



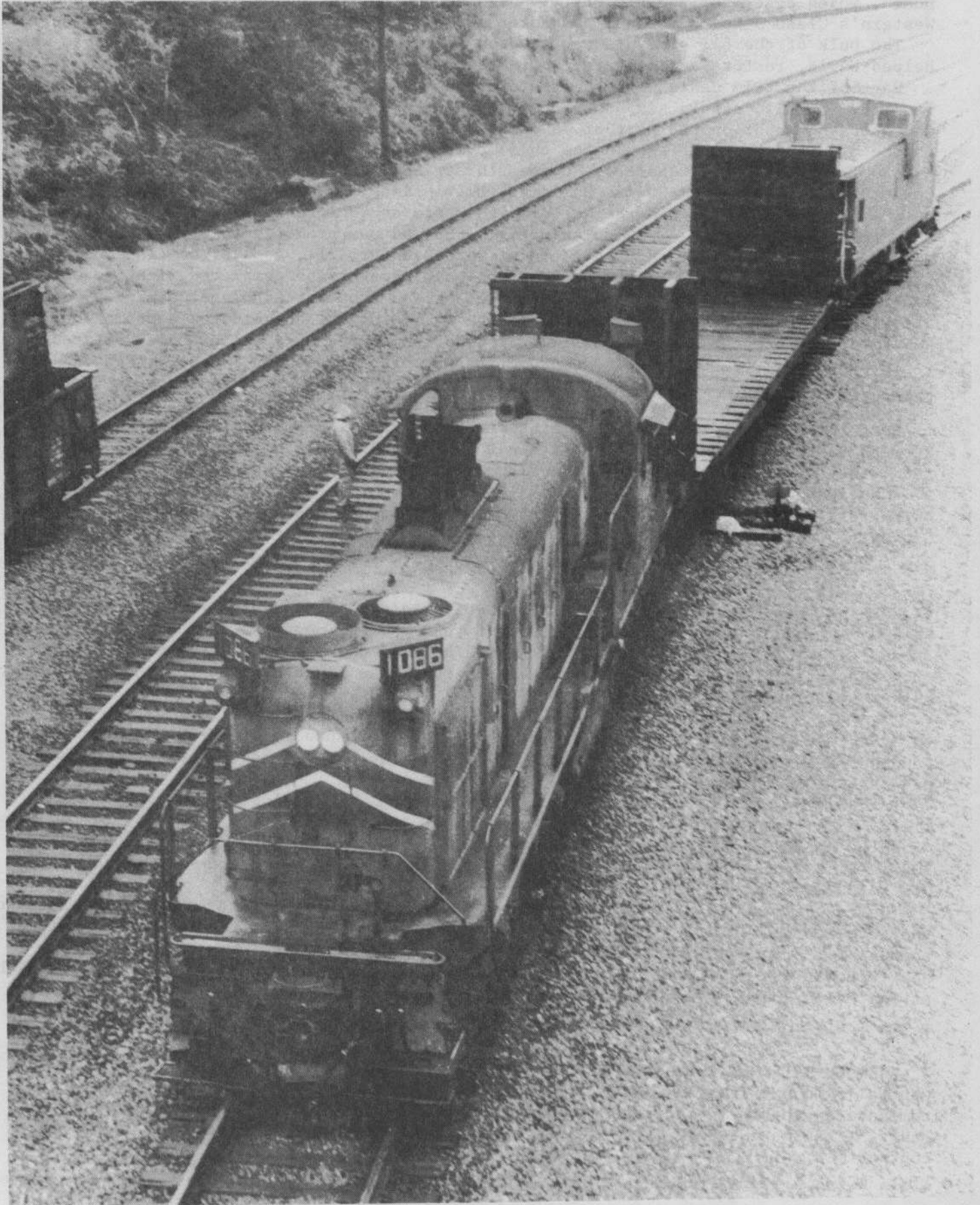
# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 15 NUMBER 6

JUNE - 1984



Neither Rain or Snow or Gloom of Night, all of which was falling in this view of this MoPac GP-10 as she goes about her work. Some say rain, snow and night-time was made just to make it miserable for brakemen... Today she works the Hill Job handling only one car and the caboose. Photo By John Martin, fall of 1975.

☆☆☆ PROGRAM ☆☆☆

The movie "Going Home", which is a 21 minute documentary movie describing the history, rebuilding and return to Roanoke of Norfolk & Western's Class J No. 611 steam passenger locomotive, will be shown by Donald J. Edwards, District Sales Manager of Norfolk Southern Corp. MEETING PLACE will once again be in the Twin City Bank (TCB) Building on Main Street in North Little Rock (just across the river from Little Rock) in the 3rd floor Community Room. MEETING TIME is 2 PM, Sunday, June 10, 1984. You must sign in (and out) with the guard. Use the north door (the one not facing the river).

ABOUT THE MOVIE...What is it that makes steam locomotives special, so special that they take on human qualities in the minds of people who love them?

That question is addressed in Norfolk Southern's 21 minute documentary movie "Going Home", which describes the history, rebuilding and return to Roanoke of Norfolk and Western's Class J No. 611 steam passenger locomotive.

The bulk of the 611 story is narrated by active and retired railroaders, people who helped build, restore and operate the famous locomotive.

Part of the film deals with the restoration process at Southern's Birmingham steam facility. In all, nearly six hours of film and sound recordings and an estimated 10,000 man-hours of labor on the part of 75 people went into the production. (Anyone working on the 819 in Pine Bluff should see this movie).

ABOUT THE SPEAKER...Donald J. Edwards (District Sales Manager, Norfolk Southern Corporation, 303 Markham Square Building, Little Rock, AR) was born in Omaha, Nebraska on July 25, 1945. He joined the Norfolk & Western as a clerk in the Freight Traffic Department in Minneapolis, MN on August 1, 1968 and was promoted to Office Manager, Minneapolis in 1970. He accepted a transfer to Decatur, Ill, a major on-line point for the N&W, in 1972 as Office Manager. While in Decatur, he completed night school and received an Associate of Arts Degree in English from the Richland Community College. After the BRAC strike against the N&W in the Fall of 1978, he accepted a promotion to N&W sales representative Jacksonville, Florida, which was an off-line sales office.

In February 1982, he accepted a promotion as District Manager-Sales for N&W in Little Rock and in June 1982 when the N&W and Southern Railway merged forming Norfolk Southern Corp., he was appointed to his present position.

