



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 15 NUMBER 7

JULY 1984



WHERE'S THE TRAIN? - This photo of a tornado was taken about 5:00 PM on April 3, 1984 along the Burlington Northern Railroad tracks just northwest of Bay, Arkansas in Craighead County (northeast Arkansas). The railroad track runs northwest to southeast along U.S. Highway 63. The photographer was within 2 or 3 miles of the tornado. (Picture by Dr. Morris Young of Jonesboro, Arkansas in the collection of Ken Ziegenbein)

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club, a non-profit organization of rail-enthusiasts that meets once a month on the second Sunday of the month (details of this month's meeting printed elsewhere in this newsletter). To receive the ARKANSAS RAILROADER each month, you must be a member of the Arkansas Railroad Club. Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Checks should be made payable to the "Arkansas Railroad Club" and sent to Treasurer Dick Byrd, 12 Flintwood Dr., Little Rock AR 72207. For an additional \$9/year, you can also join the National Railway Historical Society (NRHS).

Anyone desiring to give news, pictures or any type of stories or information (material solicited) for publication in the ARKANSAS RAILROADER, please send this information to:

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The ARKANSAS RAILROADER is normally mailed the Monday or Tuesday before the second Sunday of the month via First Class Mail. Anyone who wishes to can send in a supply of stamped (usually .37¢), addressed envelopes (legal, long size) in which your newsletter will be mailed. Also, any donations of 8 1/2 x 14 bond paper is appreciated.



PROGRAM



TOUR OF MISSOURI PACIFIC'S NEW ENGINE SHOPS PLANNED - Our next "Program" will be SUNDAY, JULY 8. We first meet at 2 PM at the usual place, the TCB bank building on Main Street in North Little Rock in the "Community" 3rd floor room, for a short business meeting. After that, we car pool to the new "DOWNING B. JENKS MISSOURI PACIFIC RAILROAD SHOP", 11th & Pike in North Little Rock.

The program will feature a tour of this new \$40 million building, conducted by Jack Sheridan, Superintendent of shops for U.P. System's Missouri Pacific Railroad. The tour will last 30-40 minutes and includes highlights of the shop's interior (300,000 sq. feet - as big as 5 football fields, according to Supt. Sheridan).

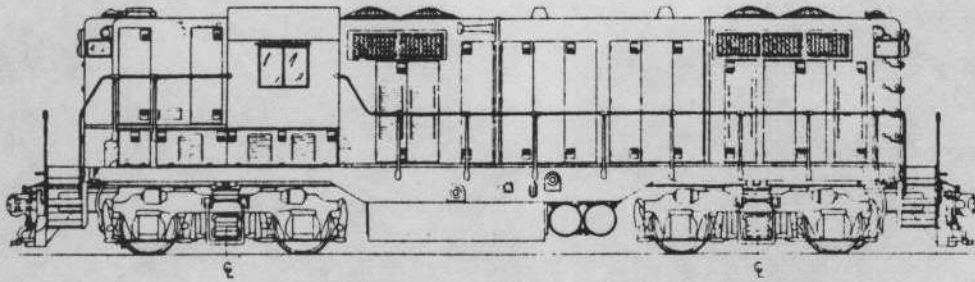
How big is it? He says it can accomodate 34 SD40-2's in the main area 10 feet apart and 9 other locomotives elsewhere in the building for a grand total of 42 locomotives.

Again, we will meet for a regular business meeting at the TCB building at 2 PM, then car pool to the new facility. We should plan to be there around 3 PM. Supt. Sheridan will meet us at the gate (11th & Pike). Hard hats will be lent out as this is a hard hat area.

ALSO - Supt. Sheridan said that cameras are welcome, so bring one if you want.

By the way, the official dedication of this new engine repair shop will be on Saturday, July 14 at 10 AM and will be by invitation only to employees.

Thanks to Arkansas Railroad Club president Randy Tardy for arranging this tour.



