by the KCS shops in a effort to pull more at higher speeds.

Standard track construction was used, oak ties, average life in main line use 6 years. Date nails was used for installation records. Twenty-two ties per 33' rail in lou of 18, 20 as most road was constructed. To split a switch with one of the compound articulated locomotives was a nightmare, for this reason, they stayed on the main line as much as possible. The steam whistle used on the mallets was a mellow tone & could be heard for miles.

The KCS 900 J Class engines was the ultimate steam locomotive operated on the line. They arrived in 1937 from Lima Locomotive Works. They were huge & powerful as any 2-10-4 built, ten was purchased, #900-904 which burned coal #905-909 oil. Constructed with all weather cabs with an overall length of 112'-5- $\frac{1}{2}$ ". Side by side they were 15' longer than big articulateds 2-8-8-0.

Resembling the 5000 of the Santa Fe their boiler pressure was 310 Lbs, the Santa Fe was 3' longer yet drawbar pull were equal. Weighting 868,000 Lbs & with 70" drivers they performed super service unnoticed, Kansas City to De Queen, Ark.

For a railroad with only 788.6 miles of line between Kansas City & Port Arthur, Texas, it is loaded with photo area, telling the colorful story of that great locomotive institution during the glory days of railroads.

In a future artice will be a story on old KCS passanger trains, #3 Texas Express, #4 Kansas City Express, #15 & 16 Flying Crow.

By: Bill B. Bailey  
Ark. R.R. Club

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★ Your editor and wife Sarah recently took a train trip from Little Rock to Los Angeles and back and really had a good time on the train. Believe it on not, the train was on time westbound from Temple to Los Angeles and except for a delay due to a stalled freight south of Bensen Arizona, we were on time eastbound also. The Superliners are super. I thought the food was good and so did my wife. I only wish there could be a little more variety on long distant trips. The view coming into El Paso at sunset on the way back was fantastic from the Dome-Lounge car (the Sightseer Lounge). This kind of travel can't be beat.

★ SLIDE CONTEST COMING! The following information and rules of the contest were given me by Ken Combs and is reprinted as received:

1982 Arkansas Railroad Club Slide Contest

1. The slide contest will be held at the February meeting of the Ark. RR Club. The club meets at the Missouri Pacific office building in North Little Rock on the 2nd Sunday 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 1981 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 electrics, etc
3. ELECTRIC Mainline action, trolleys, rapid transit, cable cars.
4. GENERAL INTEREST Non-locomotive type photography- cabooses, depots, trackage, people. Locomotive shots from middle/end of train will be placed in respective categories.
5. SPECIAL EFFECTS Nighttime photography, models, composite or dark-room 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

4. Slides will be judged by all present at the Feb. meeting, on a scale of one to twenty; 1 being the worst and 20 being the best.

5. There will be a 1st, 2nd and 3rd Best of show, being the slides with the highest points. After those, there will also be a 1st of each category.

6. Prizes are -

- 1st place, Best of show- 8"x10" print of slide, RR belt buckle, and RR patch
- 2nd place, best of show- 8"x10" print of slide, RR belt buckle
- 3rd place, best of show- 8"x10" print of slide, RR patch
- 1st place, best of category- RR patch

7. Winners will be announced in the March newsletter and will be awarded at the March meeting.

8. The club will make an 8"x10" print of the 1st, 2nd and 3rd place best of show, and 1st of category for the club.

9. Slides being defined as- 126, 135, 127, 828, 110 transparencys in 2"x2" mounts ready to be projected. All slides will have the Photographers name and a brief description, "Amtrak GG-1 on #22 at Brinkly, Ark, 30 Feb 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.

10. All slides will be submitted to Kenneth Combs either at the February meeting or can be mailed to

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

Any questions can be referred to me.

Kenneth R. Combs

★ Following is a reprint of an article written by Ernie Deane in the Springdale News concerning the disposition of the RI tracks in Arkansas. It is reprinted by permission:

# Ernie Deane: Costly Mistake?

SPRINGDALE NEWS

11-29-81

**REFUSAL** BY the Legislature, in its recent special session, to help save railroad service for towns along the old Rock Island route across Arkansas could eventually prove to be a costly mistake.

This isn't to say that the state government should be directly engaged in the railroad business. On the other hand, helping the transportation industry is nothing new in our history. The rationalization has always been that reliable transportation facilities are vital to the welfare of everyone.