Norfolk Southern presently maintains one District Sales Manager, one Sales Representative and one Head Clerk within the Little Rock District Sales Office. As a team, they are responsible for contacting and servicing in excess of 800 firms within 47 counties in Arkansas.

Norfolk Southern has at this time 84 sales offices across the United States and Canada.

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★ CORRECTIONS DEPARTMENT - JIM JOHNSON, Public Relations Manager for the Cotton Belt Railway in Kansas City, Kansas, pointed out that the business car in the cover photo in May's ARKANSAS RAILROADER was NOT the "FAIR LANE" but probably was the "SAN JOSE" (now the "PINE BLUFF"). Seems that the "FAIR LANE" was given away to the Cherokee Indian Museum near Tallequah, Oklahoma on May 22, 1973.

★ ALSO, thanks to DAVID BRIGGS (Private Passenger Car Annual) of Warren, MI for his sending us an updated/corrected listing of the Railroad Business Cars we had in the May ARKANSAS RAILROADER.

In addition to SP's business cars not being shown, the following are also not listed in Amtrak's Arrow Computer:

BN's, SP's and UP's Excursion car fleet; ATSF, BAR, CNW, D&H, KCS, N&W, L&N(SBD), SOU & SP Staff cars; D&RGW's remaining lightweight stainless-steel ex-CZ cars, and GTW's INSPECTION CAR.

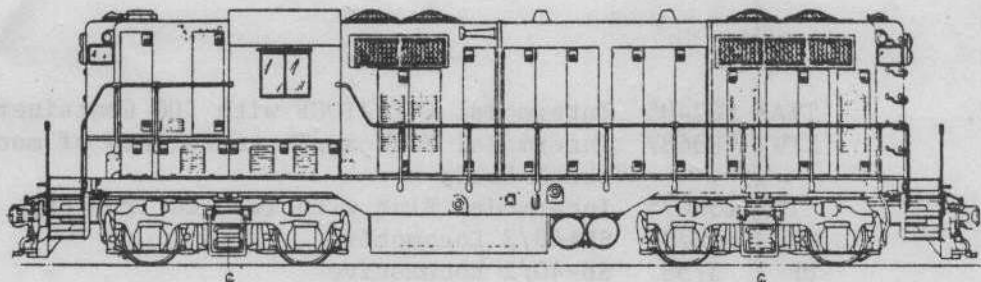
The reason (according to the Mr. Briggs) most of these cars are not shown is not because they are not high-speed capable, but rather because (in 1982) most were not yet Amfleet compatible; e.g., they were still equipped with old-style diaphragms and/or steam heat without HEP run-through connections and/or not-tightlock couplers, any one of which at that time could have caused Amtrak to reject the car.

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★ RUMORED KATY McALESTER-MEMPHIS OPERATION - According to "The Dispatcher" of the Central Oklahoma Railfan Chapter, it is heard that the MKT Railroad would probably commence another semi-independent operation. Crews will probably operate McAlester to Perry, Arkansas then Perry to Memphis, thereby bypassing any immediate need for a union contract.

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★ EDITOR AND ASSISTANT EDITOR TO BE GONE...Both myself and John Martin will not be able to attend the June meeting on June 10. As a result, if anyone has any story, envelopes, pictures, etc. to give to us for possible publication, please give them to Gene Hull instead. He has agreed to take them and give them to me at a future time. Thanks, Ken Ziegenbein, Editor.



# GENERAL NEWS

UnPac's New Shops to Open -- Union Pacific's New \$40 million dollar Locomotive Repair Shop at North Little Rock, began in Mid-1982, will open June 29th. The facility will be called "The Downing B. Jenks Shop." Ceremonies dedicating the new facility will be Saturday, July 21st in connection with a "Family Day" celebration for all area employees and their families.

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Cotton Belt Family Days -- Saturday, June 2nd marked yet another of the very successful "Family Days" on the Cotton Belt at Pine Bluff. On display was business car "Pine Bluff", Locomotive #819, a freight locomotive, equipment and caboose.

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NEW MOPAC YELLOW BEGINS TO SHOW UP -- Monday, June 4th, a sparkling newly painted MoPac #3198, an SD-40/2 was spotted at North Little Rock in Union Pacific Yellow and Grey with "Missouri Pacific" in Large red letters on the side of the hood. The unit carries numbers nearly as large as the side of the cab, and UP shields on the nose, and lower cab sides. Bye-Bye-Blue...

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UNPAC'S NEW RADIO -- A new, unattended radio at MP's White River Bridge at Benzal alerts River traffic that the Bridge is in it's closing cycle. The Bridge is normally kept raised for river traffic and is lowered automatically for approaching trains. Sensors activate the bridge as trains approach and the new radio begins transmitting notices to river traffic every two minutes while the bridge is down.

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AMTRAK Auto Wreckers -- May was a month of Autos to be removed from railroad tracks, unfortunately it was Amtrak #21 and #22 that did the removing. Northbound #22 hit a car in Downtown Prescott May 6th, delaying it and hours and ten minutes, #21 hit a car a MoArk (Missouri Line) May 19th, bad ordering locomotive! #280. In both cases fortunately, both cars were abandoned.

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The GREAT AMERICAN RAILROAD SHOW MOVED SOUTH -- May 4-6th at New Orleans Union Passenger terminal marked yet another "GREAT AMERICAN RAILROAD SHOW", featuring equipment from Amtrak, Southern, Seaboard System, Norfolk Southern, Kansas City Southern, Illinois Central Gulf, and Union Pacific. Displayed was the following equipment:

- |                   |       |  |
|-------------------|-------|--|
| Amtrak Equipment: | #703  | P-30CH Locomotive                      |
|                   | 34066 | Superliner Coach                       |
|                   | 32041 | Superliner Sleeper                     |
|                   | 25077 | Amfleet II Coach                       |
|                   | 28021 | Amfleet II Lounge                      |
|                   | 20011 | AmCafe                                 |
|                   | 2458  | Heritage Sleeper                       |
|                   | 2056  | Heritage Slumbercoach                  |
|                   | 8503  | Heritage Diner                         |
|                   | 9411  | Heritage Dome-Coach                    |
|                   | 8704  | Amtrak Auto-Train Buffet               |
|                   | 9020  | Amtrak Auto-Train BiLevel Auto Carrier |
|                   | 21933 | Amfleet Metroliner Coach               |
|                   | 10501 | Amtech Training Car                    |
|                   | 10502 | Amtech Training Car                    |
|                   | 10090 | Exhibit Car                            |
|                   | 10091 | Exhibit Car                            |
|                   | 10092 | Exhibit Car                            |
|                   | 2234  | Heritage Sleeper                       |

Also Amtrak-leased Private Car "Lehigh Valley 353".

