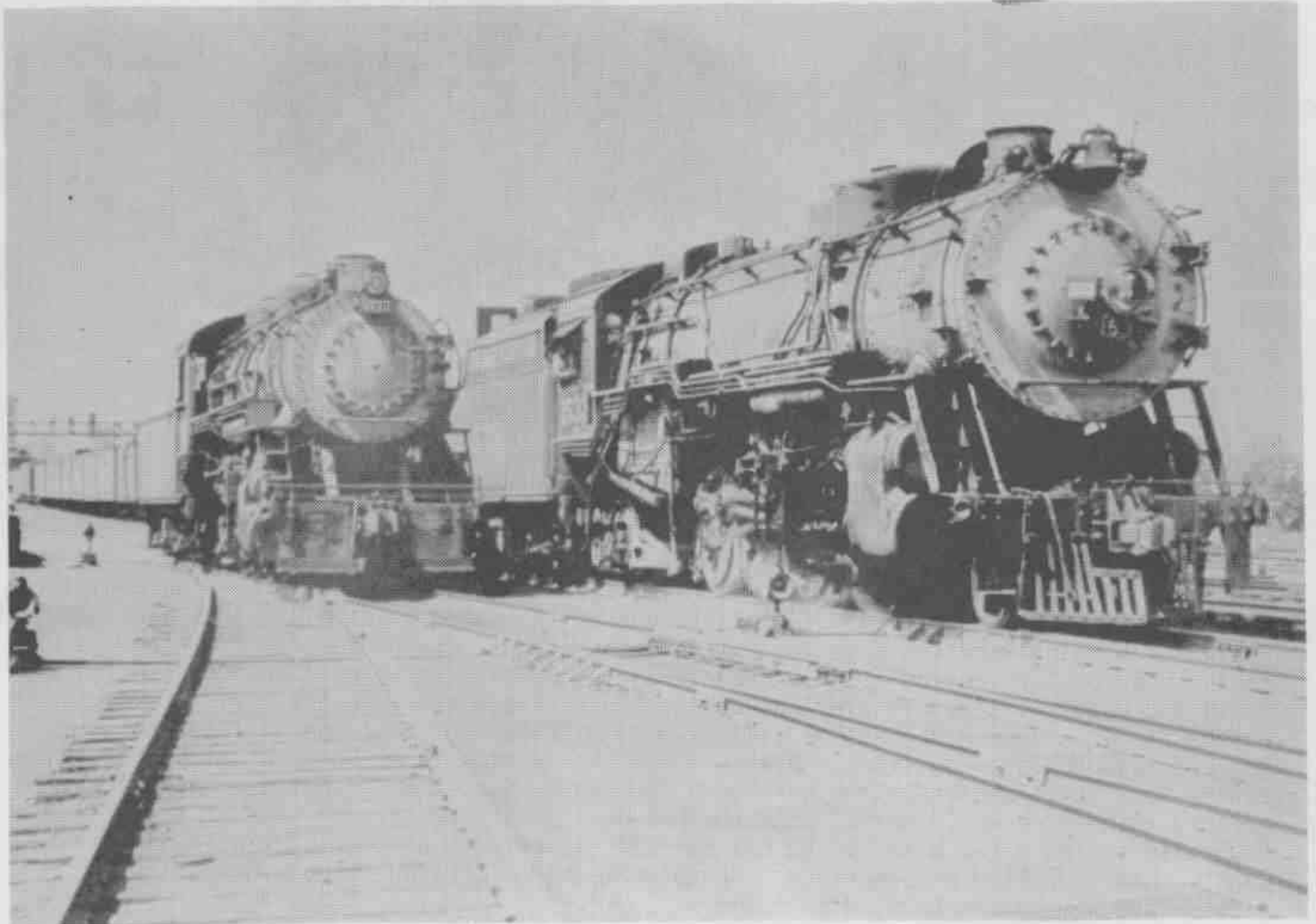




LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Arkansas Railroader

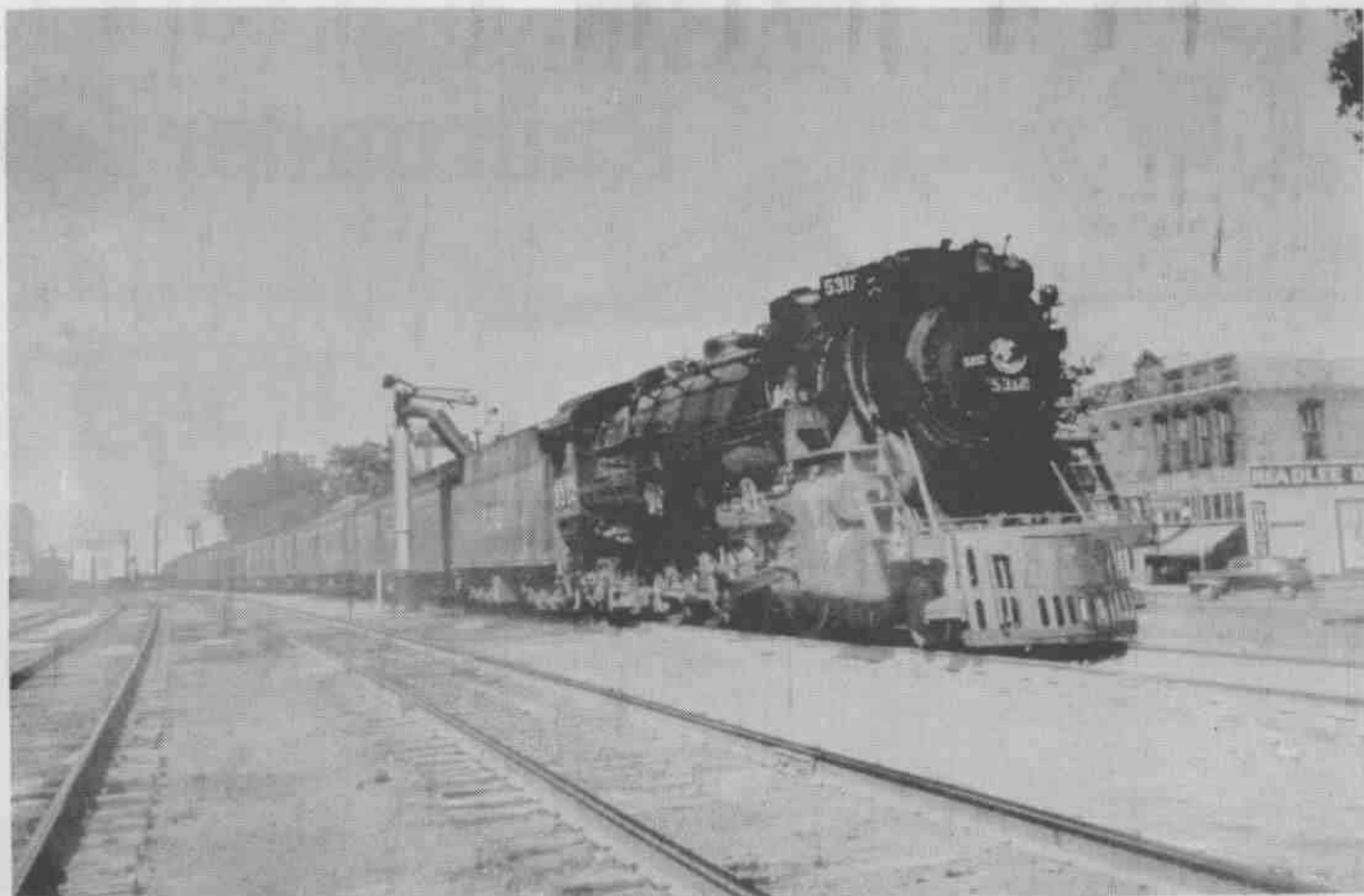


Missouri Pacific's distinctive fat-boilered Mike No. 1533 leads train #72, the Meat Train off the Baring Cross Bridge and into the Hole Yard at North Little Rock in the early 1940's. The Meat Train originated in Fort Worth and was always heavy with the outpourings of the big packing houses of Central Texas. In season it also carried many a car of Texas steers for the Eastern markets. For those so inclined it might be of interest to know that the Meat Train was one of the first regularly scheduled freight trains on the Missouri Pacific to be dieselized. Numbers 60 and 72 were given the first freight diesels on the property soon after their arrival in late 1943. The diesels operated initially between Texarkana and Dupr and released a large number of 1400 and 1500 Class Mikes for less important schedules. One of Missouri Pacific's big 9700 class 0-8-0 switchers stands ready to come against the rear end of No. 72 and swap cabooses and perchance make a few other 'ignorant' moves. Photo from the Collection of John M. Martin, Caption and remembrances by W.M.Adams.

