



ARKANSAS RAILROADER



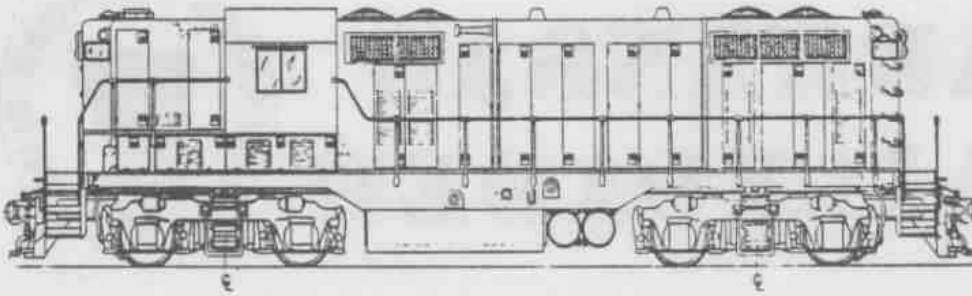
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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Heading thru the Interchange at Pulaski Siding, Little Rock & Western #305, with Office Manager Bob Sandage riding the head end, backs to pick up four Amtrak coaches. The freshly lettered chop-nosed RS-3 will run as the "Riverfest Express" the next few days, transporting hundreds of people from the old Razorback Drive-In to Murray Lock & Dam for the Riverfest Festivities. Sister Loco #307, still lettered for parent Green Bay & Western would make a good project for the Arkansas Railroad Club. The #305 was lettered for Riverfest by the Amtrak Crew (Randy Cookus, John Martin, Richard Finch) and Bill Pollard and Joe Pollard, in cooperation with the Little Rock & Western. The club could promote a design-a-loco contest, subject to the approval of the Little Rock & Western to letter the remaining loco. Photo in May of 1981 by John Martin.



GENERAL NEWS

Fuel Consumption Tests -- Missouri Pacific conducted fuel consumption tests using Train CH and two SD-40/2's Nos. 6070 and 6071, on Friday, December 10th, 1982. Train CH departed Chicago at approximately 6:00 a.m. and ran over it's regular route: Yard Center (Chicago) via Villa Grove, Salem, Poplar Bluff, North Little Rock, Texarkana, and Palestine to Houston's Settegast Yard. Both locomotives were specifically equipped with mechanical fuel metering devices to measure fuel consumption and were operated at normal speeds. Industrial Engineers rode the train from Salem, Ill. to Houston to gather data on fuel, speeds and delays enroute.

Flooding Causes Major Damage to Missouri Pacific -- The recent storms that pelted Central Arkansas and major amounts of rainfall that occurred in Arkansas, Missouri and Illinois caused major damaged to the regions railroads. Among the damage the following reports were made:

Van Buren Subdivision...When the levy at Point Remove Creek gave way this flooded Interstate 40 near Morrilton and came close to being above the rails of MoPac's Main Line, with water seeping thru the ballast.

White River Subdivision...A Hole near Calico Rock was created by flood waters measuring 78 feet long and 30 feet deep, requiring 45 cars of rip-rap. Many other large holes in the roadbed were found that left the Division out of service from December 4th thru Sunday December 12th. Missouri Pacific Freight trains that normally use this division were detoured from Memphis to Little Rock to Van Buren (Central Div.) to Kansas City. These included the KLY, MK, KM, SMU, UMS and several Coal Trains. Numerous work trains originating out of Newport, Batesville and Cotter dumped trainloads of rip-rap and ballast into the washed areas.

Augusta, Ark.....The River crested at the low point about 2'4" from the top of the rail, all bridges held.

DeSoto Subdivision.....Numerous washouts along the Black River requiring Amtrak to Detour over the Chester Subdivision (East side of Mississippi) December 4th thru December 7th.

A.A.R. Power Picture -- The Association of American Railroads has reported that 31 new and rebuilt locomotives were added to Major Railroad's fleet in the month of October, compared with 35 in September and 55 in October 1981. As of November 1, the total of owned and leased diesel-electric locomotives was 27,234, compared with 27,291 on October 1st and 27,772 on November 1, 1981. The cost of new Locomotives currently rans as follows (These are approximate, depending on options, etc.) 1.275 million for a Passenger locomotive (F40PH) and 1.15 million for a Freight locomotive (GP-38/2).

Units Just Passing Thru -- SWEPCO #778, a bright orange NW-2 (Ex-Rock Island #778 was sited passing thru Little Rock enroute to Shreveport, La., in Missouri Pacific's yards December 8th.

Engineer Dies in Crossing Accident -- Missouri Pacific Local Train #410(07) with locos 1677 - 1665 handling 12/23/1989 and moving at approx. 35 m.p.h. struck a loaded gravel truck at Illinois State Highway #51 Crossing, one mile North of Pana, Ill., derailing both locomotives and Seven Cars. After Striking the truck on the crossing, both units turned over, knocked down a power line and slid down an embankment into a water-filled ditch. A small fire caused by the hot wires was quickly extinguished. The Engineer, C. Bean, was trapped in the water and mud filled cab for several hours awaiting help. He died in the accident. A brakeman, G. Frederickson was injured and the driver of the truck was killed. The crossing was protected by flashers, working properly and the crossing visibility was wide open in both directions. A senseless loss of life and property. Please observe the 3-L's when you approach a railroad crossing... LOOK, LISTEN AND LIVE. and please urge all those you know to abide by the same rule especially thru the Holiday Periods.

MoPac Display at Cabot -- Celebrating the town's First Flag, yes FLAG (some folks will celebrate anything), Missouri Pacific set out a display train consisting of a locomotive, boxcar and Business car/Caboose "East One" at Cabot December 17th. Cabot was named for a surveyor working for the Iron Mountain and the new flag depicts the silhoutte of a surveyor againse a steam locomotive in a red field.

More Storage Locomotives -- The Burlington Northern has approximately 60 locomotives in storage at Springfield, Mo.. See the Expanded List of MoPac Locomotives in Storage in this issue.

Heavy Damage to Burlington Northern's Springfield Division -- In addition to Missouri Pacific's weather related woes, flooding in Missouri and Arkansas has caused Major damage to Burlington Northern's Springfield Region. Numerous Washouts have destroyed many spots along BN's main tracks. During the rebuilding period, BN Trains were detoured from Memphis via Bald Knob, North Little Rock and Van Buren and some to Claremore, OK where they regained BN's trackage to Fayetteville and Springfield, Mo or direct via Claremore to Tulsa. Additional detours occurred from St. Louis to Kansas City and from Muskogee to Tulsa. A great mixture of motive power was seen on the detoured trains, from Orange and White "Frisco Units" to BN's newest "B" Units. These cab-less booster B23-7's were seen along with the last units purchased by the Frisco - GP50's. Some of the Burlington Northern Trains detoured included the BTX, MDN, CTB, OBX, QLA, and Extras run as XBNI, 2, 3...etc..