We have become so highway and truck minded, both in Arkansas and nationally, that we've just about forgotten how vital the railroads are to our economy as well as our country's defense. Our increasing dependence on air service, the least reliable of all, is also helping to destroy what was the world's finest system of railroads.

**THE RECENT** session treated us to the spectacle of our Legislature wrangling over details concerning the alleged plight of the motor freight

industry and ways to protect it, while turning down all proposals to save a significant stretch of cross-state railroad.

This kind of short-sightedness typifies much of what has held Arkansas back through our existence as a state. That is to say, political, financial, educational, and other leadership elements all too often have taken the short-term view rather than the long-term. (I'd probably not make that criticism if I were new in Arkansas, but my roots go back to the early years of statehood — and I find no joy in criticizing my own people.)

**LET IT BE**, said, and with all due credit to Arkansas's citizens and our leaders through the years, short-sightedness hasn't prevailed in every case. As far back as 1856, for example, a law was passed to give certain state lands to the Cairo & Fulton Railroad, to encourage it to cross Arkansas from northeast to southwest. In 1871 a state university was founded — and it continues to function.

Legislatures of 1903 and 1911 passed bills enabling cities to levy taxes to

operate public libraries, a significant educational step. In 1923 the first state tax was collected on gasoline, thus putting much of the burden of road financing on road users rather than property owners. (The tax, by the way, was 4 cents a gallon.)

These are but a few examples. Many could be listed. They're cited for the purpose of suggesting that even though our lawmakers, and other Arkansawyers, too, often take the short view we sometimes demonstrate an ability and willingness to take the long one.

**FROM THE** overall standpoint, all things considered, Arkansas today is possibly in better shape for transportation than it has ever been.

Certainly we have a better highway system than ever before — and those who damn Orval Faubus for his shortcomings seldom mention highways. Air service, erratic though it is occasionally, reaches key points all over the state. Regular commercial barge service plies the Mississippi and Arkansas Rivers, and plans are afoot to increase it on the Ouachita and the White. Bus lines serve most towns, although crying the economic blues these days.

As for the motor freight industry, we've heard and read more than enough about it in recent months. But, surely there are more big, middle-size

and small trucks operating in Arkansas today than ever before. I'm of the opinion they'll keep on rolling, no matter what the weight or length limits might be. (I'm also guessing that in the next regular legislative session, we private motorists are going to get stuck to pay most of the damages the big trucks do to roadways and bridges.)

**RAILROADS** APPEAR to be less certain to continue serving Arkansas as well in the future as they have in the past. Certainly the shutdown by the Rock Island, and the refusal of the Legislature to help keep services operating over the former Rock Island route, don't lift anybody's hopes for the future.

Northwest Arkansas a century ago first felt the economic joys of major railroad service when the Frisco ran its tracks — and its freight and passenger trains — through this rather remote region. What a predicament we'd consider ourselves to be in nowadays, if the Frisco — like the Rock Island elsewhere in Arkansas — decided to call it quits. I rather imagine that our area legislators would hurry to Little Rock to cry for help from — who else? — the state.

(Ernie Deane is a retired newspaper editor and journalism teacher.)

★ Recently ran into some old Missouri and North Arkansas Railway Company stationary (used) which I have copied and reproduced again here. The front side was regular stationary while the back side had a map of the M&NA system on it. I will bring the original stationary to the meeting this Sunday, Jan 10.