- A Southern Railway Locomotive simulator van (highway vehicle).  
 From the Seaboard System:
- |  |             |  |
|--|-------------|--|
|  | SBD 350618  | 100 ton open top hopper                    |
|  | SBD 247761  | 100 ton covered hopper                     |
|  | SBD 135160  | 50' 70 ton box car                         |
|  | WTTX 910995 | 89' intermodal flat with Seaboard Trailers |
- From the Norfolk Southern:
- |  |            |   |
|--|------------|---|
|  | SOU 151172 | 50' intermodal flat with Southern Trailer |
|  | NS 8550    | P-39-8 Locomotive                         |
- From the Kansas City Southern: KCS 709 SD=50 Locomotive  
 From the Southern Pacific: SP 7499 SD-45 Locomotive
- |  |          |                                     |
|--|----------|-------------------------------------|
|  | RNDX 163 | "Glasshopper" Covered Hopper        |
|  | SP 90067 | 94' Intermodal car with SP trailers |
- From the ICG: ICG 8727 GP-11 locomotive

ICG Display Continued...

TTAX 982405	Intermodal COFC/TOCF with ICG Containers
TTWX 983487	Intermodal Flatcar/Three Pallets of mock Steel Loads
TTX 156075	Intermodal Flat with Two ICG Trailers
MP 3270	SD-40/2 Locomotive
UP 3753	SD-40/2 Locomotive
MP 271088	Hi-Cube Auto Parts Car

Union Pacific:

The equipment was displayed on tracks 6 thru 10. In addition Amtrak offered push-pull excursion trips with a F40PH and five High-level and Superliner coaches and two High-level snack coaches with another F40PH loco facing the other direction for the turn-around.

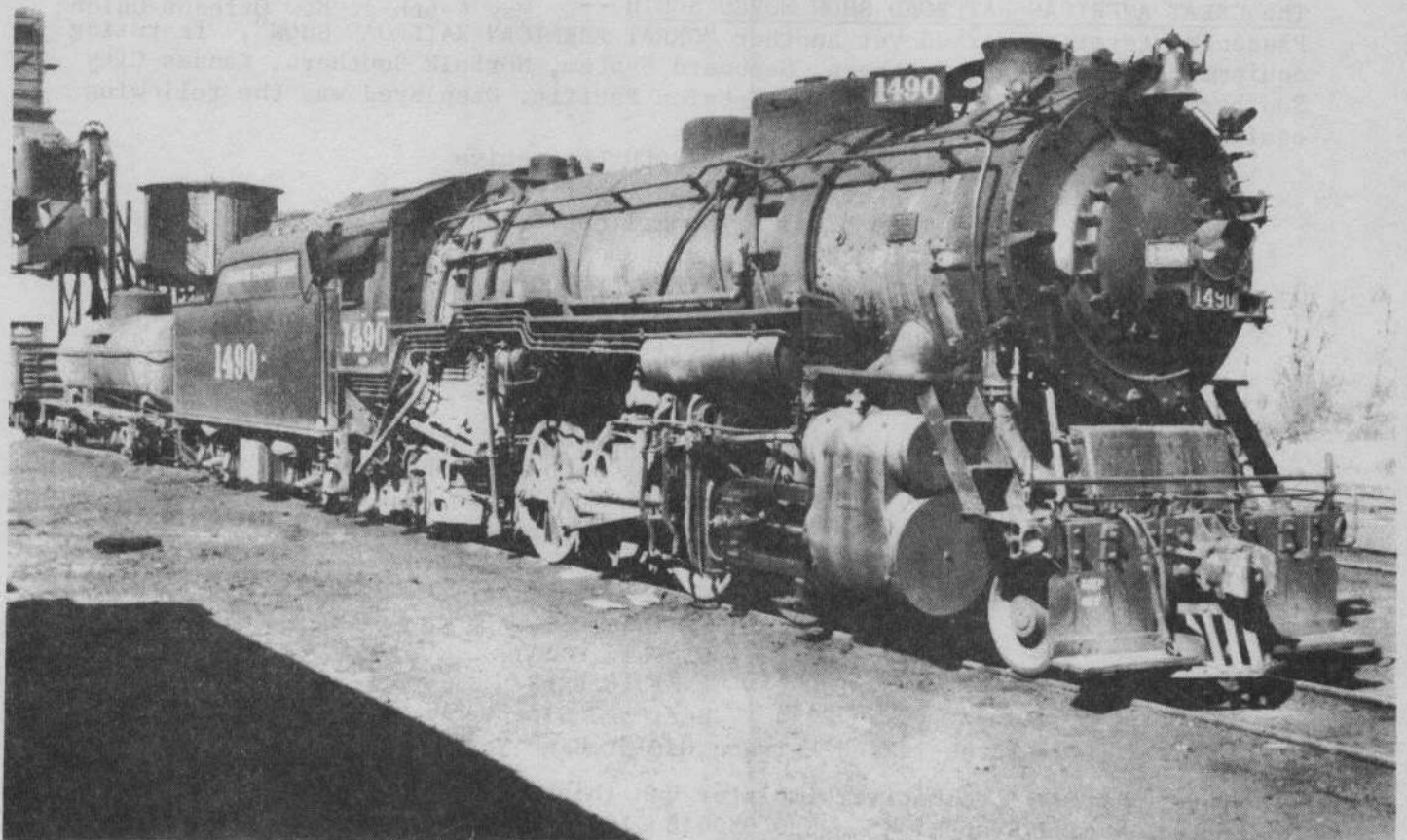
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#4449 comes Close -- SP Daylight #4449 came close as Dallas and New Orleans to Arkansas during May in her trip to the World's Fair. She pulled an all daylight consist consisting of the following:

#4449	Steam Locomotive	
PNWC 4249	Aux Tender, made from former cab-forward tender	
PNWC 3300	Daylight Baggage-Coach combine (original)	
PNWC 600	Former SP&S Sleeper-Lounge	
SW 151	Counter-Buffer-Lounge.	
SW 156	48 seat coach	
SW 500	86 seat coach	
SW 507	40 seat coach	(This train included Six former Shasta Daylight 48 seat coaches).
SW 510	48 seat coach	
SW 511	52 seat coach	
SW 542	48 seat coach	
SW 544	48 seat coach	
SW 546	48 seat coach	
GW 568	68 seat coach	
PAR 2397	48 seat coach	
GN 1290	Sleeper/Obs	Former Great Northern Obs

The train was on display in Dallas May 28th, 29th and 30th at Dallas Union Terminal and revenue passengers were hauled from Houston-Dallas-Houston enroute.