The Last Detour move was the Eastbound PBF Train with engines BN2112-2275-2262-2343-2357 (all GP-38/2's) handling 79 loads, 21 empties with cabs BN 10225 (Midtrain) and BN 10122, arriving from the Central Division (Van Buren) at North Little Rock at 3:40 a.m., using MoPac's 300 yard as a thru track. The PBF departed N.L.Rock at 5:05 a.m. enroute to Memphis via Bald Knob, December 15, 1982. Trains interchanging at Van Buren were easy to differentiate by having a caboose on each end of the train since no turning facilities at Van Buren, power would just run around the train and depart.



Design: MoPac Credit Union

Farewell to Cabeese? -- Negotiations are currently under way concerning the removal of cabooses on certain trains. The Association of American Railroads is developing a specification for a rear end telemetry system that can furnish information to the engineer on conditions at the rear of the train. Missouri Pacific Lines in cooperation with Harmon Electronics has a prototype system that was tested in operations the week of December 13th. The new system consists of two components: A Rear End Device, which is a box mounted in the rear coupler knuckle hole of the rear car and an air hose is

connected to the brake pipe hose on the rear car. A radio transmitter in the box transmits rear car brake pipe pressure, battery condition, motion of the train and slack condition information to the lead locomotive. The second component: A Locomotive Device, consists of a receiving device and displays the transmitted information on a display mounted on the control stand of the lead locomotive. A temporary antenna was gutter mounted on the lead locomotive for these tests. The trains that handled the test device were:

Train	Depart	Arrive
KLY	Kansas City 12:30 a.m. 12/14 Tues.	N.L.Rock 12:30 a.m. 12/15 Wed.
LG	N.L.Rock 8:00 a.m. 12/15 Wed.	Alton & So. (E.St Louis) 8:00 p.m. 12/15 Wed.
CSP	St. Louis 5:00 p.m. 12/16 Thurs.	Kansas City 4:50 a.m. 12/17 Fri.

More on Bauxite & Northern Shutdown -- Traffic to and from the Bauxite & Northern has been falling steadily since 1980 due to the depressed economic conditions. Traffic figures illustrate this decline:

	Outbound	Misc. Inbound	Inbound Limestone	Total
1980.....	4967 cars	654 cars	4153 cars	9774 cars
1981.....	3611 "	242 "	3229 "	7082 "
1982 (Thru October).....	1956 "	274 "	396 "	2626 "

Most Outbound cars were to Jones Mills and Gum Springs, Ark., with other movements to Texas, Louisiana and New York. Inbound traffic principal movements are caustic soda from West Lake, Louisiana and Alumina from Gregory, Tex., Limestone movements were discontinued in March 1982, due to shut down of refining production line requiring Limestone in the process.

Own a Piece of the Rock -- The St. Louis Southwestern Railroad Co. has received approval from the Federal Bankruptcy Judge to acquire the following Rock Island Line segments in Arkansas: Brinkley to Briark (65.1 miles), One third interest in the Ark. & Memphis Bridge and Terminal Railroad Co. and Yard Trackage at Stuttgart, Ark. The total acquired Rock Island trackage in the state will stand at 200.3 miles when the Cotton Belt acquisition is finalized with the Trustee. Negotiations continue between Missouri Pacific Lines and the Rock Island for line segments between Little Rock and Brinkley (note Not Just Hazen)(72.5 miles), Little Rock to Haskell (27.4 miles), and El Dorado to Junction City (16.1 miles).

From Trans Tracks, Publication of Ark. Trans. Dept.

Abandonments and Proposed Abandonments -- Class 1 Railroads are required to notify the Ark. Trans. Dept. of amendments and updates to Category 1 thru 5 trackage lines. Category 1 lines are those lines the carrier anticipates will be the subject of an abandonment or discontinuance application to be filed within three years. The following lines are the latest ones added to Category 1 in Arkansas:

- Burlington Northern From Jenson to Montreal, Ark. 13.4 miles
- Burlington Northern From St. Smith to Jenson, Ark. 8.3 miles
- Missouri Pacific From Fort Chaffee to Paris, Ark. 33.8 miles.

Missouri Pacific has filed an application to abandon a portion of their line between Delight and Delight Junction, 6.6 miles in Clark and Pike Counties. The reason cited for abandonment is low traffic volume and poor condition of track which does not justify continued operations. Many of the major shippers had already switched to motor carriers prior to the abandonment. From Trans Tracks, Publication of Ark. Trans. Dept.

 MP General Order No. 78, Arkansas Division, November 18, 1982...Delight Industrial Lead from MP 44.73 to End of Track at Delight MP 452.1 is removed from Service.

No Mores' -- Effective January 1st, No More 'Old Reliable' (the L&N), No more Family Lines, the merger of the L&N into the newly named "Seaboard System" will drop all other names.

-- No More Conway Agent -- Effective Thursday, Dec. 22nd MoPac's Conway, Ark. station will be closed. As with everything else, economic conditions and the bleak outlook are factors. Conway business will be handled by telephone with MoPac's Van Buren, Ark. office. Observers look for a possible closing of Russelville in the near future.

Design: MoPac Credit Union



MOP-UP

Merger Progressions -- The KATY has withdrawn it's objections to the MoPac-Union Pacific merger in return for trackage rights to Omaha. Southern Pacific still poses stiff opposition to the inclusion of the Western Pacific, basing it's contention on the violation of the Federal Law that Established the First Transcontinental Railroad in 1860. It may be noted that the SP has sold their Real Estate and Communications companies to raise it's crucial cash flow situation and speculation also suggests to raise sufficient capitol to purchase and merge with the Denver and Rio Grande Western. Also rumors and speculation has arisen to the SP's interest in assuming control of the Illinois Central Gulf or merging with the CSX to create a coast to coast 'Super-transcontinental Railroad'.

