

Burlington Northren to close Depots

3 ex SLSF depots in northwestern Arkansas may be shut down in a move to save money by the Burlington Northren Railroad. The stations threatened by closure are Rogers, Bentonville, and Fayetteville and operations will be taken up by the Springdale Depot. This move is pending approval from the Arkansas Public Service Commission. Local officials view these moves with disapproval, saying that service will deteriorate. The agents working out of these depots will be replaced by a telephone system.

Missouri Pacific news

The line between Jonesboro and McGehee will see an increase in traffic due to Mopac's increase in business. Frequency of trains will go from 1 train daily to about 6 trains a day. The line is being upgraded to reflect the change. The line from Pine Bluff to McGehee is receiving welded rail. The railroad has received their latest batch of new power, B30-7a's 4800-4854, MP-15DC's 1356-1375, and GP15-1's 1665-1714, one of the few roads to receive new power this year. The last of the GP7's and GP9's were traded in for these units. The unrebuilt GP35's are stored at North Little Rock and other locations and may be gone soon as this model is in disfavor amongst motive power departments as a high maintenance locomotive.

NARP Convention coming

The National Associate of Railroad Passengers Region 9 convention will be held on April 2-4, 1982 in St. Louis, Mo. Planned events include a tour of the National Museum of Transport and a Banquet. For more information contact Bill Pollard at the meeting or write-

Thomas H Schramel, Convention Chairman
Eastren Missouri Association of Railroad Passengers
PO Box 832
St. Charles, Mo. 63302

Amtrak has received 15 of its new Amfleet II coaches and one of the new Amlounge's. The rest of this equipment may be a while getting in service because of a strike at Wabco holding up delivery of braking systems. These cars have larger windows than the original Amfleet equipment and have only one vestibule. The cars delivered are running with Heratige equipment on 3 sections of the Silver Star between New York and Florida. This leaves the 4th section of Silver Star equipment having the honor of being the last long distance train on Amtrak with steam heat. New Orleans has a number of unrebuilt equipment, including dome cars and cars still lettered Southern and a few P30CH and E9 locomotives stored/retired.

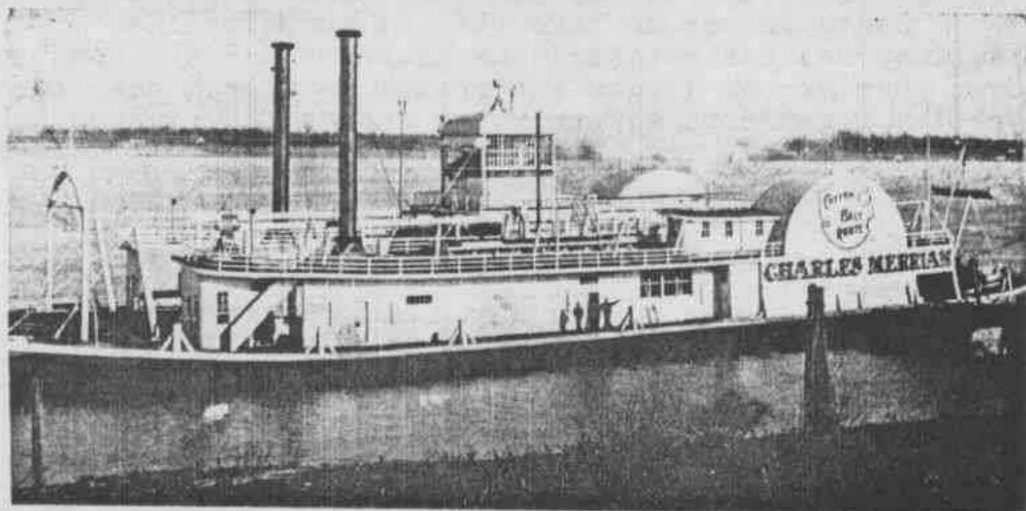
World's Fair Steam Update

I've heard that Burlington 2-8-2 4960 will beat the World's Fair at Knoxville. It is unknown whether she will be running or just on static display.