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We couldn't resist this straight shot of a MoPac Mike as she wa-ts her turn at Newport, Ark. Photo from the collection of Martin Loftin.



by EAKLES A. HILLE

Ever since Ruby and I returned from the weekend spent in Fordyce, celebrating the 100th birthday of that city (April 27-29, 1984), I have thought a great deal about the difference of hobos today and seventy-five years ago. Boxcar Willie, a famous Grand Ole Opry singer and album maker, was the No. 1 character for the Fordyce-On-The-Cotton Belt Festival this year. Of course, Steam Train Maury was there with his iron pot full of "Hobo Stew", at 50¢ per cup, to feed all the hungry. These two are great entertainers, but not real

hobos. In my opinion, they are PROFESSIONALS, and use "HOBO" as a gimmick.

Webster's Dictionary gives this:

HOBO - a migratory worker.

TRAMP - to travel about on foot.

BUM - to lead an idle, dissolute life; also, to sponge.

These and some others are words used when referring to the men (and later women) who traveled around the country on both freight and passenger trains in the late 1800's and early 1900's. None of these people ever had 16 wheelers to haul their trophies around. They traveled light.

The dictionary also has pictures of hobo signs placed on fences as a message to any following brother. I have seen some of these markings on our fence around the house on west Second Street.

When I was about ten or twelve years of age we lived at 1721 West 2nd Street, which was the last house east of the Missouri Pacific R.R. I have spent many evenings watching the switch engine working in the passenger yards, almost in our front yard, but looking across the Arkansas River to "Big Rock" and seeing a 9500 wrestling 40 ton cars of rock out of that hole. Now, please don't get me wrong, sure I could not see the engine number or the cars, but I could see the smoke.

Just past the four tracks in the depot yard and near the Rock Island main line to Booneville there was a slight rise of ground covered with scrub-oaks. Within the area of these trees was rock outcrop that formed a perfect cave, and although too small to provide shelter, it was ideal as a fire-place, not only for cooking but the surrounding rocks made a warm bed on cold nights. Locally this area was called "The Tramps Cave." Because we lived so close we had many requests from those who stopped at the Tramps Cave, some asked to work for something to eat, others wanted the food free, and I suppose some of them stole, but we always had a BIG dog.

One of the requests for help came about in this fashion. One morning a man come up to our side (Bishop Street) gate and told my mother that one of the older men around the fire was bad sick and asked if she would call a doctor for him. We had a telephone No. 5383 (look my number up in the railroad club directory). My mother called various associations and charities and finally obtained the sick man admission to a hospital. This was not what caused me to remember the incident as much as one of the phone calls. Then, as now, all manner of forms must be filled out, so after asking the sick man's name, address and color the lady on the phone asked for his age. My mother was around 40 years old at that time. She answered the lady, "Well, he is an old man". "How old is old?" "Oh, 50 - 55 maybe". Then came the shrill voice from the other end of the line, "Why - why - thats - not OLD - 55 is just in the prime of life!" I have always wondered at the age of the other lady?

Even after I grew up and went to work on the railroad my contact with "bos" did not end, it increased if anything. We were both in the same ball park only on different teams. Let me explain.

Mr. J. M. Bland and I come out of Memphis on No. 201 engine 6433 on May 26, 1940. When I went back to check the water before leaving Union Station, I found a man sitting on the lid of the water-cistern. I asked him where he was going and he said "Little Rock". I told him he could not ride the engine and made him get off. Later as we pulled out of the station and around the wye, I saw him get back on, but there was nothing I could do then. I told Jimmie about the hobo being back on the train and he got the ball peen hammer and hung it on the automatic brake valve. I went to his tool box and got out the next best thing, a 14 inch monkey wrench. And that is the way Mr. Bland and I brought No. 201 into Little Rock that night. When the engineer and I got off the engine and walked back toward the depot we could see our hobo hurrying among the mail and express trucks ahead of us. Oh! well, he said he was going to "Little Rock".

Back when the M.P. had muzzle-loaders (hand fired) engines between Little Rock and Texarkana, it was customary for the brakeman to try and find a hobo on the train and bring him over to the headend to shovel coal from the back part of the tank to the front so that it would be in reach of the fireman's scoop. Most of these men were lazy and not much help. When the fireman sat down between fires, they sat down. When the fireman got down in front of the coal gates to put in a fire then the bo would start heaving coal at the backside of the same gates, with most of it going down the fireboys neck. One night things were a lot different, I mean a lot. The brakie brought this man up on top of the tank and I handed him the extra scoop. I sat down and got comfortable on my seat, as we had to meet another train there at Malvern. As I dozed off for a short nap I thought I heard coal hitting the coal gates and the thought ran through my mind "Well, maybe this fellow will get enough up front to take us over the hill". After a little while the man came over into the cab and asked if he might have a drink of water. We got to talking and I noticed that he had moved all, yea ALL the coal off the back of the tank and had it piled high against the gates. I had never had this happen before and I was interested. In talking with him I found out that he was a sailor and had been rolled (robbed) in Houston, Texas and was trying to get back to his ship on the east coast before his leave expired. Then just out of curiosity I asked what his duties were in the Navy. His answer:

"COAL PASSER".

- END -

SOUTHERN RAILWAY "SENTIMENTAL JOURNEY" SPECIAL - MEMPHIS, TENN. - TO - IUKA, MISSISSIPPI & RETURN - MAY 19, 1984.