Kansas City Southern in the Passenger Business -- The Passenger equipment recently purchased by the Kansas City Southern has been identified (see Ark. R.Rer. Sept. 1982) as the following cars:

<u>KCS Number</u>	<u>Type Car</u>	<u>Last Owner - Number</u>	<u>Original Owner - Number</u>
19	Dome-Diner	Ex-Auto Train 807	U P 8008
21	Dome-Coach	Ex-Auto Train 701	U P 7001
22	Dome-Coach	Ex-Auto Train 709	U P 7015
23	Sleeper 8 Br--2 DR	Amtrak Regal Dome #2350	ATSF Regal Dome(4-4-2)
24	Sleeper 8 Br--2 DR	Amtrak Regal Isle #2352	ATSF Regal Isle(4-4-2)

There have been other erroneous reports that the cars were numbered 26-29 however, these are totally inaccurate.

BN Completes First Arkansas Rehabilitation Project -- The State Rail Planning Dept. achieved a major milestone during August 1982, when the first rail rehabilitation project under the Local Rail Assistance (LSRA) Program was completed. The Burlington Northern Railroad completed the rehabilitation of their Hope to Ashdown branch line August 5, 1982. Federal funding for the project was provided throught the LSRA totaling \$760,000. Rehabilitation of the 32-mile track project began in July, 1981 requiring thirteen months to complete. Prior to rehabilitation, trains were restricted to 10 m.p.h. or less. The project consisted of improving drainage, replacing ties, adding ballast, rail surfacing, track alignment and installing rail anchors to meet FRA Class 2 track standards of 25 m.p.h. Two other projects funded by the LRSA are over fifty percent completed. These projects are the Arkansas Western Line (Waldron, Ar to Heavener, Ok) and the Fordyce and Princeton Line (Tinsman to Whitlow Junction). The fourth project, on the Little Rock and Western Line (Little Rock to Perry) is approximately 10 per cent complete.

SOUTHERN PACIFIC'S \$100 MILLION COMMITMENT FOR FAST, RELIABLE RAIL SERVICE BETWEEN THE MIDWEST AND SOUTHERN ARIZONA AND CALIFORNIA.



If you're shipping carload freight between the Midwest or East and Southern Arizona and California, SP's new *Golden State Express* service can help you deliver your goods on time. In fact, this SP/Cotton Belt service through our Kansas City gateway is the most reliable dock-to-dock service available. And that's the kind of dependable service that means better inventory and cost control.

Our \$100 million investment in rehabilitating this vital rail corridor is paying off in better, more competitive services for our shippers and receivers. Services like our "Golden West Express" for perishables; our "Golden Piggyback

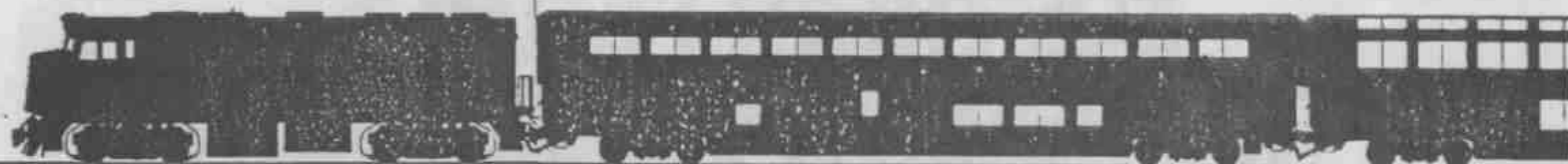
Express" for trailers and containers; and now our "Golden State Express" for carload freight. We'd like to prove our commitment to you. For fast service, or more information, call your local Southern Pacific or Cotton Belt sales representative.

FLASH ----- Effective December 22, 1982 the Missouri Pacific, Union Pacific and Western Pacific are merged. A wire to all Agents and Terminal Managers instructs all to consider UP, WP and MP equipment and UPZ, WPZ and SWPZ Trailers and UP and WP stanchion cars as system equipment, to be placed in preference to foreign or leased equipment. "From a corporate standpoint we will still be operated as Separate Railroads."

North Little Rock Yards Progress -- The North Little Rock Yard Rehabilitation Project which includes sledding all tracks in '200 Yard' (Inbound yard) and installing 34 new panel switches and laying 14.8 miles of track in this yard including renewal of 20,000 ties is running about 6 weeks behind schedule. The Newport Yard Rehabilitation Project to rebuild the Newport, Ark. yard, scheduled to start October 11, 1982 has been deferred until other projects are completed. Other Projects cunderway or completed during the last half of 1982 are Extending sidings at Cushman, Ark., Meyersville, Ark and Norfolk, Ark (All on Cotter Subdivision), Cotter siding, Smithdale (on Wynne Subdiv.), Paragould, and Potts spur. Other projects include work at Gurdon and Bald Knob yards, replacement of the Master and Group Retarders at North Little Rock, increasing their capacity to 160 tons. Also sidings at Alicia, Bradford, Tuckerman, Homan and East and West Hope were signaled. A standby generator was installed for CTC and the general office building at North Little Rock. The New Heavy Repair Shop at North Little Rock, costing \$40,000,000.00 is being erected with all pile driving, grading and 85% of steel erected. The north end transfer table is 95% complete. All dispatching on the Pana, Ill subdivision has been transferred to the CTC board at North Little Rock. On the Wynne Subdivision CTC Project teh following progress was made: Project Cost: Est. \$2,852,000.00

Cutover	McGehee to Snowlake	7/28/82	95% complete
Cutover	Snolake to Helena	8/24/82	95% complete
Cutover	Helena to Marianna	10/26/82	95% complete
Cutover	Marianna to Wynne	11/31/82	50% complete
Cutover	Wynne to Jonesboro	3/31/83	42% complete

AMTRAK NEWS



More Heritage "Feature" Cars to be Head End Powered -- The following cars have been ordered to Amtrak's Beech Grove Shops for possible conversion to head-end power:

Car No.	Type	Orig Road & Number	Notes
9251	Dome-Obs-Lounge	CB&Q 376 (3-1)	"Silver Penthouse" from L.A. Storage
9362	Dome-Lounge	GN 1392	"Mountain View" Super-Dome from Michigan City Ind. Storage.
9321	Dome-Obs-Parlor	CB&Q 366	"Silver Tower" from New Orleans Stor.
9331	Dome-Obs-Parlor	CB&Q 236	"Silver Veranda" " " " "
8800-01	Twin Unit Diner	PRR 4610-11	From Seattle Storage
8802-03	Twin Unit Diner	PRR 4616-17	From Boston Storage
8804-05	Twin Unit Diner	PRR 4620-21	From Seattle Storage
5805	58 Seat Coach	Nee C&EI 476, Ex L&N 3240	From Los Angeles Storage
2890	Sleeper	Nee UP 1446, Ex Am 2639	"Pacific Union" From Chicago Storage
2201	11 DBedrm Sleeper	CB&Q 451	"Silver Quail" From Mich City Ind.
2096	??Slumbercoach???	?????	No Information, From Lebanon N.J.
2097	??Slumbercoach???	?????	No Information, From Lebanon N.J.
4423	44 Seat Coach	Nee SP 2236, TNO 448, SP 2375	From Hialeah, Fla.
4552	44 Seat Coach	Nee GN 1010, Ex UP 5492	From Hialeah, Fla.
5014	40 Seat Coach	CB&Q 4737	"Silver Bit" From Hialeah, Fla.
5803	58 Seat Coach	Nee C&EI 482, Ex L&N 3244	From Hialeah, Fla.
5018	50 Seat Coach	CB&Q 4741	"Silver Rein" from St. Petersburg Fla.