GENERAL NEWS

LOCO SPOTTED - Southern Pacific Red, White and Blue unit 7347 with Olympic Logo painted on the side recently was seen on the point of train PBSBY/PBMFY 1/22 which departed Pine Bluff yard at 4:45AM June 23rd. This unit returned as rear unit in assembly train SBPBY/1/23 arriving Pine Bluff yard about 8PM June 23rd. The unit then departed west on train MBSMF 1/23, as the rear unit. (This train was called at 10:50PM June 23rd). Let's hope this locomotive makes it back to the Cotton Belt's Pine Bluff Division real soon.

A BLUE STREAK - Cotton Belt's famous train BSMFF "BLUE STREAK MERCHANDISE", will, for the present again be routed through on the Pine Bluff division from East St. Louis to Corsicana as it was in the past. Welcome back "BLUE". The train leaves East St. Louis daily about 6PM, Pine Bluff about 2AM enroute to the west coast. This train was operating over joint line trackage from East St. Louis to Kansas City, Kansas City Division, thence west on CBRY.

McGEHEE RAILROAD DAYS saw several members of the Arkansas Railroad Club attend, but reports don't sound too spectacular. The MoPAC gave the city a caboose, plus had on display a couple of locomotives and a few sale items. Perhaps next year the club could participate??

LAST OF A BREED - Rock Island locomotive #830, the last Rock Island unit in Arkansas (used for cleanup service) departed the state for the last time June 8. Farewell and happy journeys.

EXCURSION TIME (with a catch) - To help celebrate the opening of UP's (MoPAC) new \$40 million diesel repair shops in North Little Rock (the "DOWNING B. JENKS MISSOURI PACIFIC RAILROAD SHOP"), U.P. will run an excursion special for employees only between Little Rock and Benton on Saturday, July 14, the day of official dedication.

NEW BREED - U.P. engine #3198 has been spotted bearing a typical U.P. paint scheme but having "Missouri Pacific" lettering on it. These are the engines of the future.

AMTRAK FIGURES - The "Eagle" has landed...respectable loads, that is. Typical loads thru Little Rock have been 350-400 each night it runs. This represents an increase over the past few years. The only bad thing is its rather consistent lateness through Little Rock, especially on the southbound #21, which is often one hour late or more.

This lateness, plus heavy loads, has prompted Amtrak to run 1st and 2nd sections of #21 and #22 between Chicago and St. Louis this summer on weekends. The 1st section would run only Chicago-St. Louis while the 2nd (normally late) section would run all the way through Little Rock and beyond.

HOGTRAIN RETURNS - On Monday, July 2, the Hogtrain West Coast excursion returned to Little Rock on Amtrak #21 after a long tour. The special (consisting of both the "Cynthia" and the new Santa Fe Dome) was sold out.

SUNBELT UNKNOWNNS - The old Rock Island East-West Sunbelt Route's future is still in the air. Rumors have it that the end of June is a deadline whether or not to sell the line (KATY?) or begin the sobering task of tearing it up. **COME ON KATY!**

L. B. Foster Co. (who's been tearing up other sections of the "Rock" nationwide) says (out of Houston) that they have not been contacted about any more take-up orders in Arkansas yet and they are through with all they were supposed to have taken up thus far.

819 PROGRESSING - Work to restore Cotton Belt steam engine #819 in Pine Bluff has slowed somewhat due to the hot weather but is still running ahead of schedule. About 12-15% has now been re-assembled. Super-heat tubes will be repaired instead of replaced, saving lots of money.

Base paint is 25-30% primed already. Re-piping has been 80% completed.

It turns out that the engine now sits on the same tracks it was originally constructed on in 1943. The goal of operation sometime in 1985 is still held.

If you ever want to see this engine in the shops, you need to call 541-1802 (phone located right next to the engine itself) and make an appointment with a member of the Cotton Belt Rail Historical Society. If you want to join this society, write to it at P.O. Box 2044, Pine Bluff 71613. Dues are \$10/year. (Thanks to Bill Bailey for the 819 news).

Luncheon!

