



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

# Arkansas Railroader



OUR FIRST COVER features Southern Ry - Texas & Pacific #610 on the ferry move from Memphis to Ft. Worth over the Missouri Pacific Lines, as it drifts past Little Rock Union Station last fall. The locomotive made a brief stop at North Little Rock before resuming it's move to Ft Worth for display and possible future operations. Photo By John Martin.

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The Arkansas Railroad Club is a non-profit organization. We usually meet the second Sunday of Each Month at 2:00 p.m. The June meeting will be held at Union Station, Markham & Victory Sts., Little Rock, Ark.. Anyone interested in trains and railroading is invited to attend. Bring those friends! This Month's meeting June 13th.

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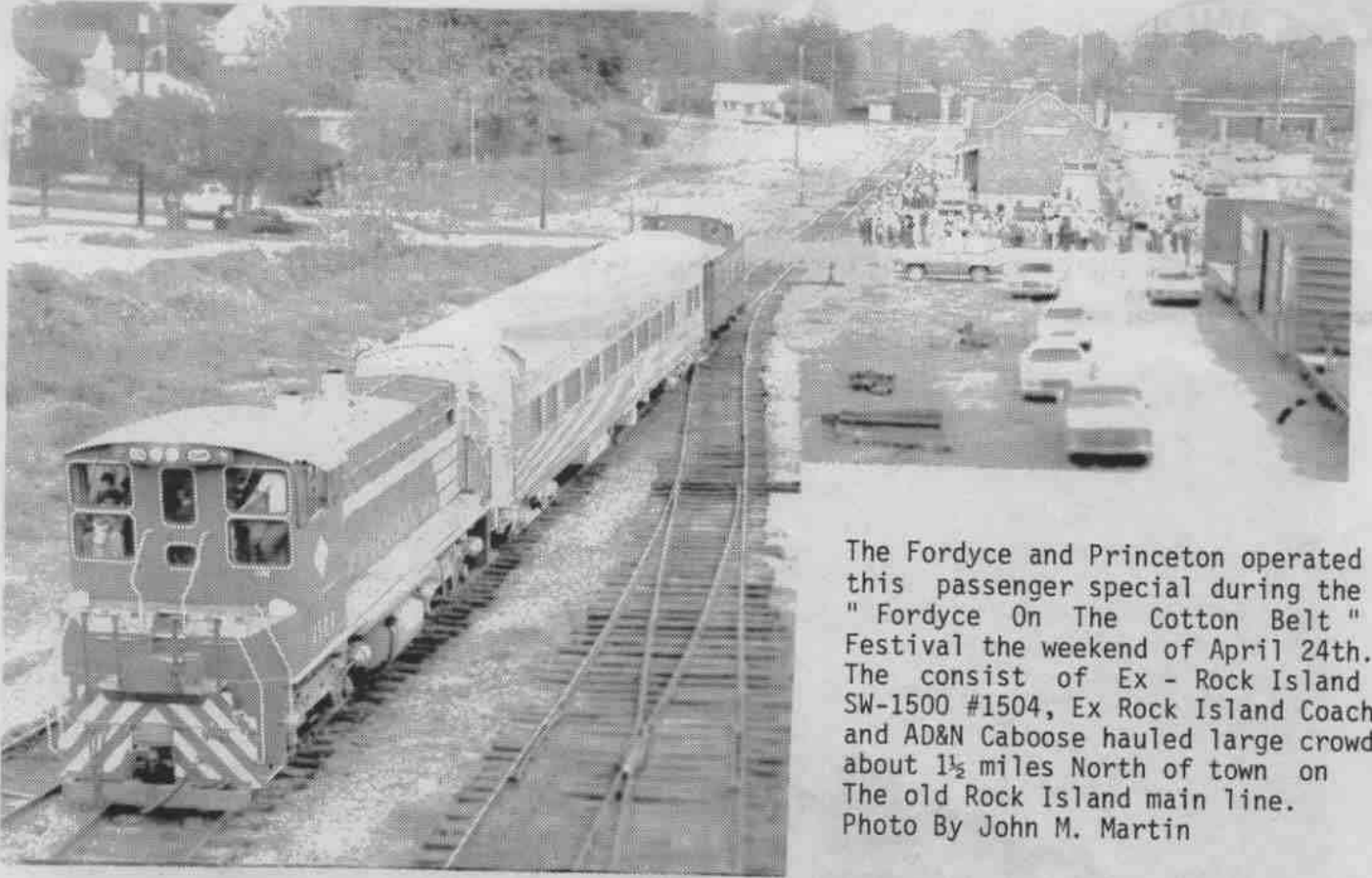
Ken W. Ziegenbein - Editor  
905 Valerie Dr.  
North Little Rock, AR 72118  
(501) - 758 - 1340  
John M. Martin - Assistant

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### NEW COVER PHOTO

Effective this month, the Arkansas Railroader will feature a Cover Photo on each issue. Screened prints are being made and donated by John Martin to make this possible. We look forward to featuring story and news related photos in the future.

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The Fordyce and Princeton operated this passenger special during the "Fordyce On The Cotton Belt" Festival the weekend of April 24th. The consist of Ex - Rock Island SW-1500 #1504, Ex Rock Island Coach and AD&N Caboose hauled large crowds about 1½ miles North of town on The old Rock Island main line. Photo By John M. Martin



#### COAL TRAIN MOVEMENTS IN ARKANSAS

From Trans Tracks, the publication of the Public Transportation Unit, Arkansas State Highway and Transportation Department.

Unit coal train movements in Arkansas continue to increase as new coal-fired electric generation plants are placed in operation. Presently there are two generators on-line at Gentry and White Bluff.