The Arkansas Railroad Club is a non-profit organization. We usually meet the second Sunday of Each Month at 2:00 p.m.. The July meeting will be held at Union Station, Markham and Victory Sts., Little Rock, Ark.. Anyone interested in trains and railroading is invited to attend. Bring those friends!!

VOLUME 13, NUMBER 7
JULY 6, 1982

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905 Valerie Dr.
North Little Rock, AR 72118
(501) - 758 - 1340
John M. Martin - Assistant



When the tank runs over the fireman will slam the man-hole covers down and the engineer will almost simultaneously coax two blasts out of the chime whistle and then ease the 5312, a big oil burning Mountain type locomotive into motion. Train #3, The Ozarker, is making her regular station stop at Newport and after pausing at Bald Knob, Kensett, Beebe and Cabot will rattle over the Baring Cross bridge and into the capital city just before 6 p.m.. Here a connection will be made with No. 103 down the 'valley' to McGeehee and Monroe, Louisiana. Number 3 was the daytime local between St. Louis and Little Rock complimented on the northward journey by Number 4. I put the date of this picture just after World War II when the Missouri Pacific converted some of the 5308-5316 series 4-8-2's to oil to off-set the ill effects of continual walk-outs by John L. Lewis' United Mine Workers. Photo from the Collection of John M. Martin, Caption and remembrances by W.M. Adams.

FIRING LIQUID FUEL ON THE KANSAS CITY SOUTHERN RAILWAY

By Bill B. Bailey

Many people think that on locomotives burning liquid fuel the fireman has nothing more to do than open the valve admitting the oil and that the burners and the locomotive does the rest. At one time or another in my life I was guilty of such similar statements. In due time this idea was corrected on location by an ashcat who knew otherwise.

Next time you dream of firing an oil burning engine, read this before taking your snooze and remember you might be called (Wet Mule in the Firebox) not knowing about this job. Perhaps the clearest explanation of oil firing is my effort of quoting the man who corrected me on these thoughts.

"There are four good-hand hostlers that I have known in my lifetime firing on the Kittle-Choke-Smoke Road (KCS) Southern Division. Hand-bombers or hand-grenades were the names of KCS engine without automatic stokers..(fired only by the sweat of the brow and the break of the back)!"

The books says... Before departure, see that oil tanks are full, oil heaters are in operation and oil headted to the proper temperature as soon as possible; also that the fire is burning. No oil should be dripping or lying in the outer pan, and no brick or other obstruction to the free passage of oil from the burner to the front wall is lying on the bottom of the inner pan, and that sand buckets are full.

STARTING THE FIRE -- When firebox is below igniting point, which is dull red, open dampers, start blower and atomizer medium hard, throw a piece of saturated oil waste after lighting same, on the bottom of the inner pan. Close and fasten the firebox door then turn on oil very light and see if it ignites at once. If not, shut off oil at once and see if waste is burning. When oil has ignited, reduce blower and atomizer to very light feed and reduce oil flow until stack becomes almost clear.

TEMPERATURE OF OIL -- Thick oil is to be heated to from 150 to 170 degrees, thin oil from 100 to 120 degrees; temperature to be taken by measuring rod suspended in forward tank. Vents on top of oil tanks are to be kept open at all times except when tank is very full and oil is liable to splash out. Then they may be closed until oil is reduced from 5 to 7 inches from top. EXTRA care must be taken not to have any lights in hand when vents are first opened after having been closed any length of time.

HEATING OIL BY DIRECT STEAM APPLICATION -- Put heater on strong until oil has reached the proper temperature, then close it off, repeating applications to maintain temperature. To keep the heater on lightly and constantly might produce water enough in the oil to become objectionable.

HEATING BY THE COIL IN THE TANK -- Tallopot detail -- Open cock on boiler head just sufficient to produce steam water at drain cock under tank. Superheater should be used constantly when weather is in any way chilly. Keep drain cock to superheater open just sufficiently to keep cylinders dry.