The following Ex. ATSF Coaches are being shopped for 2 year inspection and reconfiguration from 48 seat coaches to Hi density 76 seat coaches:

Car Number	New Number	Shopped	
Ex PC 1586	7620	2/23/81	
4706	7621	not shopped yet	There is a move underway to persuade Amtrak to leave
4708	7622	10/11/82	these cars with seating for
4709	7623	not shopped yet	long distance travel and
4710	7624	10/18/82	select other candidates for
4712	7625	not shopped yet	Hi-density seating conversion.
4713	7626	not shopped yet	These Ex Santa Fe cars are
4714	7627	not shopped yet	beautiful pieces of equipment.
4721	7628	10/02/82	
4731	7629	10/11/82	

1983 Amtrak Calender Available at a Bargain Price! -- Amtrak's Popular 1982 calender is available for mail order. 1983 features New York's Hell's Gate Bridge with a New England Metroliner meeting a GG-1 "heading for a museum". The price, a reduction from years past, is \$3.50 per copy or two for \$6.00 or 3 for \$8.00. Send you check or money order to Amtrak Calender, P. O. Box 311, Addison, Ill. 60101.

Sleepers in Eagle Service -- Since the addition of a "Heritage Fleet" sleeper to the Eagle the following cars are in regular service:

#2444	"Magnolia Grove"	Ex Amtrak 2697, Nee SP 9021 (unnamed) (Amtrak applied name)
#2439	"Pacific Lodge"	Ex Amtrak 2618, Nee UP 1425
#2441	"Pacific Cove"	Ex Amtrak 2607, Nee UP 1409
#1171	"Silver Coyote"	Ex Amtrak 1004, Nee CB&Q 905 <u>Named Baggage Car</u>

A Wire, A Situation -- This wire came over the system: San Antonio Called at 2:00 a.m. and said they had a Lady with FIVE-small screaming Kids who evidently had not had any milk or food since boarding at Chicago. What's worse is no Diapers either...One kid has a stomach ache (declined medical attention)...San Antonio wants to know of we (Amtrak) can assist?...Told San Antonio Boys to get diapers if She will feed them...Told San Antonio Boys to have a talk with her...No one can find her reservation...Well...Turns out when San Antonio Boys put her on the spot she coughed up a \$100 bill....she pays for the Diapers. End Message

Poplar Bluff Station to be Closed -- Amtrak has posted notices that Effective January 17, 1982, the Open Station at Poplar Bluff, Mo (the only open station between Little Rock and St. Louis) will become a "Non-Agency Station". The Agent will be eliminated from this station. Amtrak will continued to use the waiting room and rest rooms which will be opened One hour before Train Time, and Amtrak will employ a caretaker.

A Guide To Missouri Pacific Lines



Operations In
Arkansas
By John M. Martin

A GUIDE TO OPERATIONS
MISSOURI PACIFIC LINES
NORTH LITTLE ROCK, ARK.

By John M. Martin

From the Scanner Radio we hear, "M-P 'S-A-L' to the Crest Yardmaster, 'S-A-L coming by Westinghouse on the West Track..." "O.K. S-A-L' going to hold you at HH Tower for the 'DFZ' then come in 206 rail." This commonly heard dialogue marks the arrival of another train at Missouri Pacific's North Little Rock Electronic Classification Yard. At the hub of MoPac's System, North Little Rock Yards is the largest Yard on the System, and the busiest, with the meeting of four Main Lines from all four Directions. It will continue to be an asset with the Union Pacific Merger. With this guide you should be able to identify most trains that operate thru the Little Rock Terminal Division when you listen on your scanner radio.

The following pages are a directory of Train Symbols of Freight Trains in the State. Most are identified by Symbols or numbers. Although the only scheduled (First Class) trains are Amtrak #21 and #22, there is an overall operating PLAN that MoPac uses to facilitate better handling of trains and business. These "Plan Times" although not strictly adhered to, are listed when available. All freight trains are run as Extra Trains (non-timetable scheduled).

Missouri Pacific Lines changed from the numbering of it's Major Trains to the use of alpha-numeric symbols per General Notice No. 63 dated September 14, 1972 and effective at 12:01 a.m. September 17, 1972. Most numbered trains are now locals and Traveling switch jobs. Officially, trains are identified by a two or three letter Symbol followed by the Originating Date, which it carries until it reaches it's final terminal. Over the radio you will rarely hear the date used.

The North Little Rock Complex is actually made up of Several Yards, the major ones being the 100-Yard, 200-Yard, 300-Yard, City Yard, Bowl Yard, Smith Yard and East Little Rock Yard and Biddle Yard,

The 100-Yard is used for Thru freight trains with cuts or fills for Little Rock. Trains stop in the 100-Yard and may easily be switched for a brief period and then may depart with minimum delay. The 200-Yard is the main Receiving Yard. Inbound trains usually come into this yard, consisting of 11 tracks. Hump units then couple on and shove the trains over the Hump into the classification tracks. The main classification yard is the Bowl Yard. As cars are shoved over the hump from the 200-yard, using all the horsepower of gravity, they are switched to different trains. From the Bowl they are pulled and set into the 300-Yard which is used as the main Departure yard. Outbound power leaving the service track calls the Bowl Yardmaster to see which track his train is in. Carmen may also use locally supplied Yard Air to pump up brakes on outbound trains before the road power attaches to it's train.

The City Yard is where the cars for local industries are switched and classified to go with the local switch or transfer job to the industry. East Little Rock Yard is divided by the Valley main into two halves, the Old Yard being on the Downtown Side of the main track and the New Yard on the Eastern Side of the main track. It is switched by the East Little Rock Job. Smith Yard, in North Little Rock has few tracks anymore and is used for storage of cars. Biddle Yards are in a transition period with the upcoming purchase by the MoPac. Look for Biddle Yards to be rebuilt and to become a major part of Missouri Pacific's Terminal Operations.