Arkansas Power and Light's coal-fired plant at White Bluff used approximately five million tons of coal in 1981. The plant at Newark will begin operation of it's first unit on January 1, 1983. It will use 2.5 million tons of coal a year. The second unit will begin operation in January 1985 and will use an additional 2.5 million tons. Missouri Pacific and Burlington Northern Railroads supply the coal from the Wyoming coal fields. The Flint Creek coal-fired plant in Gentry used 1.9 million tons of Wyoming coal in 1981, supplied via the Kansas City Southern Railroad. They also have a plant in East Texas that uses approximately six million tons a year that is supplied by the KCS and travels through Arkansas. Coal unit trains are usually made up of 110 cars carrying 90-100 tons per car.

Missouri Pacific Railroad had 371 coal unit trains terminating in Arkansas during 1981. Also, overhead travel movements (movements of cargo on Arkansas rail lines that neither loads or unloads within the State) accounted for 177 coal unit trains moving through Arkansas for other destinations. The Kansas City Southern Railroad had 159 coal unit movements terminating in Arkansas last year. KCS overhead travel movements through Arkansas consisted of 352 Coal Unit Trains.



# PROGRAM



The June program will be given by member Danny Henderson. He will show slides of various diesel and steam railroads of the west (such as Southern Pacific, Santa Fe, Burlington Northern, etc). Time is 2pm at Union Station in Little Rock, Markham and Victory Streets. Date - Sunday June 13. This meeting is slated to be held in the Public Service Commission Hearing Room in Union Station. You will be told how to get there after arriving at the Amtrak Waiting Room. See you there!!

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## RAILROADS

★ The Congressional Budget Office calculated recently that a train uses 43% less energy than a pipeline to move the same amount of coal.

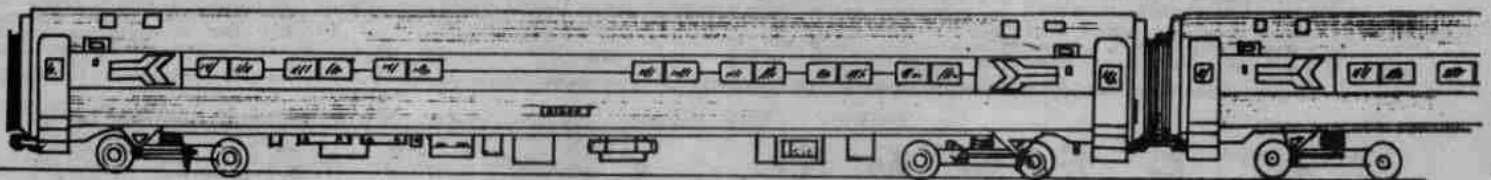
★ CONRAIL - Making Profit? The May 3 edition of U.S. News and World Report had an interesting article in it about Conrail finally making a profit. The reasons for this turnaround were listed as 1) Unions agreed to forgo pay increases, making them paid 15% less than other RR employees; 2) Deregulation; 3) Heavy coal loadings; 4) Reduced crews from 5 to 3; 5) Gave its commuter operations over to a separate public agency; 6) Did away with lifetime job protection to laid-off Conrail employees; and 7) Congress lifted almost all legal barriers to abandoning whatever lines Conrail did not want. The road expects to make \$150 million this year, according to Chairman Stanley Crane.

★ Railroads in general are doing great, according to Hays T. Watkins, Chairman of CSX Corp. Reasons given were coal, deregulation and piggyback traffic.

★ Locally, Missouri Pacific continues rebuilding their North Little Rock yards while traffic is somewhat slow. Also, groundbreaking has occurred for their new repair facility. (Thanks to Mike Adams).

★ Farther north (a lot farther north) in New York City, more than 1,200 homeless persons are living in the city's subways (the system has 837 miles of track).

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## AMTRAK NEWS

- - - As many of you already know, Amtrak President Alan Boyd resigned recently, to be effective June 1. No replacement has yet been named.

★ Meanwhile, locally, Amtrak ridership of the "Eagle" through Little Rock remains very high. The coming Summer will undoubtedly see many trains booked up weeks in advance. Another cause of increased ridership: the oil glut has ended (seen the price increases recently on gas?).

★ Delicious News - Beginning June 1, Amtrak will start serving Prime Rib with baked potatoes and salads on all long distance trains. Cost - \$10.95. Also, a hot pot of coffee will now be on all dining car tables at breakfast.

★ It has been rumored that Transportation Secretary Drew Lewis will take the Office of Management and Budget job from Stockman in 1983. What effect this would have on Amtrak is unclear at this time.

John Martin drew the Amfleet cars above.

★ Remember last month Randy Tardy reported on finding evidence that MOPAC once thought of starting its own airline? The following was sent to your editor by Gene Hull, part of the October 1943 edition of Missouri Pacific Lines Magazine:

# Eagle Airlines Subsidiary Formed

**A**UTHORITY to handle airborne commerce over a 6,000-mile network, the interlacing and interconnecting routes of which parallel the primary traffic arteries of the Missouri Pacific Lines and Texas & Pacific Railway, has been asked in a petition filed with the Civil Aeronautics Board by Eagle Airlines, Inc., newly-created subsidiary of the two railroad companies.

The proposed airlines system would link together 108 Missouri Pacific and Texas & Pacific cities, embracing local service on 14 separate routes, and affording through service over sections of one, two or more routes as warranted. Plans of the subsidiary also contemplate through service to the Eastern Seaboard, the Pacific Coast, Mexico and Northern points by connecting with other airline services at terminal gateways, such as St. Louis, Memphis, New Orleans, Brownsville, Laredo, El Paso, Pueblo and Omaha.

### Use of Helicopter Seen

It is proposed to use equipment of types most suitable or adaptable to the services under consideration, employing both helicopter and more conventional type aircraft, as will insure the most efficient, economical and expeditious service, and to commence operations as soon as equipment, personnel and facilities can be procured.

Five basic types of service are proposed, these being through coordinated air-highway service, through coordinated air-highway-rail service, through coordinated air-rail service, through and feeder service to and from connections with other carriers, and local and through air service.

In a statement issued by the newly-formed company, it was pointed out the proposed routes are intended to supplement present rail and highway service, with the decision of the two railroads to form the Eagle Airlines reflecting their desire to provide a complete transportation service.