# Missouri and North Arkansas Railway Company

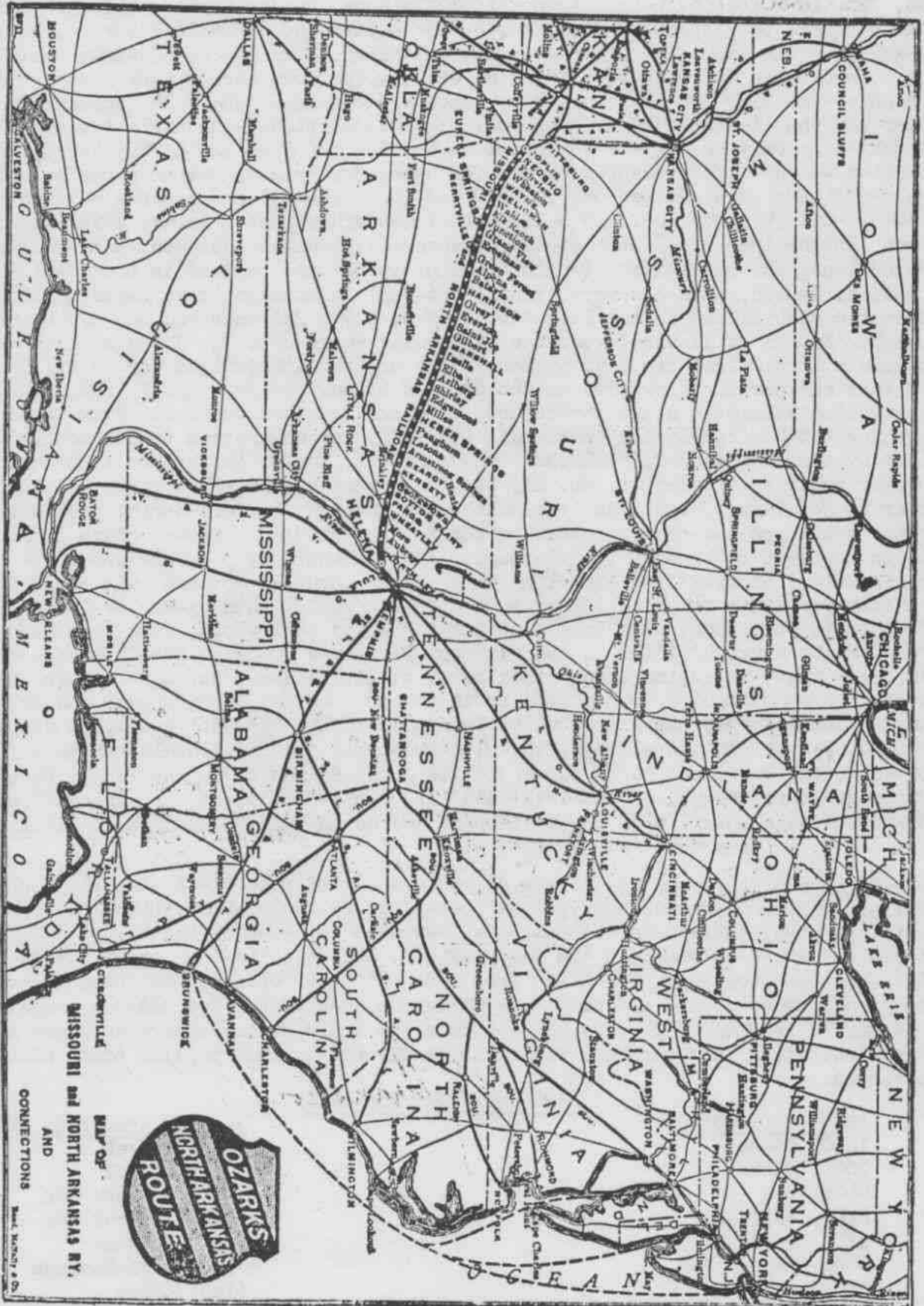
ENGINEERING DEPARTMENT

H. J. ARMSTRONG,  
Chief Engineer  
M. McKIMMEY,  
Resident Engineer

HARRISON, ARK.,  
March 12, 1927  
File CE-9-1

FRONT →

BACK ↓



Perhaps not as well known as THE SUNSHINE SPECIALS, THE TEXAN or THE SOUTHERNER, Missouri Pacific's un-named daily passenger trains Nos. 219 & 220 between Memphis and Hot Springs were in every respect as deluxe a passenger train operation as were its long-distance and main-line 'big brothers'. Leaving Memphis Union Station at a respectable 8 AM for a fast, limited-stop run over the Memphis Division to Bald Knob, joining the main-line for Little Rock, No. 219 handled a good deal of head-end traffic and mail, and included comfortable, well-appointed coaches, a grill-coach and a handsome, open-end Parlor-Observation car, and made connections at Little Rock with Missouri Pacific Train No. 7, the southbound SOUTHERNER from St. Louis to Fort Worth. A Chicago-Hot Springs sleeper, via the Alton (and later the G&O) was switched from No. 7 to No. 219 at Little Rock for arrival at Hot Springs shortly after noon. A great deal of activity was evident along the butterfly-shedded, curving platforms of the Missouri Pacific's attractive, red tile-roofed stub-end depot in downtown Hot Springs. This was a highly popular and heavily patronized train, running in direct competition with and on an almost identical schedule to the Rock Island's HOT SPRINGS LIMITED, with its own Chicago-Hot Springs sleeper (via Illinois Central connection at Memphis), which backed into the RI's mansard-roofed depot within easy walking distance of the Missouri Pacific's station. After a short lay-over in the Spa City, the Missouri Pacific train, now running as No. 220, left for its return trip. At Little Rock the Hot Springs-Chicago sleeper was switched to Missouri Pacific No. 8, the northbound SOUTHERNER for St. Louis. Leaving Little Rock, No. 220 ran on a tight schedule up the double-track main-line to Bald Knob where it switched off for an equally fast run across east Arkansas into Memphis, reaching the Tennessee city somewhere between 6 and 7 PM (according to the year and the timetable) providing convenient connections with night trains out of Memphis. As only one set of equipment was needed for Nos. 219 & 220, the passenger consist was not often changed except for necessary maintenance or shopping, although head-end cars were changed out as required for thru mail and express movements. Always (even until the end) Nos. 219 & 220 were 'standard-weight' trains, never attaining true 'streamline' or 'EAGLE' status, however lightweight equipment was regularly found mixed among the heavyweight (which in later years was painted in the 'EAGLE' colors) consist. Indeed, when the very first 'post-war' lightweight cars began to trickle thru from the carbuilders