STARTING THE TRAIN OR ENGINE -- Engine should not be started until fireman is at the firing valve. Remember that the care of the firebox is as important as keeping up steam or making time. Start engine carefully, so as to NOT slip drivers. Open firing valve sufficiently to make sure that action of exhaust will not put out fire, but not enough to make great volumes of smoke. Increase atomizer and oil gradually until full speed is attained, keeping just on the verge of black smoke. When engine is hooked up valves governing the admission of oil will be regulated according to required amounts. It is well to use the blower about one-half turn while starting, as this will help to consume smoke between exhaust. Also, keep engine hot.

BLACK SMOKE -- Never make an excessively heavy smoke, as it only fills the flues with soot, which is a great nonconductor of heat and produces no heat in itself. Strive to keep stack clear at ALL TIMES, except when starting.

"Speaking of smoke, some engines on the T&P were fired with lignite coal. I never fired with lignite but heard the men call it the Snuff Dipper. Red hot cinders from the smokestack shot like skyrocketing the countryside like on the 4th of July. You would see them 3 miles away at 3/4 throttle, I do know this, and was probably the sorriest fuel used on any railroad, in my opinion."

SANDING FLUES -- Sand frequently as required, according to the amount of smoke made. If the engine has to be smoked anyway hard, sand every 10 or 12 miles, but if stack is kept clean, sand every 30 to 50 miles. If any amount of switching is done at a station, sand immediately after leaving that station. How to Sand: attain a fair rate of speed and used about one quart of sand. Close all dampers and put reverse lever in full stroke, opening throttle wide and allow sand to be drawn from funnel in a thin stream. Going into stations where stops are to be made, great care must be exercised not to cut oil supply too low before throttle is closed. Any draft thru the firebox has a tendency to put the fire out. The stronger the draft, the stronger the oil supply must be. When the throttle is closed and oil reduced, the atomizer must be cut down at once to keep oil from dripping on bottom of inner pan. Never allow the fire to be put entirely out except when giving up engine at the end of a run or when all hands are going away from an engine. Then it must be put out. To put out fire, first close stop cock under tank allowing oil to be drawn from pipe and burner, then close firing valve, atomizer and all dampers. To blow obstruction from oil line, close firing valve, open cock between heater and oil lines, close heater line and turn cock on boiler head to heater line on full. This will blow all obstructions back into the tank. This arrangement may be used to heat oil in case of a failure of coil heater. If any brick from walls or arches in firebox should fall in front of burner, it is best removed at once or pushed to the extreme front of firebox. Blue gas issuing from the stack means that the fire is out or very nearly so.

WATER TANKS -- At water tanks ... it is necessary to keep injector on all the time the train is standing, the oil supply must be left on a little heavy and blower on lightly. This will insure a full head of steam when ready to start.

Be governed accordingly and remember that black smoke is very detrimentally to steam generating and that the more that is made, "The more it becomes necessary to make."

In memorial of Ira C. Dedmon - Locomotive Fireman, Forty years of Service on the KCS at Heavener, Oklahoma.

COMING NEXT MONTH...

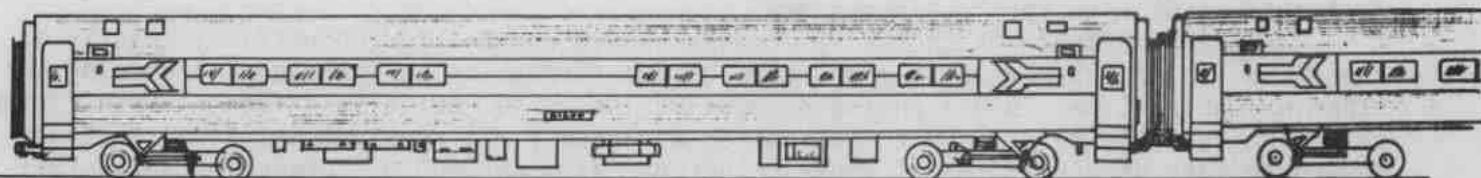
A Cotton Belt Steam Passenger Speedster, A Day at the Old Rock Island Station in Little Rock, Ken Zeigenbein remembers the *VALLEY EAGLE*, and a "Pinnacle" of a Cover... And, of course, the LATEST NEWS from Around the State.



PROGRAM



★ The July program will be a "Show-Sale-Swap" meeting where anybody can bring items to show or sell. Gene Hull will also be showing some slides. There's never any lack of conversation at our meetings, so bring friends and/or relatives along for a good time. The meeting will be held at Union Station, Markham and Victory Streets, Little Rock, on Sunday, July 11 at 2pm.