"The war is making a vast portion of the public air-minded," the statement said, "and it is felt a considerable number of railroad patrons may prefer to make at least some of their peacetime trips by plane and also that some shippers will want to send a portion of their freight shipments by air."

"The proposed routes are intended to supplement present rail and highway service," continues the statement. "Our railroads believe there will be an increasing demand for coordinated transportation and that it is their obligation to be in a position to provide the public with kind of transportation it desires."

Although plans are to operate aircraft by a separate corporation, it is intended to utilize the existing traffic, account-

ing rate, solicitation and other personnel of the two railroads, as well as their offices and station facilities. Present truck and bus equipment will be used, wherever feasible, in transporting freight, mail, express and passengers between air fields and rail stations.



PROPOSED ROUTES of Eagle Airlines, Inc., newly-incorporated subsidiary of the Missouri Pacific Lines and the Texas & Pacific Railway, will form a 6,000-mile network, its principal segments paralleling the main traffic thoroughfares of the two rail systems. It is proposed to serve 108 cities, only 22 of which are now served by existing air transport companies.

ing rate, solicitation and other personnel of the two railroads, as well as their offices and station facilities. Present truck and bus equipment will be used, wherever feasible, in transporting freight, mail, express and passengers between air fields and rail stations.

"It is felt the inauguration of air service will contribute materially to giving employment to men returning from the armed services when peace is won," says the statement. "Many men furloughed for war service are now serving in the

Army, Navy or Marine Air Corps, and will return well trained for employment in the new service branch contemplated by the railroads."

Utilization of existing facilities and personnel, it is felt, plus coordination of air service with that of trains, buses and trucks, will afford maximum transportation efficiency, avoiding the economically wasteful overlap that would of necessity, obtain in any transport agency seeking to operate without such advantages. It is obvious that, with such

an arrangement, the real benefactor is the public, which would profit either through lower rates, superior service or both.

Another factor underlying our decision to enter the field of airborne commerce was the realization that, with indications pointing to widespread development of air transportation in the post-war era, the available routes are almost certain to be taken up by some organization. Indeed, several competing railroads, bus lines, truck lines and air lines already have filed for routes overlapping Missouri Pacific territory. With such a picture, it is clear that unified and coordinated service between air, rail, bus and truck service stands to add traffic to the latter three which, under other circumstances, might not be available.

### 108 Cities Are Listed

The proposed airlines system is illustrated in the accompanying map. Readers will note that it lists 108 cities as terminal points, junction points or intermediate stops, and is so contrived as to permit the utmost in flexibility as to the operation of through routes. If warranted, for illustration, through service could be provided St. Louis to Memphis to New Orleans, St. Louis to Houston, Memphis to Dallas, Ft. Worth and El Paso, and New Orleans to Kansas City and Omaha.

The system is set up, however, to include 16 primary routes—these being interlaced and inter-connected, and carrying with them, as stated, the potentiality of through service over a combination involving one or several routes. They are as follows:

- 1—St. Louis-Kansas City-Pueblo; 2—St. Louis-Tezarkana-San Antonio-Laredo; 3—New Orleans-Baton Rouge-Alexandria-Shreveport-Dallas-Fort Worth-El Paso; 4—New Orleans-Baton Rouge-Houston-Brownsville; 5—Omaha-Kansas City-Joplin-Ft. Smith-Tezarkana-Shreveport; 6—Kansas City-Coffeyville-Ft. Smith-Little Rock; 7—Memphis-Springfield-Nebraska-Wichita-Great Bend; 8—Jefferson City-Springfield-Joplin; 9—Memphis-Little Rock-Hot Springs; 10—Poplar Bluff-Memphis-Monroe; 11—Little Rock-Monroe-Lake Charles; 12—Tezarkana-Paris-Sherman-Ft. Worth; 13—Palestine-Houston-Salveston-Freesport; 14—Ft. Worth-Waco-Houston; 15—San Antonio-Corpus Christi; and 16—Monahans-Hobbs.

Cities to be served by two or more of the 16 routes will include Alexandria, Baton Rouge, Corpus Christi, Fort Smith, Fort Worth, Great Bend, Hearne, Houston, Iola, Jefferson City, Joplin, Kansas City, Lake Charles, Little Rock, Longview, Memphis, Monahans, Monroe, Nevada, New Orleans, Newport, Palestine, Poplar Bluff, St. Louis, San Antonio, Shreveport, Springfield and Tezarkana.



ANNUAL MEETING of Missouri Pacific 40-Year Veteran's Association, in St. Louis October 16, was attended by, from left, front row, E. M. Bradley, H. T. Lyle, L. L. Kensingler, J. A. Gallagher, G. C. Hedges, J. A. Behlman, Walter Tod (secretary-treasurer), A. A. Smith (president), A. H. Engel and I. L. Mason, and second row, J. P. Bauer, A. E. Party, J. M. Parker, Edward Brennocks, W. C. Gross, H. Muse, W. H. McIntyre (executive board chairman), L. S. Pepper, J. E. Hayes, W. Rhodes, H. G. Parish and W. J. Pavey. Mr. Tod reported 79 new members have recently been enrolled.