Amongst The Members

Kalmbach Books will be releasing a new book entitled DIESEL LOCOMOTIVE ROSTERS written by member Charles W McDonald- it should be at the hobby shops by the end of the month. It is a reference work containing the locomotive rosters of all the Class 1 railroads in the US, Canada and Mexico. It will be priced in the \$7 range (more next page)

RAILROAD TRANSFER CAR FERRY USED BY COTTON BELT
IN EARLY 1900's. NOTE LOGO OVER NAME
CREDIT COTTON BELT NEWS



The CHARLES MERRIAM, a ten-car railroad transfer boat used to ferry Cotton Belt trains across the Mississippi River between Gray's Point, Mo., and Thebes, Ill. It frequently hauled as many as 200 cars a day. When the Thebes bridge was completed in April, 1905, it threw the Merriam out of work.

(Furnished By Bill Merck)

What life is like on a troop train...

speeding over the Water Level Route

This is "Main 100"... identified on New York Central orders only by its code number. Speeding toward a secret destination, it's one of the vast fleet of trains that now move 2,000,000 troops a month over the rails of America. Picture the thousands of Pullmans and coaches this task requires. You'll see then why car space for civilian travel is limited... why Americans are urged to make only essential trips. "Main 100" must have the right of way!



FIELD KITCHEN. Mess Sergeant sets up kitchen in baggage car to serve 3 or 4 troop cars. That's what many baggage cars are doing. So please travel light!

MESS CALL. Men eat at their seats. On some trains they file up to kitchen to be served; on others, food is brought to them. Meals are tops... one reason your home and war diners are rationed.

FIRST AID. Army Surgeon installs his "field hospital" in a wash-room. His prompt care for minor ills keeps our fighters fit.

G.H.Q. ON WHEELS. From his drawing room "headquarters," Train Commander orders all details of this traveling Army camp... of which he alone knows the destination.

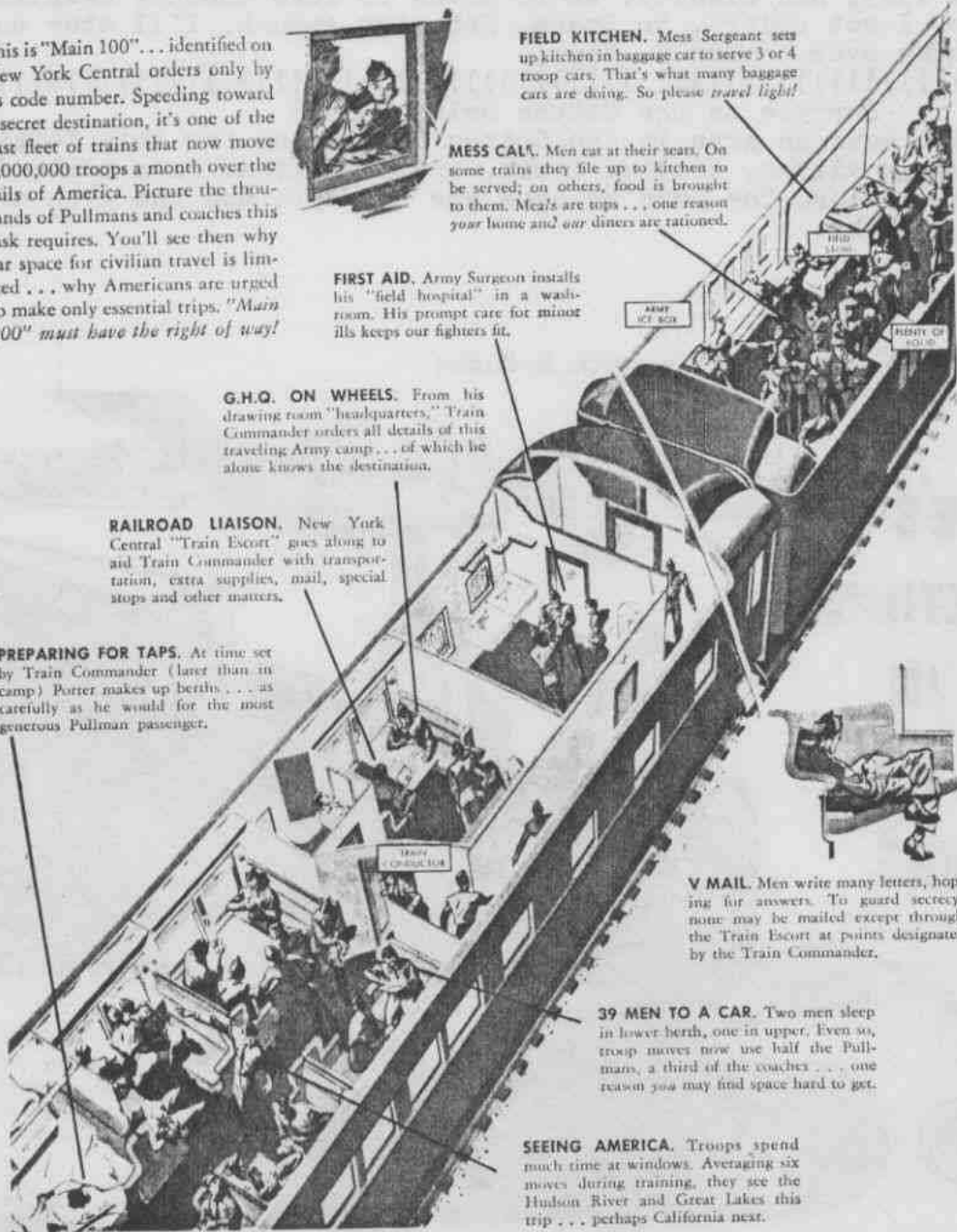
RAILROAD LIAISON. New York Central "Train Escort" goes along to aid Train Commander with transportation, extra supplies, mail, special stops and other matters.