CONSIST:	BUILDER	DATE	REMARKS:
SRR F-7 Diesel No. 3497	EMD	-	GREEN 'N GOLD SCHEME; A-UNIT
SRR F-7 Diesel No. 3498	EMD	-	GREEN 'N GOLD SCHEME; A-UNIT
MTM LIGHTWEIGHT Diner No. 769	Budd	1949	EX-Delaware, Lackawanna & Western No. 469; LATER FINE LACKAWANNA No. 769; Now MTM "RUTH & EVERETT PIGEON"
SRR LIGHTWEIGHT Buffet-Lounge No. 2352	P-S	1949	Built as 2-Dir-1 Master Room Buffet-Lounge "CRESCENT MOON" for "THE CRESCENT"
SRR LIGHTWEIGHT Pullman No. 2422	Pullman	1923	10-Section 2-Comp. 1-Dir "LAKE PEARL" (Plan 3595-Lot 4725)
MTM LIGHTWEIGHT Dining-Lounge No. 3780	Budd	1950	Built as 4 BR - 4 Comp - 2 Dir "REGAL CITY" for Santa Fe Rwy; to Amtrak 2361; Now MTM "WINSTON HOOPER"
SRR LIGHTWEIGHT Chair Car No. 841	P-S	1937	52-SEAT CHAIR CAR (RAW in Amtrak Service as No. 5294)
SRR LIGHTWEIGHT Chair Car No. 842	P-S	1958	52-SEAT CHAIR CAR (RAW in Amtrak Service as No. 5295)
SRR LIGHTWEIGHT Chair Car No. 843	P-S	1958	52-SEAT CHAIR CAR (RAW in Amtrak Service as No. 5296)
SRR LIGHTWEIGHT Chair Car No. 844	P-S	1958	52-SEAT CHAIR CAR (RAW in Amtrak Service as No. 5297)
SRR LIGHTWEIGHT Chair Car No. 845	P-S	1958	52-SEAT CHAIR CAR (RAW in Amtrak Service as No. 5298)
SRR LIGHTWEIGHT Concession Car No. 9061	Pullman	-	REBUILT FROM Tourist-Pullman No. 3066. NAMED "QUEEN AND CRESCENT CLUB" For Excursion Service
SRR LIGHTWEIGHT Chair Car No. 662	ACE	1947	56-SEAT Chair Car; Ex - Central of Georgia No. 662 + Transferred to Atlanta Chapter, N.R.H.S.
NRHS HEAVYWEIGHT Chair Car No. 704	-	-	54-SEAT Modernized Chair Car; Ex - R-F & P 704; Now owned by Old Dominion Chapter, N.R.H.S.
SRR HEAVYWEIGHT Chair Car No. 1006	-	-	Individual Reclining Seats; Now A/C.
SRR HEAVYWEIGHT Chair Car No. 3659	-	-	Individual Reclining Seats; Now A/C.
SRR HEAVYWEIGHT Chair Car No. 1068	-	-	Individual Reclining Seats; Now A/C.
SRR HEAVYWEIGHT Chair Car No. 1081	-	-	Individual Reclining Seats; Now A/C.
SRR HEAVYWEIGHT Chair Car No. 1097	-	-	Individual Reclining Seats; Now A/C.
SRR HEAVYWEIGHT Chair Car No. 1086	-	-	Individual Reclining Seats; Now A/C.
SRR HEAVYWEIGHT Open-Air Obs. Car No. 1056	-	-	"LOOKOUT MOUNTAIN" OPEN OBSERVATION CAR; EX - Coach 1056.

NOTES: CARS "RUTH & EVERETT PIGEON", "WINSTON HOOPER" AND "DYERSBURG" OWNED BY MEMPHIS TRANSPORTATION MUSEUM. CARS 769, 2352, 2422, 2361, 3380 RESERVED FOR 1st CLASS PASSENGERS AND "SENTIMENTAL JOURNEY" PERSONNEL.

COMPILED BY: JIM BENNETT

1602 STRAIT PLACE  
SUITES 7-216 D

MAY 21 1984

## PASSENGER TRAIN OF THE MONTH

This represents the start of a hopefully monthly article on famous and not-so-famous Passenger Trains. Each article will be accompanied by a photograph of the particular train. Some months we may only have a picture and caption. Other months, like this month, we will also have a story about that train.

Passenger trains have long been your editor's prime railroad likings, especially the colorful streamlined variety (it all depends on when you grew up, right?). However, this monthly article can be on ANY passenger train, steam or diesel, 1860 or 1984 or anywhere in between. CONTRIBUTIONS ARE WELCOME! I know you have lots of pictures and stories out there, just waiting for publication!!

This month's story concerns the SILVER METEOR and was contributed by Clifton E. Hull:



The Seaboard Railway's "Silver Meteor" was the first streamlined stainless steel diesel coach train from New York to Florida. She was put in service Feb. 2, 1939. The tavern lounge and observation were radio-equipped. The train was officially dedicated at the New York World's Fair as the "Train of Tomorrow".

### SILVER METEOR

by: Clifton E. Hull

World War II was only a few political arguments and a few rumbles of thunder in Europe and Britain when the Seaboard Railway began to peer into its crystal ball and search for some indications of the future. Did the corporate "brains" see only a blurred mumbo-jumbo and decide to plunge into the unknown future? Did they see the many troubles and mass confusion which were down the road a ways and wisely decide to make a bold move before restrictions and troublous times arrived? If anyone had asked, I'm sure the answer would have been the latter.

Be that as it may, the company opted for progress and the future. They took advantage of the technical progress which had been made in the manufacturing industry of America, and they took a chance and gambled on the future of the railway industry of America. The country was slowly but steadily pulling itself out of the morass of the worst economic depression the world had ever known. A few people were finding a few dollars left over each payday and they were willing to spend that money on self-indulgence. The Seaboard believed some of them would like to ride in luxury from winter-chilled New York to eternally-warm Miami or St. Petersburg, Florida.

To accommodate these affluent folks the Seaboard ordered the Edward G. Budd Manufacturing Company of Philadelphia to design and build a seven-car streamlined train to provide the ultimate in comfort, safety, beauty and economy. The Budd Company used an exclusive process called SHOTWELD by which stainless steel was used structurally instead of ordinary carbon steel. This produced cars weighing only one-half as much as older cars with no loss of strength. This meant a faster schedule could be maintained without increasing locomotive capacity. The cars were constructed throughout of 18-8 stainless steel (18 percent chromium and 8 percent nickel). This produced material strong enough for structural purposes, having a tensile strength of 150,000 pounds per square inch.