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★ I wish to thank the following for their help in literally putting out this as well as future newsletters; John Martin (screened pictures for publication, has use of reducing machine, helped fold and mail); Dick Byrd (has use of a new offset printing machine at his office); Ross Holt (gave me updated mailing list); Also, the Gaines contributed paper for this edition plus about 20 of you have stamped envelopes on file. All these people make my job easy. Many thanks. Ken

THE RAILROAD RADIO FREQUENCY LIST

A Public Relations Service of The National Railway Historical Society  
 by Jerrold F. Hilton Vice President, Public Relations  
 P.O. Box 268 Butler, Wis. 53007  
 Additions & Corrections appreciated



- Alaska RR 164.625 Road, 165.3375, 165.2625
- Alcoa Terminal 162.20 Apache 161.52
- Alton & Sou. 1-160.77 2-160.335
- Alabama State Dock 1-161.10 2-161.07
- Akron Canton and Youngstown 160.77
- Akron & Barberton Belt 161.55
- AT&SF 1-160.65 Road 2-161.01 MOW 3-160.335
- 4-160.26 5-160.245 6-160.426 7-160.56
- Atlanta & St Andrews Bay 1-160.77 2161.295
- Ann Arbor 161.49
- AMTRAK Uses frequency of line operated on,  
 Conrail in corridor, may go to 160.92 for  
 trains and 160.65 for towers in corridor.
- Ashley Drew & Northern 160.77
- Alemeda Belt 160.935
- BN 1-161.10 Road 2-East & Frisco-161.16
- 2-West-161.25 Ore dock 161.01
- Frisco PBX 161.13 N.W.rptrs-160.26 160.32
- Brit. Col. RR 161.235 160.395 161.37
- BC Hyro 160.275 160.545 160.515
- BAR 1-160.44 2-160.23 Dispr Rptr 160.92
- BART 160.86 43.78 under Bay 453.15 453.975
- Belt RR of Chicago 160.50 160.38
- B&LE 1-160.83 2-161.31
- Chessie System 1-160.23 2-160.32 3-160.53
- 4-160.16 5-160.43 Ferries 160.50
- In Canada 160.41 160.575
- C&NW 1-Road-160.89 2-Yard-160.455
- C-commuter & police-161.04 Ore Dock 161.16
- CMST&P 1-160.77 Police 161.43 160.395
- Bensenville, Miller Bry 161.55 Mke Shops-  
 160.35 160.59 Humbolt Yd 160.92
- CN, CV, DWP 1-161.415 2-161.205 3-161.935
- Conrail 1-160.80 2-161.07 161.40 psngr  
 160.35 RDG Commute 161.28 N.Y. commute
- CP 1-161.475 2-161.535 3-160.425
- in Brit. Col. 161.115
- Chattahoochee Industrial 160.86 160.62
- Chattahoochee Valley 161.28
- Columbus & Greenville 160.23
- D&RGW 1-160.92 Road except 160.455 Dotsero  
 to Grnd Jct, Helper to SLC Pueblo to
- DM&IR 1-160.35 2-160.80
- DRI&NW 160.71
- D&H 1-161.40 2-161.52
- D&TSL 1-160.53 2-160.92
- Durango & Silverton 160.92
- Durham & Sou 160.65
- D&RGW 160.92-Road except 161.455 Dotsero  
 to Gnd Jct and to Pueblo, Helper to SLC  
 161.565 Moffat Tunnel & Craig Line  
 161.49-Yard 161.19-Police 161.13-GJ hump
- GB&W 1-161.25 2-161.07 Yd 3-160.68 Rptr
- GTW 1-160.59 2-160.53 Blue Isl 160.845
- GO Transit 161.295 plus RR's road ch.
- Georgia A&WP WofA 1-161.31 2-161.43  
 3-161.95 4-161.37
- ICG 1-161.19 2-GM&O line-160.92  
 3-161.46 4-161.13 Yards 161.28 161.46
- IHB 1-160.98 2-161.07
- IUT 1-161.22 2-161.40 3-160.965
- Illinois Northern 160.86
- Illinois Terminal 160.35 160.695 160.575
- KCS 1-160.26 2-160.53
- K&IT 1-160.655 2-161.10
- KCT 1-161.31 2-161.50
- LST&T 160.74
- LS&I 1-160.23 2-160.95
- Lou & NW 1-160.53 Dispr 2-160.65 Trains
- Laurinburg&Sou 160.98
- MoPac 1-160.41 2-160.47
- MN&S 1-160.47 2-160.98
- MKT 160.59
- Manitou & Pikes Peak 161.55
- Manufacturers 160.74
- Modesto & Empire 161.325
- Norfolk Southern 160.77
- North Louisiana & Gulf 160.23
- Sabine River & Northern 160.95
- Sand Springs 160.23
- Sacramento Northern 160.50
- TP&W 1-161.40 2-161.31
- Texas Mexican 161.13
- URR 1-160.26 2-160.50 3-160.62 4-160.35 Rd
- UP 1-Road-160.74 2-160.65 Yd 160.68 PBX 160.29
- U.S. Steel 158.43
- WP 1-160.26 2-160.38 PBX 161.28 160.62 Police
- Wisconsin Southern 160.575 Road 161.145 MoW
- B&M 161.16 Dispr to train 161.52 Tr to Dspr  
 161.40 Yd 160.80 south commute 161.31 north
- BA&P 160.32
- Cambria & Indiana 160.395 161.415
- Carbon Country 161.37
- Central Calif Traction 160.335 Rd 161.415 Yd
- C&IM 169.95 Road 160.83 MOW 160.29 Yd
- C&WI 160.50 161.28
- Clinchfield 160.86
- CSS&SB (South Shore) 161.355 161.01 Yd
- Claremont & Concord 160.95
- City of Prineville 161.19
- Columbia & Cowlitz 161.115 161.25
- Colorado & Wyoming 161.25
- Conemaugh & Black Lick 161.10 161.25
- Conway Scenic 161.25
- Detroit & Mackinac 161.31
- DT&I 161.22
- Detroit Terminal 161.46
- EJ&E 1-160.35 2-161.55
- Escanaba & Lake Superior 160.32
- Essex Terminal 160.905
- FEC 1-160.53 2-160.65
- Fonda Johnstown & Gloversville 160.29
- Houston Belt 160.77
- Genesee & Wyoming 160.50 160.59 Yd
- Great Southwest 160.86
- Green Mountain 161.355 160.605
- Hillsdale Country 161.01
- Livonia Avon & Lakeville 160.83
- Longview Portland & Northern 160.50
- Ludington & Northern 161.19
- L&N 1-161.37 2-161.52 E. St. Louis Yd 161.28
- Long Island 160.38 161.445 161.265 Yd
- La Moille Valley 160.23
- Manitou & Pikes Peak 161.55
- Maryland & Pennsylvania 160.335 160.695
- Mass. Central 160.47
- Michigan Northern 160.65
- Monongahela 161.265
- Montour 160.77
- McKeesport Connecting 160.44
- Marinette Tomahawk & Western 160.29
- Mississippian 160.77
- Mississippi Export 161.22
- Meridian & Bigbee 160.35
- MEC Road 160.62 Yard 161.25
- McCloud River 160.695
- New Orleans Public Belt 160.32
- New Orleans Union Pass Term 160.44
- NYC Subways IRT 158.88 BMT & IND 161.565
- N&W 1-161.19 N&W lines 2-161.25 NKP line  
 3-160.44 Wabash 160.52 Yard
- New Orleans Pub Belt 160.32
- Northern Alberta 160.275
- Ontario Northland 160.545
- Oregon Pacific & Eastern 160.98
- P&LE 161.07 Road 160.89 Yd
- Portland Terminal (Maine) 161.25
- Patapsco & Back Rivers 160.59 160.845
- Pickens 161.28
- Providence & Worcester 160.65 Road 161.10 Yd
- RP&P 161.55 161.49
- Roberval & Saguenay 160.185 161.145
- Rockdale Sandow & Southern 160.50
- River Terminal 161.37
- St Marys 160.62
- SCL 1-ACL lines 160.59 2-SAL lines 161.10  
 3-161.40 Yards 160.29
- Sierra 160.59
- Soo Line 1-161.37 R ad 2-161.52 Yard
- Southern 1-160.95 2-North PBX 160.245 2-South  
 PBX 160.83 Yard 161.49 Car Dept 160.365
- SP 1-161.55 Road PBX 160.89, 160.95  
 Police 161.40 Yards 160.35 160.47
- Strasburg 161.235 Tenn Valley RR Museum 468.225
- TRRA 160.50 160.29 Yard
- Texas City Term 160.62
- Tidewater Southern 160.515
- TH&B 161.505 161.265 160.845
- Tidewater Southern 1-160.515 160.71 160.83 160.92
- Trona 160.38
- Vermont 1-160-.29 2-161.01 160.71 Yard
- White Pass & Yukon 1-160.305 2-160.17
- Winchester & Western 160.92
- Wolfeboro 160.575
- Yankeetown Dock 152.87