PREPARING FOR TAPS. At time set by Train Commander (later than in camp) Porter makes up berths... as carefully as he would for the most generous Pullman passenger.

V MAIL. Men write many letters, hoping for answers. To guard secrecy, none may be mailed except through the Train Escort at points designated by the Train Commander.

39 MEN TO A CAR. Two men sleep in lower berth, one in upper. Even so, troop moves now use half the Pullmans, a third of the coaches... one reason you may find space hard to get.

SEEING AMERICA. Troops spend much time at windows. Averaging six miles during training, they see the Hudson River and Great Lakes this trip... perhaps California next.



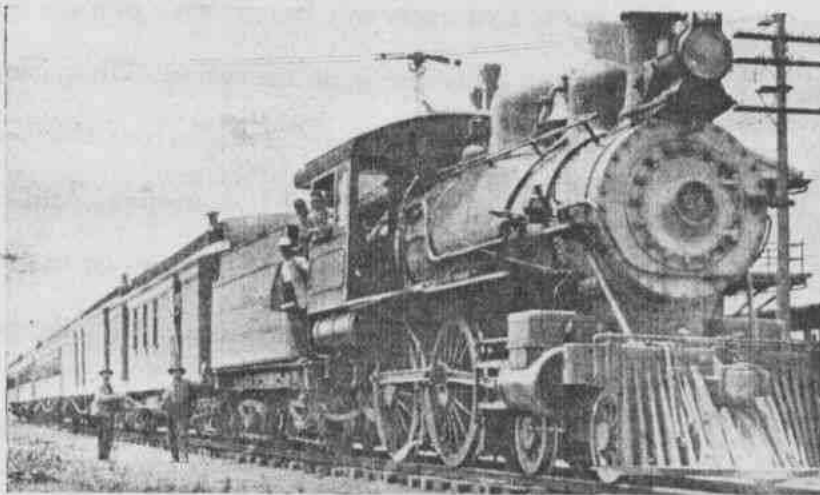
New York Central



BUY MORE WAR BONDS

ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY

No. 54, built by Rogers Locomotive Works in 1903, was scrapped in 1932.



INTERESTING OLD TIMER ON THE COTTON BELT
LOCATION UNKNOWN

CREDIT COTTON BELT NEWS

Furnished by Bill Merck

Missouri Pacific Number 219 (and 220). By Eakles Hille.