The Crest Yardmaster oversees and directs all operations in the Terminal. NS Tower, (under Locust St. Viaduct) controls all train movements and signals from the North End of the Yard to HH Tower (South of Union Station) in Little Rock, to Mayflower of the Central Division to Higgins on the Louisiana Division. The Locust St. Operator also controls the River lift bridges, opening them for Barge traffic. Inbound trains call the Crest Yardmaster for a Track number to come in then the Locust St. Operator lines the switches and signals to bring them into the terminal.

Crew changes on Thru Trains occur at Union Station (for Amtrak & Wood Trains), the freight House crossing (near Proto Junction in N.L.R.), at the Crest, or at Locust St..

The "Bottleneck" is the maze of trackage and crossovers between Locust St. and Main Street in North Little Rock. This is where the Central Division and the Valley Line trains enter the yards, along with traffic from the South. This affords one of the best locations to watch trains in town. HH Tower is located under the 3rd Street Viaduct in Little Rock (behind the State Capitol Building) and is where the Little Rock & Western Crosses the Double track mains. Many times trains from the South are held at HH Tower for meets and the State has built a convenient parking lot to view the action.

I hope you will find this guide useful. Next Month we'll continue the Guide along with tips for watching trains, a map showing the Terminal Area and a look at an actual Day's Operation. I invite all comments and amendments as the operation of a Modern Railroad changes almost daily.

MISSOURI PACIFIC LINES -- TRAIN IDENTIFICATION DIRECTORY

Train Symbol	Originating Station	to	Destination Station	Via Route	Remarks
AA	Angleton, Tx		Chicago		Chemical Train (not in use)
ALX	Angleton, Tx		N.L.Rock		Chemical Train
BLA103	Unit Ballast Train		These two examples are Unit Ballast Trains, each will have a different designation, these are only examples.		
BPA101	Unit Ballast Train		N.L.Rock	Valley	
BL	Beaumont, Tx				
CBK	White Bluff, Ar		Kansas City	Valley to Central Div.	Unit Coal Train
CE	Chicago		El Paso		
CF	Chicago		Ft Worth		
CFR	Chicago		Freeport, Tx		Chemical Train
CFZ	Chicago		Fort Worth		Mostly Pigs & Autos
CH	Chicago		Houston		
CHZ	Chicago		Houston		Mostly Pigs & Autos
CKB	Kansas City		White Bluff, Ar		Unit Coal Train
CKN	Kansas City		New Orleans		Unit Coal Train
CL	Chicago		N.L.Rock		
CLY	Chicago		N.L.Rock		
CMU	Memphis		Kansas City	N.L.Rock	Unit Coal Train
CUM	Kansas City		Memphis	N.L.Rock	Unit Coal Train
DE	Dupo, Ill.		El Paso, Tx		
DEZ	Dupo		El Paso		Mostly Pigs & Autos
DF	Dupo		Ft Worth, Tx		
DFZ	Dupo		Ft Worth, Tx		Mostly Pigs & Autos
DH	Dupo		Houston	via N.L.Rock	or Paragould
DHZ	Dupo		Houston	via N.L.Rock	Mostly Pigs & Autos
DMX	Dupo		Mexico(Laredo)		
DMZ	Dupo		Mexico(Laredo)		Mostly Pigs
DSA	Dupo		San Antonio		
EC	El Paso		Chicago		
ED	El Paso		Dupo		
FC	Fort Worth, TX		Chicago		
FCZ	Ft Worth		Chicago		Mostly Pigs & Empty Auto Racks
FD	Ft Worth		Dupo		
FDZ	Ft Worth		Dupo		Mostly Pigs & Auto Racks
FL	Ft Worth		N.L.Rock		
FLY	Ft Worth		N.L.Rock		
FM	Ft Worth		Memphis	via Bald Knob	
GDM	UNIT GRAIN TRAINS, these three designations are examples. Most come from the Central Division and go to the Valley or South on Arkansas Division, with Export Grain. Empty trains come North to Central Division.				
GKQ					
GDX					
HC	Houston		Chicago		
HD	Houston		Dupo	via N.L.Rock	or Paragould
HDZ	Houston		Dupo		Mostly Pigs
HL	Houston		N.L.Rock		
KL	Kansas City		N.L.Rock	via White River Line-Newport	
KLY	Kansas City		N.L.Rock	via Central Division	
KM	Kansas City		Memphis	via White River Line-Newport-Bald Knob	
KN	Kansas City		New Orleans	via N.L.Rock	
LB	N.L.Rock		Beaumont, Tx	via Valley	Chemical Train
LCB	N.L.Rock		Chicago		Connection to Belt Ry/Chicago
LCT	N.L.Rock		Chicago		Conn. to Grand Trunk Westn.
LCZ	N.L.Rock		Chicago		Mostly Pigs
LC	N.L.Rock		Chicago		
LCY	N.L.Rock		Chicago		
LD	N.L.Rock		Dupo		
LH	N.L.Rock		Houston		
LHY	N.L.Rock		Houston		

LF	N.L.Rock	Ft Worth	
LFR	N.L.Rock	Freeport, Tx	Chemical Train
LG	N.L.Rock	Dupo	Alton & Southern Connection
LH	N.L.Rock	Houston	
LHY	N.L.Rock	Houston	
LK	N.L.Rock	Kansas City	via Newport
LKY	N.L.Rock	Kansas City	via Central Div.
LMF	N.L.Rock	Memphis	Frisco Connection (BN)
LMI	N.L.Rock	Memphis	I.C. Connection
LMN	N.L.Rock	Memphis	L&N Connection & Power
LMS	N.L.Rock	Memphis	Southern Ry Connection
LMY	N.L.Rock	Memphis	Memphis Yard Connection
LSA	N.L.Rock	San Antonio, Tx	
MCZ	Mexico(Laredo)	Chicago	Mostly Pigs & Autos
MDX	Mexico(Laredo)	Dupo	
MK	Memphis	Kansas City	via B.Knob & Newport --
MKP	Memphis	Kansas City	via B.Knob & Newport --
MF	Memphis	Ft Worth	
MLF	Memphis	N.L.Rock	Frisco (BN) Connection & power
MLI	Memphis	N.L.Rock	Illinois Central Connection
MLN	Memphis	N.L.Rock	L&N Connection & Power
MLS	Memphis	N.L.Rock	Southern Ry. Connection
MLY	Memphis	N.L.Rock	Memphis Yard Connection
MAR	Memphis	Angleton, Tx	Chemical Train
ND	New Orleans	Dupo	via N.L.Rock or Paragould
NG	New Orleans	Dupo	also Carries Chicago connection
NL	New Orleans	N.L.Rock	
NC	New Orleans	Chicago	
PKM	Kansas City	Memphis	via B. Knob & Newport --
SAL	San Antonio	N.L.Rock	
SMU	Memphis	Kansas City	via B.Knob & Npt.Southern Ry to Un. Pacific Conn.
TAZ	Chicago	Texas	Piggyback Train that carries all Texas Connections
UMS	Kansas City	Memphis	via Newport & B.Knob Un.Pacific to Southern Ry. Conn.
VGX	Texas	Dupo	
VLX	Texas	N.L.Rock	
XVC	Texas	Chicago	X prefix denotes Extra Train
XLA	N.L.Rock	Angleton, Tx	Extra Train (Chemical)
LKR	Kansas City	Alexandria	Valley Extra Train