The list on the opposite side of this sheet originally published last Sept. has a typographic error in the D&RGW listings, they are partially duplicated. And their alternate road channel is 160.455, NOT 161.455 as listed in one of those two listings. 160.455 incidently is the C&NW's yard channel, for those coming to Wisconsin to chase the 1385 on the Prosperity Special, the road channel on the Chicago & Northwestern is 160.89, that is the one to listen to.

The Durango & Silverton Railroad, which was using inherited D&RGW crystals now has two frequencies of their own, but we have not yet been able to obtain them. We have an additional channel for the the Columbus & Greenville, 160.245. To the CSS&SB (So. Shore) frequencies add 161.025 when on ICG trackage, and add that same frequency to the Illinois Central listing, for commuter trains. Add: Brillion & Forest Junction (Wisconsin) 160.62. Chicago, West Pullman & Southern 160.215. Chicago & Western Indiana 160.50, 161.28. Nacionales de Mexico 173.225, 172.45, 173.325, 173.60. Algoma Central 160.53. Finally, add the new nation wide railroad police mutual aid frequency, 161.205, not widely in use yet, but coming into use in Chicago, St. Louis, etc.

Southern Railway "Sentimental Journey" Steam Special - Memphis, Tenn. To Sheffield, Alabama & Return - May 1, 1982

| Consist | Number-Name-Type                    | Builder        | Date | Remarks - History - Disposition - Owner - Etc.   |
|---------|-------------------------------------|----------------|------|--|
| SRR     | No. 2716 2-8-4 Steam Locomotive     | Alstom, France | 1943 | One of 90 built for the Chesapeake & Ohio Ry. Retired in 1957 & donated to the Kentucky Rwy. Museum. Leased by the Southern Railway for excursion service. |
| SRR     | No. 53 Water Tender                 | ACE            | 1907 | EX - L. & N. - NO FURTHER DETAILS KNOWN  |
| SRR     | No. 726 "MAN O'WAR" Coach-Bagg.     | Budd           | 1947 | 56-SEAT BAGG. COACH BUILT FOR CENTRAL OF GEORGIA "NANCY HANKS II" AS NO. 390. TRANSFERRED IN 1979 & NOW IN SOUTHERN R.R. EXCURSION SERVICE                 |
| SRR     | No. 727 "FORT MITCHELL" Coach-Bagg. | P-S            | 1957 | 44-SEAT BAGG. COACH BUILT FOR CENTRAL OF GEORGIA "NANCY HANKS II" AS NO. 391. TRANSFERRED IN 1979 & NOW IN SOUTHERN R.R. EXCURSION SERVICE                 |
| SRR     | No. 842 Coach - LW                  | P-S            | 1957 | 52-SEAT COACH - TO ANTIK AS NO. 5295   |
| SRR     | No. 843 Coach - LW                  | P-S            | 1957 | 52-SEAT COACH - TO ANTIK AS NO. 5296   |
| SRR     | No. 844 Coach - LW                  | P-S            | 1957 | 52-SEAT COACH - TO ANTIK AS NO. 5297   |
| SRR     | No. 845 Coach - LW                  | P-S            | 1957 | 52-SEAT COACH - TO ANTIK AS NO. 5298   |
| SRR     | No. 661 Coach - LW                  | ACE            | 1947 | 54-SEAT COACH BUILT FOR CENTRAL OF GEORGIA "NANCY HANKS II" AS NO. 661   |
| SRR     | No. 1069 "MISSIONARY RIDGE" Coach   | Pullman        | -    | 84-SEAT OPEN-DECK COACH - EX 48 SEAT HEAVYWEIGHT COACH (OPEN DECK) - STARTED IN 1904   |
| SRR     | No. 1061 "QUEEN AND CRESCENT" Coach | Pullman        | -    | BAGG. PAR. REDUCED FROM A TOURIST SLEEPER - USED AS CONCESSION COACH IN EXCURSION SERVICE  |
| SRR     | No. 1067 Coach                      | -              | -    | 68-SEAT COACH - EX 48 SEAT COACH (HEAVYWEIGHT)   |
| SRR     | No. 3659 Coach                      | -              | -    | 72-SEAT COACH (HEAVYWEIGHT)  |
| SRR     | No. 1068 Coach                      | -              | -    | 68-SEAT COACH - EX 48 SEAT COACH (HEAVYWEIGHT)   |
| SRR     | No. 1081 Coach                      | -              | -    | 68-SEAT COACH - EX 48 SEAT COACH (HEAVYWEIGHT)   |
| SRR     | No. 1087 Coach                      | -              | -    | 72-SEAT COACH - EX 48 SEAT COACH (HEAVYWEIGHT)   |
| SRR     | No. 1086 Coach                      | -              | -    | 68-SEAT COACH - EX 48 SEAT COACH (HEAVYWEIGHT)   |
| SRR     | No. 841 Coach - LW                  | P-S            | 1957 | 72-SEAT COACH - TO ANTIK AS NO. 5294 - NOW IN SOUTHERN R.R. EXCURSION SERVICE  |
| SRR     | "PICURIS" Inner - LW                | Budd           | 1937 | BUILT AS DRC-28 SEAT LOUNGE ROOM FOR SANTA FE AS AT&SF NO. 1372 - NOW OWNED BY MEMPHIS TRAMWAY   |
| SRR     | No. 442 "AKE PEARL"                 | Pullman        | 1923 | 10 SECTION - 2 AMP - 1 JR. - PLAN 3585 - LOT 4725 (HEAVYWEIGHT) (PULLMAN PASSENGERS ONLY)  |
| SRR     | No. 2352 "CRESCENT MOON" - LW       | P-S            | 1949 | 2 DR-1 MASTER ROOM - DORMIT - 21 SEAT COACH FOR THE CRESCENT LIMITED (PULLMAN PASSENGERS ONLY)   |