The cars were equipped with four-wheel trucks of a new design in which lateral motion was controlled by shock absorbers and torque stabilizers. Truck pads eliminated rattle and lost motion. Outstanding achievements were made in finer and more comfortable interior appointments. The cars included an atmosphere comparable to fine homes, clubs and hotels. To place the tempting vacation land of Florida within reach of a larger segment of the traveling public the Seaboard chose to run a seven-car lightweight train of coach, coach-sleeper, and diner consist having an "E" class 2000 hp diesel locomotive from Electro-Motive Division. The locomotive was an "A" unit having 2-1000 hp, 12-cylinder engines of the "567" design. This new engine design was begun in the summer of 1936, when Eugene Kettering and Carl Salisburg moved from the Winton diesel plant in Cleveland to General Motors Research Building at Detroit. The "567" was "incubated" for eighteen months and the engine "hatched" in three sizes - a six-cylinder 600 hp, a twelve-cylinder 1000 hp and a sixteen-cylinder 1350 hp. All had one cylinder size so that cylinders and pistons were interchangeable among all engines. The "V" cylinders were set at the same slant so they could be machined on the same machine tools. Ease of maintenance was built in. Each locomotive had an oil-fired boiler for heating the cars and providing hot water for passengers.

The slant-nose locomotive was given the number 3006 and road classification D5, weighed 308,495 pounds, and produced a tractive effort of 50,600 pounds. The train would be an all-chair car - a coach-baggage-dormitory, three 60-passenger sleeper-coaches, a coach-tavern, a 48-passenger diner and a coach-observation. A contest was held to find an appropriate name for the new train, with a prize of \$500 for the winner. Entries poured in, 76,366 of them, and the winning name was SILVER METEOR. Thirty persons submitted this name, and they had to share the \$500.

The train was the first streamlined, lightweight, stainless steel coach train to run from New York to Miami-St. Petersburg, Florida. It was officially dedicated at the New York World's Fair Grounds as the "Train of Tomorrow". It had individual reclining seats, radio, magazines, registered nurse, stewardess, and car attendants. Pillows were 25 cents, breakfast 50 cents, luncheon 60 cents and dinner 60 cents. You could also order a la carte. There were coffee, sandwiches, beer, wine and liquor in the tavern-lounge. All baggage was checked, and all chair reservations were made in advance at no extra charge.

Connections from Boston ran over the New York, New Haven & Hartford to New York Grand Central Station and Penn Station. From New York to Washington the "Silver Meteor" rode the rails of the Pennsylvania Railroad. From Washington to Main Street Station in Richmond, VA., the train used the Richmond, Fredericksburg and Potomac. Here the Seaboard took over.

The initial run was made 2 February 1939. The June 1939 Official Guide has a schedule leaving New York Pennsylvania Station at 2:30 pm with next-day arrival of 3:50 pm at St. Petersburg and 5:00 pm at Miami. The train operated out of New York every third day.

Just 280 miles north of Miami at Wildwood a coach, lounge-coach, and two sleeper-coaches were cut out to run to St. Petersburg on the west coast of Florida. A typical consist is shown below for 1941.

Baggage service	Between all points
Coaches	New York - Miami
	New York - St. Petersburg
Dining car	Serving all meals
Sleeping cars	
8 Sec., 1 DR, 3 Dbl. BR	New York - Miami
10 Sec., 1 DR, 2 Cpt.	New York - Miami
10 Sec., 1 DR, 2 Cpt.	New York - Miami
10 Sec., 1 DR, 2 Cpt.	New York - St. Petersburg
6 Sec., 6 Dbl. BR	New York - St. Petersburg
Tavern coach	New York - Miami
Lounge coach	New York - St. Petersburg
Observation coach	New York - Miami



During Christmas holidays section-compartment-drawing room sleeping cars from Boston to Miami and St. Petersburg were added to the "Silver Meteor". This train was so successful by December 1939 the Atlantic Coast Line and Florida East Coast had placed in service three similar Budd-built seven-car Florida streamliners, which had been named "Champions" in a prize contest. In December 1939 the capacity of each "Meteor" was increased by adding more cars.

By 1941 enough equipment was available to provide daily service to both coasts of Florida via the SAL and ACL. The Meteors and Champions received conventional steel Pullman sleepers in 1941. On the Seaboard the cars were painted aluminum and "shadowlined" to simulate fluted stainless steel. During World War II when the Seaboard Air Line's "Orange Blossom Special" and Atlantic Coast Line's "Florida Special" were discontinued, the "Silver Meteor" and Champion trains provided the finest service from New York to Florida.

The "Silver Meteor" survived the 1 July 1967 merger of the Seaboard and Atlantic Coast Line, producing the Seaboard Coast Line. It still survives in the latest timetable of Amtrak. There are reserved coach seats, roomettes and bedrooms, economy slumbercoach rooms, dining-lounge service New York to Kissimmee, Florida, complete meals Kissimmee to Miami, and sandwiches-snacks-beverages Kissimmee to Tampa, with second-day arrival. This is a very good record for a train begun in the tag-end days of the "Great Depression".

- END -

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★ DIFFERENCE IN MAILING PROCEDURES -- If you do not have envelopes on file with me, you will be getting your ARKANSAS RAILROADERS mailed outside an envelope, folded and stapled. It will still be mailed FIRST CLASS, however, so you should get it at about the same time as before. It has just begun to be a little too much trouble to seal and stamp individual envelopes. (mainly because 16 page newsletters don't exactly fit in envelopes too well).

I encourage you to send in envelopes, self addressed and stamped if you want the added protection that envelopes provide and if you want to save the club quite a bit of postage. This would be a great aid (about 30 of you already do this).

If any of you receive a torn-up copy or experience unusual delay due to the outside-of-envelope mailings, please let me know by writing to Editor, ARKANSAS RAILROADER, 905 Valerie Drive, North Little Rock, AR 72118. Thanks. (Ken Ziegenbein)

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# DON'T MISS The Bygone Era Of Railroad Days

To Be Held In Downtown McGehee, Arkansas Celebrating The

94<sup>th</sup>  
Anniversary  
Of Railroads Coming To McGehee

June  
23,  
1984

Union Pacific  
Missouri Pacific

- Arts & Crafts Festival
- Area Craftmen Welcome
- Registration Fee \$5 Non Resident
- No Sale Commissions Asked

For Registration Information  
Write: Post Office Box 521  
McGehee, Arkansas 71654  
First Come, First Served Basis

### Metal Hat Badges.

The following metal badges are made of fine quality German silver, handstamped nickel plated. The prices quoted are for badges made to order, and in each case full amount of cash must accompany the order. It will require from 3 to 4 days to fill order. Badges made to order cannot be returned or exchanged unless the error is clearly ours.