AMTRAK NEWS - - - Amtrak has new president - W. Graham Claytor took over July 5. He told

reporters: "I've ridden Amtrak a good deal and I'll be getting around the railroad a good deal. - - I think we can continue to improve our service, we can continue to make our service more cost-effective."

★ The Amtrak board on June 30 approved \$4 million to fence part of the Northeast Corridor. (Sure could use that money on the "Eagle" route!). This board meeting was the last one presided over by outgoing President Alan Boyd.

★ New Union Contract agreements signed - Amtrak has signed new agreements with 6 unions (BMW, BRAC, IBEW, IAM, JCC & IBB) as of May 27. This marks the first time Amtrak directly talked with unions and finally shows a recognition that passenger service is vastly different from freight operations in work requirements.

★ A new state-supported train will be started between Miami and Tampa Florida around November 20. It will have a feeder bus to Disney World and Orlando. Another new train may possibly be started between New Orleans and Baton Rouge in 1984 just in time for the New Orleans Worlds Fair.

★ \$758 million has been approved for Amtrak in 1983 by Congress, but the complete appropriations process won't be over until September. Amtrak had requested \$788 million. If it doesn't get the full amount requested, some needed capital improvements will have to be delayed.

★ Spot check of Amtrak's "Eagle" in Little Rock - Summer consist is now 4 Superliner coaches, 1 sleeper, 1 Sightseer Lounge and 1 diner; Sunday June 20 - 228 coach, 26 sleeper passengers on board into Little Rock on northbound #22. 45 got on, 29 off while in town; Monday June 21 - 319 were on board southbound #21 coming into Little Rock, all regular patrons; Monday June 28 - 97 got off southbound train at Little Rock; Friday July 2 - the "Eagle" had 3 engines and 10 cars (part of it was for a special train to be used by the Governor of Texas); there will be a special Lutheran Church group move between Chicago and San Antonio sometimes in August. This would be a separate train from the "Eagle".

RAILROADS

★ Missouri Pacific layed off 50 + more people in June. The company blamed the recession and rather slow business at this time. Meanwhile, as far as is known, the construction of the new \$40 million engine facility in North Little Rock will begin as planned.

(Continued on next page)

★ Bill Bailey sent a Dallas Morning News clipping about the Texas State Railroad resuming full-length runs as of June 1982. For the first time in a couple of years, the trains (steam powered) run all the way from Rusk to Palestine Texas (25.5 miles). They take 1½ hours to make the trip. One of their engines, 2-8-2 #400, was in the movie "How the West was Won" and another engine, an 1896 71-tonner built by Cooke, starred in the TV series "Petticoat Junction".

The 25½ mile line crosses 25 bridges, has 2,800 crossties per mile, 28 switches and 29 road crossings. It goes through many forest-like areas and is very scenic. Reservations are recommended if you ever plan to ride this train. Write to: Texas State Railroad, P.O. Box 39, Rusk, TX 75785.

★ Speaking of tourist railroads, as mentioned in the June Arkansas Railroader, both railroads in north Arkansas (Beaver and Eureka Springs) are doing well. I forgot to mention that a movie was filmed there using both lines last Winter. The made-for-TV movie called "The Blue and the Grey" (Civil War) will be aired on CBS sometimes this Fall.

★ The Memphis Buff May-June edition had this interesting story: a swap is being arranged by a group in Elkhart Indiana who want to restore New York Central 4-8-2 #3001 which has been on display in Dallas Texas at the Age of Steam Museum for over 20 years, disguised as Texas & Pacific #909. The NYC fans will swap GG-1 #4935 for the 4-8-2.

As the story goes, the T&P donated a Texas type locomotive, 2-10-4 to the State Fair of Texas at Dallas in 1949. In a short time vandals had reduced the #638 almost to a pile of junk. The T&P quite properly asked the Fair to maintain or scrap the engine. The Fair in a very short-sighted decision scrapped the locomotive.

Too late, public outcry arose. Despite the harsh rejection of one of its most modern and powerful locomotives by the State Fair officials, and not having any steam engines, the T&P generously set out to find a steam locomotive for the Fairgrounds. It found New York Central #3001 which was built by Schenectady in 1940.