NOTES: 1. No. 726 "MAN O'WAR" OPERATED BAGG. EXP. EQUIPPED FOR TRAILER RECORDING.  
 No. 727 "FORT MITCHELL" OWNED BY ROMANUS CHAPMAN, N.R.H.S.  
 "PICURIS" OWNED BY MEMPHIS TRAMWAY MUSEUM  
 No. 2352 "CRESCENT MOON" AND "THE TENNESSEAN" TAIL SIGN.

COMPILED BY: JIM BENNETT  
 MAY 2, 1982  
 1602 STRAIT PLACE  
 Stuttgart, Arkansas 72160



★ Club President Jim Bennett sent in the above consist of the SR steam special many of our members went on last May 1. Our club needs to go on more of these special trips or even organize one of our own. The Southern Railway seems to have learned that there is a lot of free publicity associated with steam excursions (or any excursions) and that this helps business on their freight end. Any chance that Missouri Pacific and/or Cotton Belt will one day see the light also?



It was a great day for railroading when the 2352 "CRESCENT MOON" pulled a new train for the first time since it was built from New England about 1949. This was the first time since the end of the steam era.

PUTTING RAILROADING ON A NEW PLANE

THESE days the railroads are doing things that would have been impossible a few years ago. And one of their most powerful and modern tools is the General Motors line of Diesel locomotives. Since the day that the first of these locomotives took the rails, they have rolled up the impressive total of more than 200 millions of miles of operation on America's major railroads.

In the things they have done—moving tremendous loads, maintaining fast, regular schedules, always on the job—lies the forecast of a new day for railroading when the war is over. Then the full possibilities in Diesel motive power may be applied to the carrying of passengers and freight throughout the country. That is why it's a great new day for railroading, with greater days ahead.



ON TO FINAL VICTORY BUY MORE WAR BONDS

LOCOMOTIVES... ELECTRO-MOTIVE DIVISION, General Motors  
 ENGINES... 700,000 H.P. - Chevrolet Motor Vehicle Division, General Motors  
 ENGINES... 110,000 H.P. - Detroit Diesel Motor Division, General Motors

Donated by Ken Ziegenbein.



## STACK MUSIC

by: W. M. "Mike" Adams

I would be the first to admit that a trio of SD-40's rolled back to Run 8 and leaving town with a "Z" train produces a soul-satisfying sound - even when the raucous air horn adds its blaring din to jar the senses. BUT - it is NOT music!

Music as in STACK MUSIC - music such as was produced by a pair of big 5300's assaulting Tip Top with a sixteen car section of the SUNSHINE SPECIAL. Music such as was heard when a pair of 1400's dug into the climb from Turkey Spur to Bald Hill Bluff, scant miles west of Yellville. Music such as was heard when a 6600 tackled Little Rock hill with Number 7, the FAST MAIL, with a discordant 9700 blasting away at the rear Pullman, rooting the heavy train up to 12th Street. Music such as was heard when the 2348 topped Okalona hill with the inbound "Womble Local" and tore down through Burtzell and then the furious symphony slowing imperceptibly but surely to measured blasts from the choke-bored stack of the little ten-wheeler until Summit was reached and Maple Hill was conquered! Music such as an old 1200 hammering out a big cut on the hill at the south end of Branch Siding yard at Gurdon.