40c
Fricassee of Chicken
Potatoes
Bread and Butter
Coffee Milk

EGGS Can Be Substituted
for Meat Item

(The waiter will
take your order)

**MKT
Katy Lines**

Moderately priced meals } Breakfast 35c
from "Katy" dining cars } Luncheon 40c
Dinner 50c
Service at your seat in chair car or coach.



*"Any Time is Meal Time
with the
Railroad of Courtesy"*

Special 90c Dinner

- Choice of Soup or Tomato Juice
- Dinner Biscuits
- Roast Leg of Lamb, Mint Jelly
- Green Peas Boiled Potatoes
- Hot or Cold Bread, Butter
- Pineapple Custard
- Coffee, Tea or Milk

11-40

Back in the passenger train days all railroads that had dining car service usually had coach seat menus. They were dubbed "throwaways", and that is exactly what they were. Most passengers after reading them threw them away. (From the collection of Bill Merck).

COMING IN FUTURE ARKANSAS RAILROADERS -- Mike Adams on "Bearings and Such"; W.T. Church on World War II's 711 Rwy. Engineers; more "Passenger Trains of the Month"; MUCH MORE.

PASSENGER TRAIN OF THE MONTH

This is a monthly article on passenger trains, any type, anywhere, any time. If you have stories and/or pictures of any passenger train, send them in (no copyrighted material).



In the early 1930's the Chicago & Alton put on the "ANN RUTLEDGE" from Chicago to St. Louis. It offered reclining seat coaches, diner, buffet-lounge, and parlor. Leaving Chicago at 8:25 AM, arr. St. Louis 1:45 PM; Lv. St. Louis 4:30 PM, arr. Chicago 9:40 PM. Here a predominantly English style "Hudson" leads a consist of baggage, smoker with reclining seats, coaches, diner, buffet-lounge, and parlor in 1940.

THE ANN RUTLEDGE

by Clifton E. Hull

The photo illustrating this story shows the "ANN RUTLEDGE" on her run on the Alton Railroad (part of the Baltimore & Ohio) between Chicago and St. Louis in 1940. This beautiful lady was not your ordinary lightweight passenger train. Like many other gals, there are a few things about her that many people were unaware of.

Originally the cars and locomotive operated on another railroad under a different name. Back in 1934 the B&O ordered two lightweight streamlined trains from the American Car & Foundry Company. One was to be built of stainless steel and the other of aluminum alloy. According to the Car Builder's Cyclopedia for 1940 there were eight cars in each train - a combination mail and baggage car, three reclining seat cars, a combination dining and lunch car, two chair cars, and an observation-chair car. The mail-baggage combine was 67' - 10" long. All other cars were 70'-0" long.

Aluminum alloys provided the means for building the lightest cars that could be built with strength equal to steel, and at a cost only slightly higher than steel. The material had proved satisfactory for entire car sheels, using either welding or riviting construction. This material was supplied by Alcoa (Aluminum Company of America).

By 1939 more than 90 percent of all new railroad passenger cars had bodies of low alloy high tensile steel or stainless steel. It was not used for any structural car parts before 1933. The steel train for B&O was built of United States Steel "Cor-Ten" stainless steel. Standard car weights were reduced by 30-40 percent, allowing better service at a lower cost. There were better comfort, faster schedules, and greater convenience. A new era in railway equipment construction had arrived.

A comparison of the car weights are shown below. The first figure is that of the stainless steel, the other is aluminum.

MAIL BAGGAGE: 87,450 lbs - 76,910 lbs
 RECLINING SEAT 98,800 " - 88,600 "
 DINING-LOUNGE: 107,450 " - 97,280 "
 CHAIR: 98,400 " - 88,200 "
 OBSERVATION-CH 92,700 " - 83,150 "
 ENTIRE TRAIN: 780,800 " - 699,540 "

As power for the two trains an 1800-hp diesel locomotive was ordered from Electro-Motive Corporation, and in the B&O shops at Mt. Clare in Baltimore, MD., a high-speed semi-streamlined 4-4-4 type steam locomotive was built. While waiting for the two trains to be delivered, the B&O built another steam locomotive, a 4-6-4 "Hudson" type. The 4-4-4 was completed September 1934, and the 4-6-4 in January 1935. The 4-4-4 was given number 1 and named LADY BALTIMORE. The 4-6-4 became number 2 and named LORD BALTIMORE.