Numbered Trains:

84 & 85 not currently in use, were trains from Alexandria to N.L.Rock, Ark.

105	Van Buren	N.L.Rock
106	N.L.Rock	Van Buren
107	Van Buren	N.L.Rock
108	N.L.Rock	Van Buren
130	El Dorado	N.L.Rock
131	N.L.Rock	El Dorado
150	N.L.Rock	Dupo
151	Dupo	N.L.Rock
152	Texarkana	N.L.Rock
153	N.L.Rock	Texarkana
155	N.L.Rock	Alexandria, La
154	Alexandria, La.	N.L.Rock
156	N.L.Rock	Chicago

670 & 671 were Locals between Van Buren & North Little Rock, not currently in use.

 Descriptions of MoPac Switch and Traveling Switch Jobs in Little Rock Area

- Hill Job -- Works old Little Rock & Maumelle Western Trackage from Westinghouse on Asher Avenue to the crossing of Asher Ave at the Neimeyer Feed Mill. Also works main line industries near 16th St and 10th St. and the Vinegar Spur.
- N-I-A Job -- The New Industrial Area Job works the 65th St. Industrial Area entering on Mablevale Pike near Hoerner Box.

Local and Traveling Switch Engine Jobs

648	Ft. Smith Traveling Switch Engine	9:00 a.m.	
650	Van Buren Traveling Switch Engine	11:00 p.m.	
650	Ft. Smith to Paris Local		
652	Van Buren Traveling Switch Engine	6:00 p.m.	
653	Van Buren Traveling Switch Engine	6:00 a.m.	
662	Russelville Traveling Switch Engine	9:00 a.m.	
(Note:	Ft. Smith also has two switch Jobs, Nos.101 and 102 starting at 9:00 a.m. and 9:00 p.m. respectively.)		
700	Poplar Bluff to Sikeston Turn	8:01 a.m.	Daily
701	Poplar Bluff to Gads Hill Turn	3:59 p.m.	Currently Abolished
702	Poplar Bluff to Dexter Turn	7:59 a.m.	Daily Ex. Sun.
703	Poplar Bluff to Anapolis Turn	10:00 a.m.	Daily
705	Poplar Bluff to Dexter Turn	11:59 p.m.	Daily Ex. Sat.
706	Bismark to Cadet Turn	7:00 p.m.	Daily Ex. Sun.
707	Ivory Yd to Wickes-Mineral Point	5:00 a.m.	Daily Ex. Sun.
708	Desoto to Riverside Turn	4:00 a.m.	Currently Abolished
709	Bismark to Bonn Terre Turn	7:30 p.m.	Daily Ex. Sun.
710	Bismark to Annapolis Travel Sw. Eng.	7:30 a.m.	Daily Ex. Sun.
711	St. Louis to DeSoto Turn	4:30 p.m.	Daily Currently Abolished
712	Poplar Bluff to St Louis Local	5:00 p.m.	Daily Ex. Sun.
713	St. Louis to Poplar Bluff Local	10:00 p.m.	Daily Ex. Sun.
714	Bismark to Pea Ridge, Mo Turn	6:00 a.m.	Daily Ex. Sun. - Abolished
715	Bismark to Poplar Bluff Turn	5:00 a.m.	Daily Currently Abolished
716	Bismark to Cadet, Mo Turn	11:00 a.m.	Daily Currently Abolished
717	Jackson to Sikeston Tues, Thurs. Turn	6:01 a.m.	2 days/wk. Abolished
718	Sikeston to Jackson Mon, Wed.Turn	12:01 p.m.	2 day/wk. Abolished
719	Malvern to Bauxite Travel Sw. Eng.	7:00 a.m.	Daily Ex. Sun.
720	Gurdon to Arkadelphia Trav. Sw. Eng.	4:00 p.m.	Daily Ex. Sat.
721	Gurdon Traveling Sw. Eng.	10:00 p.m.	Daily Abolished.
722	Gurdon to Prescott Trav. Sw. Eng.	6:00 a.m.	Daily Ex. Sun.
725	Benton Traveling Sw. Eng.	7:00 a.m.	Daily Abolished
726	El Dorado to Barringer, Ark T.S.E.	3:30 p.m.	Daily Ex. Sun.
727	Camden to Lester, Ark Trav. Sw. Eng.	8:30 a.m.	Daily Ex. Sat.
730	Gurdon to Norman Turn	6:00 a.m.	Daily Ex. Sun.
731	Hope - Perkins Trav. Sw. Eng.	8:30 a.m.	Daily Ex. Sun.
734	Perkins to North Little Rock Local	1:00 p.m.	Daily Ex. Sun. (may turn at Gurdon)
735	North Little Rock to Perkins Local	5:00 p.m.	Daily Ex. Sat.
736	Newport to Tuckerman T.S.E.	6:30 a.m.	Daily Abolished
737	Newport to Tuckerman T.S.E.	7:00 p.m.	Daily Abolished
738	Batesville to Ark. Eastman T.S.E.	10:00 a.m.	Daily Ex. Sun. Abolished
739	Nashville to Perkins Turn	7:00 a.m.	Daily Ex. Sun.
740	Newport to Cotter Turn	6:00 a.m.	Daily Ex. Sun.
741	Searcy to Kensett Turn	6:30 a.m.	Daily Ex. Sun.
742	Newport to Poplar Bluff Local	9:00 a.m.	Tu-Th-Sun
743	Poplar Bluff to Newport Local	8:00 a.m.	Mo-Wed-Fri
745	Memphis to Rio Vista Turn	7:30 a.m.	Daily Ex. Sun.
746	N.Little Rock to Newport Turn	6:00 a.m.	Daily Ex. Sun.
747	Malvern to Hot Springs Turn	9:00 a.m.	Daily Ex. Sun.
748	Wynne to Bald Knob Turn	9:00 a.m.	Daily Ex. Sun.
749	El Dorado to Camden Trav. Sw. Eng.	10:10 a.m.	Daily Ex. Sun.
750	El Dorado to Gurdon Local	2:00 a.m.	Daily Ex. Sun. (Used to come to NLR)
751	Gurdon to El Dorado Local	7:00 a.m.	Daily Ex. Sun.
753	Pine Bluff-L.Rock-Gurdon Wood Train	4:00 p.m.	Mon-Wed-Fri Empty Wood Train
754	Gurdon-L.Rock-Pine Bluff Wood Train	9:00 p.m.	Mon-Wed-Fri Loaded Wood Train
755	Cotter to Newport Local	9:00 p.m.	Mon-Wed-Fri
757	Malvern Rock Island T.S.E.		Abolished
758	Helena Traveling Sw. Eng.	8:00 a.m.	
759	Malvern to Wilson Springs Turn	6:00 p.m.	Daily Ex. Sun. Old R.I.Job
760	Wynne Traveling Sw. Eng.	7:00 a.m.	Daily Ex. Sun.
763	McGehee Traveling Sw. Eng.	6:00 p.m.	Daily
770	Helena Traveling Sw. Eng.	4:00 p.m.	Daily
771	Paragould to Helena Local	2:00 p.m.	Daily
773	McGehee Traveling Sw. Eng.	6:00 a.m.	Daily
775	N.Little Rock to McGehee Local		Daily
776	McGehee to N. Little Rock Local		Daily
780	McGehee Traveling Sw. Eng.	7:59 a.m.	
781	McGehee to Monroe Local	12:01 p.m.	
782	Monroe to McGehee Local	2:00 p.m.	
784	McGehee Traveling Sw. Eng.	3:55 p.m.	
785	McGehee Traveling Sw. Eng.	6:00 p.m.	
787	McGehee to Winnsboro, La Local	4:00 p.m.	
788	Winnsboro to Rayville, La. Local	12:01 a.m.	
789	Monroe to Huttig Traveling Sw. Eng.	3:00 p.m.	Daily Ex. Sun
790	Huttig to Monroe Traveling Sw. Eng.		Return Side
791	Monroe to Urania, La. Local	10:00 a.m.	
797	McGehee Traveling Sw. Eng.	11:59 p.m.	