The #3001 was purchased and shipped to Marshall Texas shops where it was gone over and re-worked to appear similar to a T&P Mountain type and given the number 909. The latter and the #3001 were 4-8-2's. The "second" 909 was described as a "gentle deception".

★ Update on Rock Island in Arkansas - The following is reprinted as is from the June 1982 issue of The Crossing, the publication of the Arkansas Association of Railroad Passengers. If you would like to join this organization to help support passenger trains in the state, write to Ark-ARP, c/o Bill Pollard, 55 Meadowbrook, Conway, AR 72032.

SUNSET FOR THE SUNBELT ROUTE ?

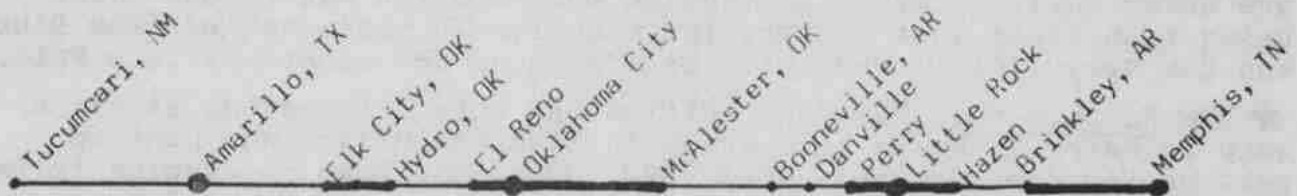
Almost 27 months ago, all train service ended over the middle segment of this nation's shortest transcontinental rail route, as a result of the court ordered liquidation of the Rock Island Railroad. Despite efforts by the states of Oklahoma, Arkansas, and Texas, through service from Memphis TN to Little Rock, Oklahoma City and Amarillo has not been restored. Because of the lack of rail service, the western Arkansas cities of Booneville, Danville, and Ola have faced the reality of industrial layoffs and closings. While this rail route paralleling Interstate-40 languishes, an increasing barrage of trucks accelerate the deterioration of this segment of the Interstate system. While elected state officials play politics, this essential transportation resource is being allowed to rust into oblivion.

Several months ago, William Gibbons, the Trustee for the bankrupt Rock Island, indicated that court approval would be sought soon for the scrapping of the unused portions of the Sunbelt Route. Gibbons has since agreed to delay track removal until after January 1983, to allow the State of Arkansas more time to devise a plan to save the line. Gibbons noted that the federal bankruptcy court had admonished him to "...exhaust all possibilities of sales for ongoing rail use" before selling the track for scrap.

In early June, Federal Judge Frank J. McGarr agreed to reserve trackage rights on the former RI line from Memphis to the Oklahoma border, which would allow other railroads to use the tracks even if particular segments had been sold. McGarr said he would give the Arkansas Legislature an opportunity to devise a solution before the track is ordered dismantled as part of the bankruptcy proceeding.

The Santa Fe Railway had earlier expressed interest in the Sunbelt line, as a means to maintain their competitive position in view of the pending Missouri Pacific and Union Pacific merger. A reduced cash flow due to the recession, plus the failure of the Arkansas Legislature to pass enabling legislation, has apparently made the Santa Fe somewhat reluctant to take over this line. Despite this hopefully temporary setback, Santa Fe is still considered a potential operator of the route, and the April 1982 issue of Modern Railroads reported that the Francis Manzo Company was also interested in the Amarillo-Memphis line.

Since both gubernatorial candidates (Bill Clinton-D, and Frank White-R) have indicated an interest in seeing the line preserved, it seems likely that the fate of the Sunbelt route will rest in the hands of the next Arkansas legislative session. In light of the intensive lobbying effort mounted by Cotton Belt and Missouri Pacific to kill the Rock Island route during the last session, early contact requesting your state legislator's support could make the difference.