in the late 1940's, Nos. 219 & 220 received one of the new lightweight 'EAGLE' Grill-Lounge-Coaches as regular equipment. The Chicago sleeper soon became a lightweight car, and by the 1950's another lightweight car, a St. Louis-Hot Springs sleeper was forwarded to Hot Springs by No. 219 from No. 7, THE SOUTHERNER connection at Little Rock. Northbound, this car returned to Little Rock via a late-evening Hot Springs-Little Rock train (No. 832) for connection to the modernized (but by then downgraded) SUNSHINE SPECIAL for St. Louis. At various times during its career prior to the 1950's, No. 219 handled a thru Memphis-Fort Worth coach, turned over to No. 7 (or No. 37) at Little Rock for movement to Fort Worth. Timetables from those years are not clear whether or not No. 220 handled a return coach from Fort Worth to Memphis, however it is assumed this was entirely possible and quite probable during times of traffic demands. An interesting thru-car movement via No. 219 in its earlier years was the handling of a Memphis-Kansas City Dining-Parlor-Coach from Memphis to Bald Knob. From Bald Knob the car moved to Newport, then continued up the famed White River Division in the Missouri Pacific's SOUTHERN SCENIC to Kansas City. In steam days, an engine change took place at Little Rock, but with modern, heavy steam power continuing to head the train to and from Hot Springs over the roller-coaster, but well-maintained heavy iron which branched off the Missouri Pacific's double-track main at Benton. In diesel days, the blue-and-cream 'EAGLE' diesels ran thru from Memphis, but on occasion were changed out at Little Rock. Beginning in the 1950's Nos. 219 & 220 exchanged thru 'Memphis-Fort Worth' and 'St. Louis-Hot Springs' chair cars in each direction with Nos. 7 & 8, the southbound and northbound SOUTHERNER at Little Rock.

Declining patronage saw the 'piece de resistance' of Nos. 219 & 220, the handsome full-length, modernized, heavyweight open-platform Parlor-Observation car, No. 10612, with its wide, thermopane windows, give way to a Cafe-Parlor-Coach, No. 10910. The train continued to run into the early 1960's, became a 'coaches only' train, then by 1965 was gone for good. The track from Benton to Hot Springs thru Lonsdale has been removed. Traces of the old right-of-way can be seen today from closely paralleling highway 70 leading to the Spa City. A favorite train of passengers and crew alike, those who still remember Nos. 219 & 220 fondly recall this popular train with genuine pleasure.

REPRESENTATIVE CONSISTS

NO. 219 (1950's)

7000A Diesel  
 7001A Diesel  
 6665 Box  
 4202 Baggage  
 4179 Baggage  
 3604 Bagg-Coach  
 8159 Coach  
 6414 Grill-Coach  
 10910 Cafe-Parlor-Coach

NO. 220 (March 4, 1960)

7003A Diesel  
 7004B Diesel  
 86150 Express Box  
 88324 Express Box  
 222 Baggage  
 2074 Mail-Storage  
 6165 Coach  
 6566 Coach  
 6415 Grill-Coach