The aluminum alloy train was placed in service on 24 June 1935 between Washington and New York, and was named "Royal Blue". The stainless steel train went in service about the same time, and was named "Abraham Lincoln", but it ran on the Alton Line between Chicago and St. Louis. These were the first trains in America to be equipped with tight-lock couplers. They gave good service, but the 84-inch driving wheels of both locomotives transmitted a strongly felt piston-thrust to the cars for some time after starting. The passengers seemed to object to this rhythmic sensation of pulsing power. Statistics of the engines are shown below.

CLASS	NUMBER	CYLINDERS	DRIVERS	PRESSURE (boiler)	WEIGHT (engine)	TRACTIVE EFFORT
J-1	1	17½x28	4-4-4 Baltimore Type (Lady Baltimore) 84	350	217,080	28,000
V-2	2	20x28	4-6-4 Hudson Type (Lord Baltimore) 84	350	294,000	38,000

The tight-end couplers converted the cars into a single unit without so much as a half-inch of slack in the whole train. Any surge of the engine was felt throughout the train. But the couplers, in addition to rubber mountings on the trucks, sealed windows, and tight-closing doors made the trains the quietest and smoothest people-movers ever built.

When the B&O received its first 1800-hp diesel the steam locomotives suddenly lost their style and dignity. The B&O was not completely sold on lightweight cars for service in the East, where curvature of the track, due to hilly country, caused swaying of the train to some degree. Consequently, the "Royal Blue" was replaced with a streamlined train of heavier equipment and the original train was sent to the Alton, where it would perform satisfactorily on the comparatively straight track through the flat, open country of Illinois.

In the spring of 1937, the aluminum "Royal Blue" and the "Lord Baltimore" locomotive No. 2 were sent to the Alton, where they would operate opposite the "Abraham Lincoln", the stainless steel train. Its inaugural run was 26 July 1937. A new name was bestowed upon the train when it came to the Alton. Its association with the "Abraham Lincoln" precluded any name except "Ann Rutledge".

Abe Lincoln fell in love with Ann Rutledge in 1832 while boarding at her father's tavern in New Salem, KY. She was only nineteen then and he was twenty-three. They were to be married in 1836 and live at Springfield, Illinois, when Abe would complete his law studies. In 1835 Ann Rutledge died during an epidemic. Just 102 years later "Abraham Lincoln" and "Ann Rutledge" were sharing companionship while riding 283.9 miles of gleaming steel rails between Chicago and St. Louis. The christening was done by a modern girl bearing the same name. She was a great-grandniece of the tavern-keeper's daughter who was denied her beloved homely lawyer, Abe.

These two traveled among some really fancy company - "The Alton Limited", "The Prairie State Express", "The Fast Mail", "The Midnight Special".

That was when beauty and romance rode the rails!!

- END -

A comparison of the two lists has shown below. The first figure is that of the
standardized, the other is absolute.

1921	100.00
1922	100.00
1923	100.00
1924	100.00
1925	100.00
1926	100.00
1927	100.00
1928	100.00
1929	100.00
1930	100.00
1931	100.00
1932	100.00
1933	100.00
1934	100.00
1935	100.00
1936	100.00
1937	100.00
1938	100.00
1939	100.00
1940	100.00
1941	100.00
1942	100.00
1943	100.00
1944	100.00
1945	100.00
1946	100.00
1947	100.00
1948	100.00
1949	100.00
1950	100.00

The alignment of the two lists in 1950 is shown below. The first figure is that of the
standardized, the other is absolute.

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1926	100.00
1927	100.00
1928	100.00
1929	100.00
1930	100.00
1931	100.00
1932	100.00
1933	100.00
1934	100.00
1935	100.00
1936	100.00
1937	100.00
1938	100.00
1939	100.00
1940	100.00
1941	100.00
1942	100.00
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