**11001 Plain Nickel Plated Badge, size 4x3 in. Baggage Man, Porter, Drayman, City Hotel or any name not exceeding 18 letters. Weight 1 oz. Each.....\$0.15 Per dozen.....\$1.50**

**11002 Nickel Plated Badge, with fancy oval top, size 2 inches long, 1 inch wide at center. Available for two words, such as "City Expressman" or "M. & M. P. M. Conductor," and similar words not exceeding 18 letters. Weight 1 oz. Each.....\$0.25 Per dozen.....\$2.50**

**11004 Nickel Plated Badge, with curved oval top, 1 1/2 inches wide at center, 4 inches long. Suitable for such words as "Central Union Station," "Porter Southern Hotel," etc. Each.....\$1.25 Per dozen.....\$12.50**

**11005 Fireman's Regulation Navy Blue Cloth Circle, 1 1/2 in. diam. with heavy black leather strap, size 10 to 11 1/2. Each.....\$1.00 Per dozen.....\$10.00**

**11007 Fireman's Regulation Cap, same as above, in better quality. Each.....\$1.00 Per dozen.....\$10.00**

**11008 Baggage Man's Regulation Navy Blue Cloth Circle, with heavy curved leather strap, size 10 to 11 1/2. Each.....\$1.25 Per dozen.....\$12.50**

**11009 Baggage Man's Cap, same as above, in better quality. Each.....\$1.00 Per dozen.....\$10.00**

### Caps--Continued.

**11073 Men's Blue Cloth Conductor's Cap, with patent wire cloth frame, will always keep its shape. Without badge. Each.....\$1.50 Per dozen.....\$15.00**

Frame Covered.

**11075 Black 5/8x3 Gros Grain Ribbon Badges, printed in gold letters. We carry in stock the following: Assistant Conductor, Baggage Man, Porter, News Agent, Station Agent, Steward, Captain, Agent, Drayman, Hackman, Pullman, City Hotel, Carriage Trapper and City Expressman. Each.....\$0.25**

Printed badges with other lettering than above will have to be made to order, require two days to make, and cost 75 cents each.

**11077 "News Agent," embossed in gold wire. Each letter.....\$1.00**

**11078 "Baggage Man," embossed in gold wire. Each letter.....\$1.00**

**11079 "Conductor," embossed in gold wire. Each letter with double band of gold.....\$1.50**

Embroidered badge with over size letters will cost 1.00 for each additional letter.

**11080 Initials badge, 1 1/2 in. diam. with black leather strap. Each letter.....\$0.25 Per dozen.....\$2.50**

Cut represents 14, thousand of letters. Each.....\$0.04 Per doz. ....\$0.40

### Lantern Globes.

**15074 Railroad Lantern Globes, height 3 1/2 inches; screw top, 2 1/2 in. diameter, screw top bottom 2 1/2 inches. Price.....\$0.15 Per doz.....\$1.50**

**15075 Baby Railroad Lantern Globes with 2 1/2 in. railroad lantern. Each.....\$0.20 Per dozen.....\$2.00**

### Conductors' Lanterns.

**15076 Conductors' Lantern, Pullman pattern, heavy nickel plated. This is the regular conductors' lantern, it handles 100 lbs. and gives an excellent light; oil not over 20. Price, each, with white globe.....\$3.25 With half white and half green globe, each.....\$4.00 This lantern burns lead oil. Weight, 52 oz.**

**15078 This is a well-made, good appearing conductors' lantern, made of brass, heavy nickel plated; has the standard gas burner make-up of the lantern in some lighter than our Pullman pattern; the oil well, looks at viewing in lantern by a notch, is shown in illustration. With white globe, price.....\$3.50 With half green and white globe, price.....\$4.25**

**15079 Field Circuit Globe, 2 1/2 in. diameter; they are hand made from the best lamp glass. Each.....\$0.20 Per dozen.....\$2.00**

**15078 Globes to fit 15077 lanterns in any of the following colors: Half green and white, half blue and white, or half red and white; the very best quality made. Each.....\$1.75 Per dozen.....\$17.50**

**15078 Globes to fit 15077 lanterns in any of the following colors: Half green and white, half blue and white, or half red and white; the very best quality made. Each.....\$1.75 Per dozen.....\$17.50**

**15077 Extra globe and engraving for 15076 lantern furnished at same price as charged for 15076.**

### Railroad and Stockmen's Lantern

**15079 This lantern is made of double wire in one continuous piece, more than doubling the strength of the frame of lantern and adding but little in weight; the ball is so arranged that when the lantern is set down the ball stands upright in position, to be instantly changed, or it can be thrown on the face of the lantern if required; burns kerosene oil. Price.....\$0.50 Per dozen.....\$5.00**

### Lanterns--Continued.

**15079 This lantern is in every respect similar to 15077, but has tin bottom in place of wire. Price.....\$0.40 Per dozen.....\$4.00**

If you want to order any of the items shown, check the Fall & Winter Catalogue #56 Montgomery Ward & Co. 1894-95.  
Copy by: Bill B. Bailey

## ARKANSAS'S GREAT TRAIN ROBBERY

by W. T. Church

These electrifying words "No. 51 had been robbed, Conductor McNalley killed" clicked ominously over the wire, breaking the stillness in the Iron Mountain train dispatcher office in Little Rock, Arkansas. The time was 10:30 PM, November 3, 1893.

Stunned by such an alarming message, the train dispatcher leaned forward and listened intently as the telegraph continued to hammer out this hard to believe news.

....at Olyphant, robbers escaped on horseback heading for the Boston Mountains. Baggage man William Chitman will bring the train with McNalley's remains in. Notify all concerned. Signed, Operator Olyphant.

The actual train robbery had gotten underway several weeks before when six prominent Benton County, Arkansas farmers, Pennyweight Powell and his brother Sam, Oll Thurman, Jesse Roper and George Padgett secretly met with Thomas Brady, a whiskey peddler from the Indian Nations and his partner, James Wyrick, at which time they laid plans for a train robbing career.

Several days after this meeting, the gang left their homes, each going a separate way under a various pretense of business and rendezvoused at the sawmill town of Olyphant that was located in the White River bottoms on the St. Louis, Iron Mountain and Southern, now known as the Missouri Pacific main line between St. Louis, Missouri and Little Rock, Arkansas.