CURRENT OPERATING STATUS OF SEGMENTS OF ROCK ISLAND SUNBELT ROUTE:

Memphis-Brinkley (69 miles)	in service-Cotton Belt
Brinkley-Hazen (24 miles)	abandoned-no service since 3-24-1980
Hazen-Little Rock (40 miles)	in service-Missouri Pacific
Little Rock-Perry (51 miles)	purchased by Little Rock & Western Ry.
Perry-McAlester (183 miles)	abandoned-no service since 3-29-1980
McAlester-El Reno (146 miles)	in service-MKT and OKKT
El Reno-Hydro (41 miles)	abandoned-no service since 3-1980
Hydro-Elk City (55 miles)	in service-Farmrail
Elk City-Tucumcari (265 miles)	abandoned

CURRENT OPERATING STATUS OF SEGMENTS OF ROCK ISLAND LOUISIANA LINE:

Little Rock-Fordyce (82 miles)	abandoned-no service since 5-29-1980
Fordyce-Crossett (57 miles)	purchased by Fordyce & Princeton RR
Tinsman-El Dorado (36 miles)	abandoned-no service since 3-28-80
El Dorado-Ruston (55 miles)	South Central Arkansas Railway
Ruston-Hodge (19 miles)	proposed-North Louisiana & Gulf
Hodge-Alexandria (73 miles)	North Louisiana & Gulf

BRANCHLINES-ARKANSAS:

Haskell-Butterfield (11 miles)	owned by Missouri Pacific-not in operation
Malvern-Hot Springs (23 miles)	purchased by Missouri Pacific
Malvern-Sparkman (35 miles)	rails removed-L.B. Foster Co. 2-1982
Des Arc-Mesa-Stuttgart (34 miles)	rails removed-L.B. Foster Co. 3-1982

★ Bill Pollard also researched and sent in the following historical record of the Rock Island's Mesa to Stuttgart branch (now gone forever):

STUTTGART & RICE BELT RAILWAY (became RIS&S RY)

7-10-1911 purchased from CRI&P one 8-wheel (4-4-0?) locomotive & tender #356 (SOURCE: Railway Contracts & Leases Vol C pg 511, Ark Secretary of State)

(CONTINUED)

STUTTGART & RICE BELT RAILROAD CO.

12-3-1911 agreement (#11939) with CRI&P relative to use of depot and tracks at Mesa (printed below):

Interchange track, connecting track and two crossovers will be put in at Rock Island's expense. Maintenance will be shared equally between both companies, including cost of maintenance of 7 switch lamps connected with above trackage.

Rock Island will construct, for joint account, its standard No. 4 depot for use as a combined freight and passenger depot, with separate waiting rooms for white and colored passengers, with ticket office, and with room for freight and baggage, together with platforms for use in connection with said depot, and also necessary water closets for white men and women, respectively, and for black men and women, respectively, and also necessary coal house. S&RB RR agrees to refund to RI 50% of the cost of construction of the above items within 30 days.

Rock Island will employ agent, and other employees as required, the expense thereof to be shared equally. Any overtime incurred is to be paid by the road causing the overtime to be incurred.

In the case of collision between the two companies respective engines or cars, while on the above trackage, the party whose sole employees are responsible for accident shall be liable for entire expense. If it cannot be determined whose employees were at fault, each company shall pay for damage to its own equipment.

Signed: Geo. C. Lewis, VP Stuttgart & Rice Belt RR Co.
F. O. Melchner, Sec. Vice President, CRI&P Ry Co.

ROCK ISLAND STUTTGART & SOUTHERN RAILWAY

2-1-1914 an agreement was executed whereby the entire line of the RIS&S was leased to the Rock Island for a term of 999 years. This line consisted of trackage from Mesa to Stuttgart, Ark, approximately 21 miles. (SOURCE: RI Annual Report 6-30-14)

ROCK ISLAND LINES--THE ROCK

3-22-1980 #767 (Stuttgart switcher job) abolished end of shift this date. Engine 4431 & crew on duty 5am, lv Stuttgart 7:45am & av Mesa 10am with 3 loads and 18 empties. Train tied-up at Mesa, ending service on Stuttgart branch. (SOURCE: train crew timeslips from Biddle)

ROCK ISLAND LINES--THE ROCK

3-1982 L. B. Foster Company, under contract with the bankruptcy trustee of Rock Island, removed all rail, spikes, plates & ties for scrap or resale. As this process is completed, the Stuttgart Branch effectively vanishes from the face of the Earth. (SOURCE: personal observation)



THE ROCK ISLAND ROCKET

("Rocket" from stationary given by Jim Bennett)

The C&O/B&O 1969 menu was donated by Bill Merck. I added the Amtrak Evening menu for comparison. (Actually, one's apples and one's oranges).