Local Traveling Switch Jobs -- Continued...

- Mablevale Job Works between Ensign (65th Street) and Alexander including Jacuzzi Bros, Enmar, and Affiliated Foods. It also pull the Pvt. Car 'Cynthia' to town for special moves.
- Shop Job -- Works the Pike Ave. Shop area including the Wheel Shop and Storerooms.
- Freight House Job -- Works the Piggyback Ramp and freight House area at the North End of the Yard.
- Bowl Jobs -- Pull tracks from the Bowl Yard and shove them into the 300-Yard switching them from cuts of cars into Outbound trains.
- Hump Jobs -- Shove trains from the 200-Yard over the Hump for Classification. Usually has two or three locomotives.
- Rock Jobs -- Works the Mining Areas South of Town, including Big Rock. Also see 3M Job East Little
- Rock Job -- Works the East Little Rock Yard and spot industries along Bond St. and the Riverfront.
- Minnesota Mine Job -- Works the Rock Mining area South of Little Rock, including the 3-M Plant from where it derives it's name.
- Locust St. Job -- Works in the Bottleneck Area, goes to Camp Robinson, works around Smith Yard and the shop yard spotting North Little Rock Industries.
- Hazen Turn Runs from the N.L.R. Crest via the Cotton Belt to the Old Rock Island Main Line to Hazen, Ar. and returns. Runs Tri-Weekly or as needed.
- Biddle Job - Interchanges cars with the Little Rock & Western at Pulaski and works old Rock Island yard and Industries.

The Little Rock & Western also call the Crest Yardmaster via radio for permission to run from Pulaski to the Cotton Belt Interchange in North Little Rock. It follows the old Rock Island Route around town and usually carries no more and 5 or 6 cars although recently has been seen with both units and 70 cars.

SWITCH ENGINE JOBS --- MISSOURI PACIFIC LINES --- NORTH LITTLE ROCK, ARK.

Job No.	Call Time	Name	Job No.	Call Time	Name
102	6:45 a.m.	Over the Crossing Job	209	4:00 p.m.	Locust St. Job
103	7:00 a.m.	Bowl Job	210	4:00 p.m.	Bowl Job.
106	8:00 a.m.	Mablevale Job	215	3:30 p.m.	City Job
107	7:30 a.m.	Minnesota Mine Job	216	2:30 p.m.	Shop Job
108	7:30 a.m.	Farm Job (Hill Job)	201	3:00 p.m.	Biddle Job (Rock Isl.)
110	7:30 a.m.	Bowl Job	302	11:00 p.m.	Bowl Job
112	8:00 a.m.	Bowl Job	303	11:00 p.m.	Crest Job (Hump)
113	8:00 a.m.	Crest Job (Hump)	304	11:30 p.m.	City Job
114	7:30 a.m.	Locust St. Job	305	11:30 p.m.	Bowl Job
116	7:30 a.m.	City Job	306	11:00 p.m.	Locust St. Job
101	7:00 a.m.	Biddle Job (Rock Isl.)	307	12:00 Mid.	Bowl Job
202	3:00 p.m.	Bowl Job	308	12:00 Mid.	Crest (Hump)
203	3:00 p.m.	Crest Job (Hump)	309	12:00 Mid.	Freight House Utility Job
206	3:30 p.m.	Transfer Job	310	11:30 p.m.	Utility Job
208	3:30 p.m.	Bowl Job	311	11:30 p.m.	Minnesota Mine/Utility Job (Rock Haul)

FROM A MISSOURI PACIFIC LINES Passenger Traffic Department Circular No. 1968-14 To All Ticket Agents and Representatives:

Have the following from Mr. S.A. Watson, Passenger Traffic Manager, Kansas City Southern - Louisiana & Arkansas Lines: "On and After April 1, 1968, we will not accept checked baggage, remains, etc.. Baggage and Remains MUST NOT be checked to or from KCS LINES stations, unless it can reach destination by March 31, 1968." Please inform all concerned to discontinued checking of baggage, etc., to points on the KCS - L&A Railroads.