After reading the series of articles in the ARKANSAS RAILROADER by Misters Bennett and Adams, let me "drift back in memory" not "to the Saint Louis terminal," but to an experience I had on Number 219 some "forty years ago." Both of these good writers gave us a picturesque and true description of the two trains, they were deluxe speedsters and certainly could stir up the ballast and dirt when given the opportunity. Deluxe — yes, speedsters — not when standing still. Nor did they stir up the ballast and dirt when standing still. You ask why they would stand still? Sometimes steam. Yea, STEAM. That invisible elusive vapor that is supposed to make a steam engine operate. It is so invisible sometimes that you can not find it on the gauge.

On the morning of July 22, 1943 Number 219 with engine 6619 proudly pulled out of Union Station, Memphis, Tennessee for it's usual fast run, with six regular and five conditional stops to be made in the next 4 hours and 40 minutes before it backed into the station at Hot Springs, Ark. If that schedule was not tight enough there were eleven permanent speed restrictions between Benton and the "City of Vapors". The management helped out also by having the crews take fuel-oil at Wynne. That fuel-oil at Wynne is what upset the apple cart on this Thursday morning. It was cold! No, not the weather, the oil. I had taken a freight train into Sargent Yard (Memphis) early in the morning and had been relieved to deadhead back to North Little Rock on No. 219.

After some "Ham and ——" I got into one of "Mike's" deluxe chair car seats at the old Union Station just before train time, intending to catch up on my rest. During the war years railroad men, especially extra men, had to get their rest when they could because they were only off duty 8 to 12 hours, and deadheading did not count as working. My sleep was spasmodic. Waking up to see where we were, dozing again. They stayed at New Augusta quite awhile, but I just thought they were waiting for the AUGUSTA RAILROAD connection.

When the conductor came through the front door of the coach many of the passengers wanted to know what the delay was. Why are we standing here so long? When will we move? His only answer "I don't know. We have a dead engine." I, too, asked him what he meant by "dead engine". His reply to me was that there was no steam on the engine, and that there was another one coming from Bald Knob. Gloves in hand I took off for the head end to help if possible.

The big Pacific looked so helpless just standing there panting. Something like a noble race horse that had been neglected and underfed. Engineer W. T. (Tom) Spain was about 100 yards down the track looking along the right-of-way while V. M. Hedgecock, the fireman was in the cab. I got up there with him to

find out first hand what was the trouble. While we were talking, a man in a business suit joined us and introduced himself as an ICC inspector. About that time Tom came back and he and the ICC man checked the locomotive for any steam leaks. They found none. Vaughn and I had been busy looking at the crown-sheet, fire-brick, burner and for carbon. Everything was fine except the fuel-oil was cold. So, we started getting that hot.

Vaughn told me that after leaving Wynne and not being able to keep 200 pounds of steam, things went from bad to worse. Mr. Spain was a very nervous man and Hedgecock only having worked about two years could not cope with the situation. Nervousness has no place on a locomotive, or on the railroad, for that matter. Although it was mid-July, this oil was cold, that is too cold to do any kind of job firing. With the failing steam pressure, the crew turned on both tank heaters, the engine heater and the atomizer. All these cost them more than it helped.

While all this activity was going on around New Augusta, the Arkansas and Memphis Division dispatchers were planning our rescue. No. 93, the Newport to North Little Rock local was at Bald Knob, so they were given instructions to back to New Augusta and double-head No. 219 to Little Rock. Even after we were ready to move we had to wait for them. I say "we" because I had already asked Mr. Spain if I might help.

With the 5527, an Atlantic type coal burner, in the lead No. 219 departed New Augusta something over an hour late. In the mile and a half from the station to the White River Bridge we blew the boiler down real good. After the communication signal whistle beeped twice, Tom started pushing that Atlantic and I put the sand through the flues. With the Elesco feedwater heater working I also "double gunned" the left injector just to test the heating. Under this strain I had to brown smoke the old girl a little.

Arriving at Bald Knob the conductor asked me what I thought about the engine. I told him that we could keep it hot and would not need the 5527, if Mr. Spain would let me do it. He replied that he would get me the authority from the dispatcher.

We had no more steam trouble into Little Rock, and might have made up some of the lost time, but the dispatcher, not knowing how we would get along, had turned a freight train loose ahead of us. Although receiving a message at Beebe to clear up at Holland the freight delayed some from Cabot to Holland. We arrived Union Station at Little Rock at 12:20 P. M. one hour forty-three minutes late.