**C&O-B&O COACH SEAT MENU
DATED 1969**

WELCOME TO THE C&O-B&O!

The food and beverage car is now open and ready to serve you. Choose from the following:

MENU

<u>HOT SANDWICHES</u>		<u>BEVERAGES</u>	
HAM	50¢	COFFEE, CUP	20¢
HAM AND CHEESE	65¢	TEA, CUP	20¢
HAMBURGER	50¢	MILK, IND.	25¢
CHEESEBURGER	60¢	SOFT DRINKS	25¢
TOASTED CHEESE	40¢	FRUIT JUICE	25¢
FRANKFURTER	35¢		
KOSHER STYLE CORNED BEEF	75¢		
 <u>SNACKS</u>		 <u>DESSERTS</u>	
CANDY BARS	10¢	CAKE	15¢
NUTS, 4 OZ. CAN	40¢	PIE	25¢
CHIPS, PRETZELS, ETC	10¢	SWEET ROLL	20¢
		ICE CREAM, CUP	25¢

BREAKFAST SUGGESTION

HOT OR COLD CEREAL WITH MILK 45¢

ALCOHOLIC BEVERAGES

MANHATTAN, MARTINI OR OLD FASHIONED	
WHISKEY, SCOTCH, BOURBON OR CANADIAN	\$1.10
GIN OR VODKA	
CLUB SODA, GINGER ALE OR TONIC (split)	15¢ EXTRA
BEER	50¢
 CIGARETTES	
CIGARS (Price indicated on box)	45¢
PLAYING CARDS (double deck)	\$1.75



American Express, Diners Club and Rail Travel Cards Honored

C&O/B&O PASSENGER FOOD SERVICE
K. S. COX, Superintendent

1-88

EVENING FARE

Please make a complete menu selection at this time and pay when order is placed

Dining Across America
Dinner Selections

Use This Column To Total Check

- COMPLETE ENTREE SELECTIONS**
Served With Appetizer, Lettuce And Tomato Salad, Amtrak Dressing, Roll and Butter and Beverage
 Coffee Tea (Iced or Hot) Milk Sanka
- Braised Boneless Short Ribs of Beef 7.25
French Cut Beans with Mushrooms and Spiral Noodles
 - Baked Breast of Chicken 6.25
Rice Pilaf, Buttered Mixed Vegetables
 - Mixed Seafood Americana 6.25
Baby Shrimp, Crab Meat and Scallops Prepared in a Light Sauce. Steamed Rice and Buttered Peas
 - Lasagna 5.50
The Classic Italian Pasta Garnished with a Vegetable Medley

For Younger Travelers and Passengers Desiring Lighter Fare

- Roast Turkey Breast And All The Fixin's 4.75
Giblet Gravy, Country Stuffing, Candied Sweet Potatoes, Garden Vegetables. Choice of Beverage
 - Spaghetti and Meat Balls 2.75
 Coffee Tea Milk Sanka
- Desserts**
- Apple Pie Cheese Cake 1.25
- Beverages**
- Seven Up60 Beer 1.25
 - Diet Soda60 White Chablis Wine 2.00
 - Coca Cola60 Red Burgundy Wine 2.00

Price Includes All State and Local Taxes

Table No. _____ Total Check _____

Table No. _____ Receipt Total Check _____



★ The Kansas City Southern story was furnished by Bill Bailey. He is also working on another story about KCS's "Flying Crow" passenger trains which will appear in some future newsletter. His first KCS article is printed elsewhere in this newsletter.

Bill and his family just returned from a midwest Amtrak trip covering 5,554 rail miles. They started June 6th going from Little Rock to Chicago, Chicago to Denver, Denver to Ogden Utah, Ogden to Las Vegas, Las Vegas to Los Angeles, Los Angeles to Kansas City, Kansas City to St Louis and back to Little Rock.

He said it was a great trip from a railroading point of view and noted that Amtrak has come a long way in trying to serve the public. He also noted that railroads like Burlington Northern, Union Pacific and Santa Fe run Amtrak like one of their own trains. A full report will be given at the July meeting.

(Editor's note - Missouri Pacific also is doing a great job in running the "Eagle" recently, especially when compared to several years back. The MOPAC crews, for the most part, are friendly and seem to enjoy their service to the public. Freight delays are less frequent than in the past years due to good dispatching).