The night dispatcher at Olyphant, a young man by the name of Lamb, was extremely nervous this cold November evening. And he had a good reason to be so. Several months before, the Superintendent of the Arkansas Division of the Iron Mountain had received a tip that No. 52, the "Cannonball", a train reputed to carry large sums of money in the Pacific Express car safe for banks in St. Louis and Chicago from various points in Texas, was to be robbed. Superintendent Rose had ordered guards to ride the "Cannonball" nightly for several weeks and had alerted all employees to be on the lookout for the would-be train robbers. But the anticipated hold-up did not materialize, so he had pulled the guards off the train, but still had orders in effect for all employees to report anything suspicious.

Tonight Lamb had spotted the flickering of a camp fire near the south switch at the station and had started to report the fact to the Little Rock dispatcher when the baying of a pack of hunting hounds off in the canebrake made him change his mind.

"Hunters", the tense Lamb said to himself, dismissing the campfire from his mind, and settled back in his chair to listen to the operator at Newport, some eight miles up the line, report Conductor McNalley's and Engineer Harriet's signature on a train order that set up a meet of their train, No. 51, with the "Cannonball" at Olyphant.

The lonely operator was delighted at what he had heard on the wire because Conductor McNalley was one of the best liked conductors on the Iron Mountain and any visit from him was a pleasure, especially to a lonely operator out in the canebrake.

As No. 51's headlight heaved in sight at Olyphant, Lamb struggled into his heavy coat and with his lantern in hand started outside to meet McNalley. But his progress was halted by a trio of masked and heavily armed men.

"Hold up there," the leader of the gang, a heavy-set character who had leveled a Winchester rifle at Lamb's head, said.

The operator realizing it was useless to contradict the stranger's command, remained still as he watched the engineer ease the Grant built 4-4-0 to an easy stop at the station.

Soon a volley of rifle fire and loud cursing from the bandits filled the night air. Engineer Harriet, fireman Quarrels and train porter John Brooks soon found themselves under a guard of heavily armed men.

"One false move out of you and we will scatter brains all over Jackson county", the bandits warned the helpless train crew as they were being marched from the engine to the Express Car.

At the first volley of rifle fire, Conductor McNalley rushed into the coaches.

"We are being held up", called out the conductor. "Hide your valuables".

McNalley then borrowed a pistol from one of the passengers, stepped outside of the coach to protect his train and fired two shots at the bandits. But before he could get off his third shot, one of the robbers shot him in the chest. McNalley slumped to the ground and died in the arms of P.B. Moore, the express messenger.

While four of the bandits held the express messenger and the train crew under guard and robbed the Pacific Express safe, the others relieved the passengers of their valuables. Only the approaching of the "Cannonball" at Olyphant, which they thought was help arriving, made them take to their horses and flee through the canebrake for the Boston Mountains.

The ironic thing was that No. 52, the "Cannonball", did not know of the hold-up and when they found No. 51 in the hole at Olyphant they stormed through town and did not learn of the tragedy until they stopped at Newport.

When Iron Mountain's Trainmaster Green at Little Rock was informed of the hold-up, he immediately set the wheels in motion for one of the most extensive manhunts in the history of Arkansas.

Less than two hours after the robbery, the dense canebrake around Olyphant was ringing with the baying of blood hounds who were picking up the trails of the fleeing robbers. Law enforcement officers from all over the state poured into Olyphant and set out to hunt the criminals down.

Conductor McNalley's remains were taken to Little Rock and prepared for burial. Two days later an escort of Knights Templars and members of the Order of Railway Conductors escorted the body to Cleveland, Ohio for burial.

The first break in the man hunt came when Sheriff Patterson and his posse captured two men near the small community of Jamestown, Arkansas. They were later identified as George Padgett and Thomas Brady.

Padgett being the weaker of the two soon broke down under the terrible weight of his fate and told the sheriff in Batesville the entire story of the robbery and named all of his accomplices.

With these names, the man-hunt fanned out into Northwestern Arkansas. Several days later Sheriff Copeland of Searcy County captured Albert Mansker at Witt Springs. While up in Sebastian County, Detective Thiel captured James Wyrick, one mile from the Indian Territory as he was fleeing to Texas. Soon all four of the captured train robbers were lodged in the Arkansas State Penitentiary in Little Rock for safe keeping. The other four bandits were still at large with a horde of railroad detectives and law officers on their trail.

At the January, 1894 term of Jackson County Circuit Court in Newport, Arkansas, Brady, Wyrick and Mansker stood trial for the murder of Conductor W. P. McNalley. The trial of George Padgett was set for the Spring Term so as to enable him to testify against his confederates. The three robbers were found guilty and sentenced to be hanged.

In the meanwhile, the remainder of the train robbers were captured and tried in the same court and received life sentences, which they all served out to the very last day of their lives in the penitentiary in Little Rock. George Padgett was freed from the charge of murder and train robber as his reward for the testimony against his partners and left the country and was never heard from again.

Thomas Brady, James Wyrick and Alfred Mansket paid for taking the life of Conductor McNalley on the gallows in the Jackson County Jail Yard in Newport, Arkansas on Friday, April 7, 1894, just a little over a quarter of a mile from the spot where Conductor McNalley had signed his last train order for the meet with the "Cannonball" at Olyphant, which turned out to be his meet with destiny.

THE END

(This story was taken from news reports as found in the "Arkansas Gazette" from November 1893 to April 1894. Wm. P. McNalley was one of the first, if not THE first locomotive engineer on the St. Louis, Iron Mountain and Southern, having hired on the Cairo and Fulton and operated a locomotive between Newport Landing and Mo-Ark in the building of the line between the White River and the Arkansas-Missouri State line. He became a passenger locomotive engineer after the railroad was completed and suffered a severe injury in a wreck a few years after the line was opened and was hired as a passenger conductor and ran between Poplar Bluff, Missouri and Texarkana, Arkansas until his death. He was a charter member of the ORC Div. 131 in Little Rock and of the Knights Templar).

(Information researched by William T. Church, April 13, 1984).

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.

Anyone desiring to give news, pictures or any type of information for publication in the ARKANSAS RAILROADER, please send this information to Editor, ARKANSAS RAILROADER,

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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 stamped, addressed envelopes (legal size) in which your newsletters will be mailed. Also, any donations of 8½ x 14 bond paper is appreciated. (Thanks to Elizabeth Gaines for donating a ream of paper this month)

ARKANSAS RAILROADER  
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NORTH LITTLE ROCK, AR 72118

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