To me all steam engines made music - some more canorous than others. Some engineers were just more musically gifted than others - with the whistle as well as the cannonading exhaust. In England your "engine drivers" as they are called, did not "thrash" or work an engine as hard as was commonly done in the United States. They were artists in their own way and made a softer, chamber music, but music it was, never the less. Certain railroads locomotives seemed to me, at least, to be much more musical than those of other lines. A lot of the way an engine sounded had to do with valve settings and exhaust nozzles and stack arrangements. To me the engines of the old Frisco Line had an exhaust always exceptionally sharp and brisk. As a rule the smaller to middle-size engines had a sharper exhaust than the big, heavy jobs. A Missouri Pacific 6400 had a cleaner exhaust



than did a 6600 and a 1200 was sharper than a 1400 - BUT, they all sounded good. I have ridden behind double-headed K-4 Pacifics on the Pennsylvania hooked up with the 80 inch drivers putting mile after mile behind us at 90 per - pure symphonious ecstasy. I have ridden behind double-headed Missouri Pacific 2200's conquering Gad's Hill with Number 8 at a mile a minute and not only making beautiful music in the process but producing enough cinders to ballast a sizeable stretch of track at the same time.

Who's that big fellow in the back with his hand up? Yes - I know Eakles - yes I was going to mention it - sure, I know, I know. Well what Eakles was wanting to say was that the racket produced by those SD-40's is purely a solo operation but with a steam engine it strictly took two to tango! Over on the opposite side of the cab was a fellow the engineer couldn't do without and in the good old days before the priceless boon of the automatic stoker was introduced on American locomotives it took a real artist with a Butler Brothers Best Number 3 scoop shovel to enable the brave engineer to produce the matchless syncopation with the high stack of a 5500. I am reminded of a story I read in the old Railroad Magazine years ago. Seems there was a cocky little Irish engineer on the old Lehigh Valley that caught the BLACK DIAMOND EXPRESS, the pride of the line, out of his initial terminal some 55 minutes late. This was an exceptionally difficult line but the stack-rapping little Hibernian brought the limited in right on time. When the crew left the big, muzzle-loading Pacific on the inbound lead at the roundhouse the hogger dropped off and strolled over to the closest saloon and ordered the best cigar in the house and a pint of Guinness. He had his stogie drawing good and was down pretty deep into the suds when a sweat-streaked, be-grimed individual with salt caked overalls and a weary stoop staggered into the haven and making it to the bar dropped a nickel down for a schooner of the house special. The brash, diminutive hogger had just launched into his story of how he had made such a fast run with the BLACK DIAMOND when a smartly dressed stranger remarked that he wasn't the one responsible for the sharp timing with the express. Outraged, our scion of the "auld sod" drew up to his full five foot six inches and taking a healthy draw on his stout roared: "Bejassus and who

was it with his hand on the throttle and his eye on the rail but meself?". The stranger turned around and pointed to the weary, tongue-tied, tallowpot and said: "There - there is the man who made your fast running possible".

Sure Eakles - you're welcome!.....

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★ SPEAK OF THE DEVIL! Guess who sent in the following article on fruit trains?

In the early years of the Erie, the region of Bergen County, New Jersey, and Reckland, New York, made an important traffic for the road in the shipment of small fruits, particularly strawberries, that section supplying most of New York City's demand in the field. In 1846 a fruit train was put on during the berry season, between Suffern and Piermont. It carried 400,000 baskets to market that season. In 1847 this train consisted of nine 8-wheel cars and on every trip was loaded to the top with strawberries, together with milk from Middletown. On some trips 80,000 baskets of berries were carried. Two cars of the train were needed to transport the berry growers, who went to New York to dispose of their crop. The business was larger yet in 1848, and was a great factor in the Erie's local traffic until South Jersey and Long Island took over the trade. So far as we knew, this Erie "strawberry train" was the first regular freight to haul perishable fruit over the rails.

Copied from November 1944 RAILROAD MAGAZINE.

- - Article donated by Eakles Hille - -

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★ Member Randy Tardy (business writer for the Arkansas Democrat) recently won 1st Place for best "Beat Reporting" in 1981. Judging was by a panel of managing editors from Oklahoma. He received the award May 22 at Degray Lodge.

Randy explains that "Beat Reporting" is where a reporter specializes in an area of work. His specialty is business writing on transportation. Congratulations! !

★ More on the "Fordyce-on-the-Cotton-Belt" celebration - Jim Johnson, Manager of Public Relations of the Cotton Belt, hosted club members aboard Southern Pacific's Business car "Airslee" across from the depot where our club was set up. It was very enjoyable.

★ Mr. H. N. Coonley, founder and retired chairman of the Arkansas Transport Company, sent in more information and a correction to the caption under picture of the Gulf and Ship Island Railroad Baldwin #13 in the May newsletter. The engine was built in 1907, not 1906 as stated (had construction number of 44153). It's number was changed to 15 later. Mr. Coonley believes in researching locomotive history and really enjoys it.

★ NEW BOOK - Jim Bennett told me there is a new Rock Island Book out called Rock Island Diesel Locomotives by Louis A. Marre. It contains 300 B/W and 39 Color pictures, 148 pages. Before September 30 the price is \$14.75 plus \$1.75 shipping. Order from Railfax, 10890 LeMarie Dr, P.O. Box 41417, Cincinnati, Ohio 45241

★ Nov 30, 1906 - The City of Walnut Ridge is trying to condemn the old Iron Mountain Hotel, because of its bad condition. The old two story frame building in the center of town also houses the depot and telegraph office. (From the Newport Weekly Independent - Dr Bill Pollard sent it in).