E. E. Spencer - Passenger Traffic Mgr.

From the OCTOBER 1925 ROCK ISLAND MAGAZINE:

A Special Train operated from Crossett to Little Rock and Return account the Arkansas State Fair carrying One Hundred fifty people. O.C. Easton was Conductor of the Train, and Traveling Passenger Agent Charles H. Roher and Wesly Wood, Road Foreman of Engine accompanied the Special.

From the Collection of John M. Martin

THE ARKANSAS RAILROADER is the Official Publication of the Arkansas Railroad Club. The Regular Meeting of the Arkansas Railroad Club is held the Second Sunday of Each Month at Union Station in Little Rock, Arkansas at 2:00 p.m.. Visitors are always Welcome. The Arkansas Railroad Club has memberships available for \$10.00 for In-State, \$7.50 for Out of State Associate Members. Inquiries may be made to:

Ken W. Ziegenbein - Editor, 905 Valerie Drive, North Little Rock, AR 72118
John M. Martin - Asst. Editor, (501) 758 - 1340

SCHEDULE OF PASSENGER TRAINS

St. Louis Iron Mountain & Southern

Going North:

54	California Express	Arrives: 755 am	Departs: 815 am
68	Hot Springs Special	530 pm	550 pm
56	Texas Special	805 pm	825 pm
52	Local Passenger	130 am	145 am

Going South:

55	Texas Special	735 am	755 am
67	Hot Springs Special	855 am	915 am
53	Fast Mail	225 pm	245 pm
51	Local Passenger	205 am	223 am

ARKANSAS VALLEY ROUTE

Going North:

Ft Smith and Kansas City	755 pm	810 am
Ft Smith Express	215 pm	830 pm

Going South:

Monroe and New Orleans	655 pm	840 am
Pine Bluff Accomodation	930 am	330 pm

Bald Knob Branch

Memphis Night Express	205 am	145 am
Memphis Mail	225 pm	815 am

COTTON BELT ROUTE

Pine Bluff Passenger	Arrives	525 pm	755 am	
Local Except Sunday*		1145 am	200 pm	
	Leaves L. Rock	805 am	1040 am	at Pine Bluff
	Leaves L. Rock	140 pm	735 pm	ar. Pine Bluff
	Leaves P. Bluff	235 pm	510 pm	ar. Little Rock
	Leaves P. Bluff	555 am	1145 am	at Little Rock

Little Rock and Memphis Railroad

Trains arrive and Depart from North Little Rock, Ark. Station.

Arrives	205 pm	Memphis Day Passenger Mail & Expr.	Departs	105 pm
"	1100 pm	Night Passenger & Mail		130 am
	720 am	Freight		340 am
	720 am	Freight		200 am

Northbound passenger and baggage conveyences leave City Ticket Offices and Mail passenger waiting room, 110 E. Markham St. at 1230 noon and at 1040 at Night. Last Omnibus leaves Capitol Hotel at 1230 Midnight. Pullman's Finest buffet sleepers open for passengers at 830 pm.

Hoxie Pocahontas and Northern R.R.

Going South:

Leaves Pocahontas	1030 pm	Arrives Pocahontas	245 pm
Leaves Hoxie	1050 am	Arrives Pocahontas	1150 am
Arrives Hoxie	1130 am	Leaves Pocahontas	400 pm
Arrives Hoxie	515 pm	Leaves Pocahontas	145 pm
Arrives Hoxie	245 pm		

Going North

Leaves Hoxie at	800 am	Ar. Pocahontas	900 am
	130 pm		

Southwestern Arkansas & Indian Territory R.R.

Arrives Smithton at 1010 am #1 Express
Arrives Smithton at 440 pm #2 Mail
Leaves Smithton at 735 am #1 Express
1240 pm #2 Mail

Arkansas Midland R.R.

Going East
Little Rock (Via LR&M RR) 130 am Brinkley 615 am Arrives Helena 930 am
Going West
Helena 300 pm Brinkley 715 pm

Eurika Springs R.R.

Going West
Lv Eurika Springs 610 am Arrives Seligman 700 am
Lv 550 am 700 am
533 pm 623 pm
Going East
Lv Seligman 940 am Ar Eurika Springs 1030 am
855 pm 955 pm
855 pm 945 pm



PROGRAM



The next meeting of the Arkansas Railroad Club will be held Sunday afternoon, January 9th, at 2pm in the Train Station, Markham & Victory Streets, Little Rock. The program will be given by Gene Hull and it will be on Narrow Gauge Railroads of the west (Gene didn't have enough time to present his program at the November meeting).

ALSO, a reminder (again) that DUES ARE DUE! Remember that dues are \$10 per year in Arkansas and \$7.50 per year out of state. If you wish to join the National Historical Society (the NRHS), their annual dues are \$9 per year. You can send in both local and national dues when you renew, if you wish.

Make checks payable to the "Arkansas Railroad Club" and (to make it simple) mail to your newsletter editor; Ken Ziegenbein, 905 Valerie Dr., North Little Rock, AR 72118. I will see that it gets to the proper people. (Our treasurer is Dick Byrd and secretary is Ross Holt - you can mail your dues to either of these people also, if you wish).

From the March 1969 TRAINS magazine (researched by Ken Ziegenbein)--The Burlington says that the "California Zephyr" has arrived in Chicago with as few as 12 passengers and may have lost 2 million dollars in 1968. -- MoPac became coach-only at the end of 1968 as the "Texas Eagle" lost its pullmans out of St. Louis to Dallas-Fort Worth, Houston and Mexico City; and SCL-L&N's Jacksonville-New Orleans "Gulf Wind" no longer carries a sleeper. -- From the September 1968 TRAINS -- Southern Pacific wants to end all passenger service except the "Coast Daylight" but was told it must continue operating the "City of San Francisco" for at least another year. -- N&W wants to discontinue its last Chicago-St. Louis train, the "Blue Bird". -- The IC, CofG and SCL want to drop their Chicago to Jacksonville "Seminole" as soon as possible. -- The Missouri Pacific has withdrawn its petition to control Santa Fe and will look elsewhere for a more warm-hearted merger. (wonder if this merger failure of 14 years ago was a reason for MoPac's strong objections on the Santa Fe coming into Arkansas using the old Rock Island tracks?)

★ ARKANSAS RAILROAD CLUB Show and Sale to be held Saturday, March 26th. Contact club member Bill Bailey for more information.