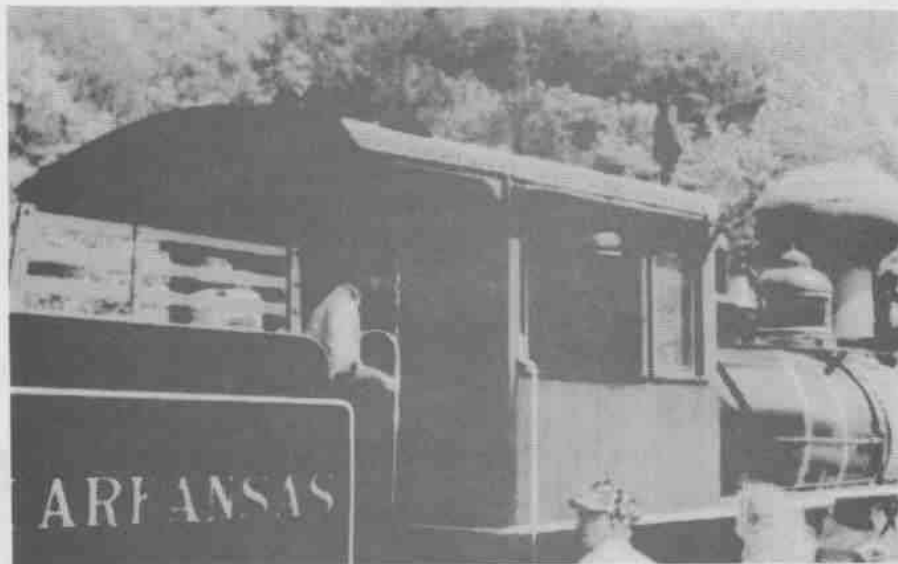
★ THE RAILROADS OF NORTH ARKANSAS - On May 20, your editor visited Eureka Springs and Beaver Arkansas, taking pictures and movies of the 2 tourist railroads in those north Arkansas towns. One, the Eureka Springs & North Arkansas RR, operates from the old Missouri & North Arkansas station at Eureka Springs northward a couple of miles. The other, the Eureka Springs RR, operates out of Beaver Arkansas across a bridge over the White River. Both use the right-of-way once belonging to the original M & NA RR.

As you may have heard, there is a dispute over a junction north of Eureka Springs with both railroads claiming a right to that area. A hearing was held May 3rd and the outcome is now in the hands of a judge.

Meanwhile, both railroads are doing extremely well and are definitely worth the trip to the Ozarks.



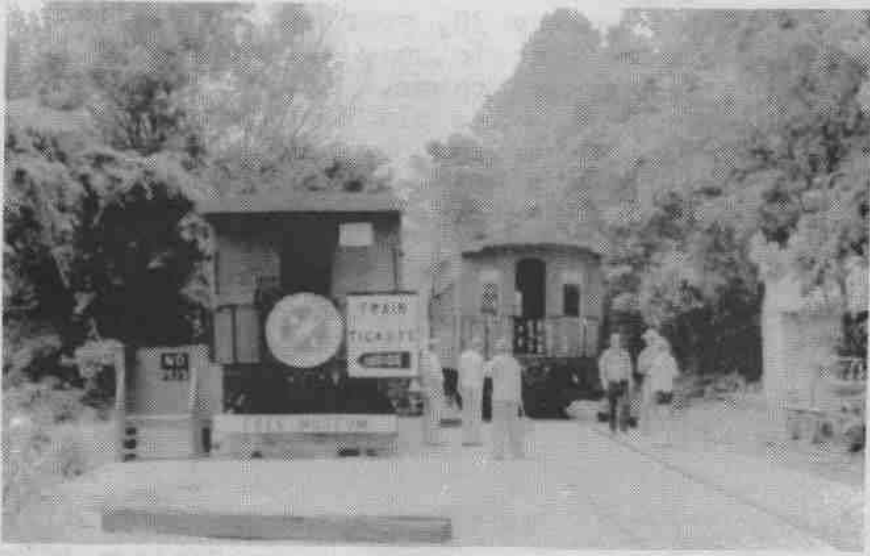
Eureka Springs & North Arkansas #1 getting ready for 10am departure from Eureka Springs May 20. Owner Bob Dortch can be seen to left of engine in front of station.



Engineer/Fireman Boyd Pyle (in engine) on ES & NA Engine #1 at the station. Boyd helped me get some good photos and movies.



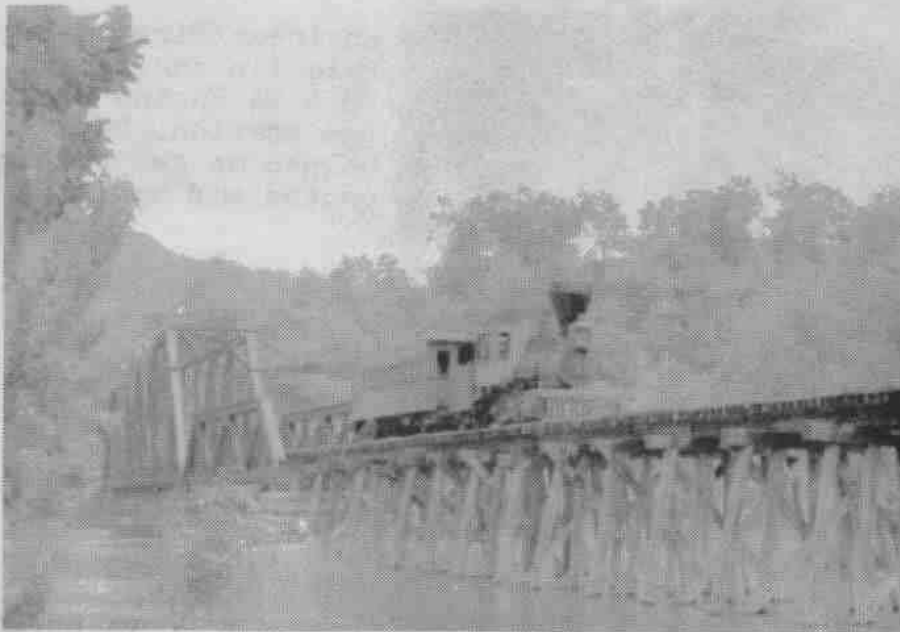
Around a curve north of town, the ES & NA speeds (25-30mph) back to the Eureka Springs depot. All photos by Ken Ziegenbein



The Eureka Springs RR Museum at left located in Beaver, Arkansas.



Owner Reat Younger next to the train, May 20, 1982.



The Eureka Springs RR with engine #3 crossing the White River into Beaver May 20. All photos by Ken Ziegenbein

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Coming in future issues: a 1969 C&O/B&O dining car menu donated by Bill Merck and a story on the KCS RR written by Bill Bailey.