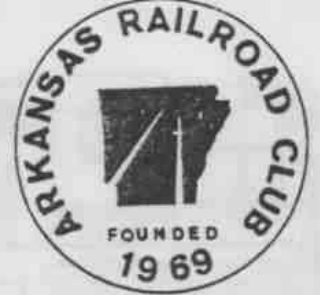




ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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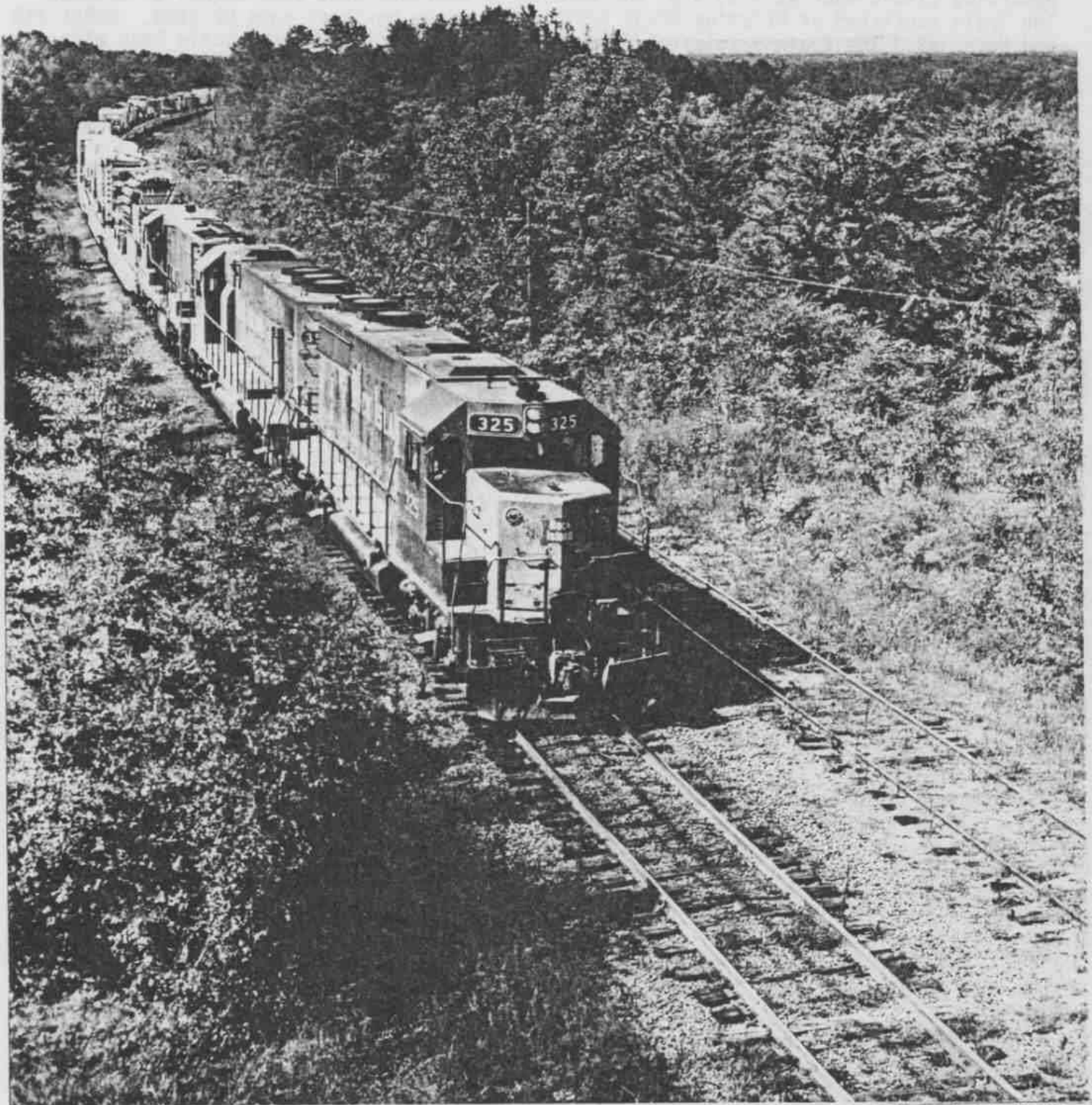
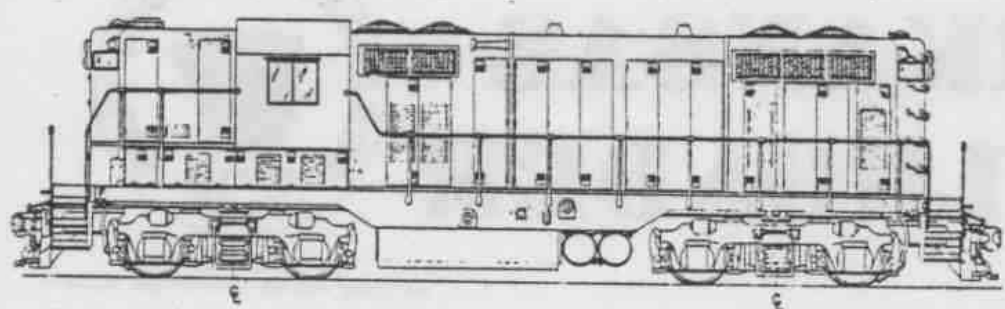


Photo By John Martin

This month, the third year since the demise of the Rock Island, We dedicate this issue to the memory of the Railroad and the fine employees that made it such. Here, in a scene never to be repeated, Rock Island GP-35 #325 leads #355, a GP-40 and #244 a U28B, carrying green markers as the first section of Train #38, officially #30U22. The date is September 23, 1975, just days before the State Fair is to open and this first section of the Royal American Show Train comes down from the hills of Western Arkansas at Ola. This day there will be three Train #38's, first and second being the Show trains and the third the regular section.



GENERAL NEWS

Display Train at Cabot -- The Display Train at Cabot's Celebration of it's town flag and seal (See Ark. RRer Dec. 1982) consisted of New GP-15/1 #1727 and Boxcar Herbie #1, the safety slogan boxcar, and Business Car/Caboose "East One".

Arkansas Railroader Ad in Prototype Modeler -- The Arkansas Railroad Club's Ad was featured in Prototype Modeler Magazine in it's November/December Issue's "Society Page". Prototype Modeler offers the ad space free to Historical/Modeling Societies that will include them on their mailing list.

Yet Another Passenger Extra -- MoPac and Union Pacific combine for a Officer's Special departing Little Rock at 1:30 a.m. the morning of February 5th, 1983 bound for Chicago. The Train consisted of Pristine GP-38 #2316 followed by business cars UP #100, MoPac #10 and MoPac #2. The train originated from the 4th St. Office in North Little Rock with the unusually late departure time to allow the special to be in Illmo at 7:00 a.m. and have a daylight inspection of lines from Illmo to Chicago. The special was in charge of Mr. R. K. Davidson, V-Pres. of Operations.

Cotton Belt Goes After the Valley Business -- February 1, 1983 marked an improvement in service for Cotton Belt's Rio Grande customers. Southern Pacific/Cotton Belt have increased the tri-weekly service between Victoria and Harlingen Texas to Six days per week. The HRVIY Train "Rio Grande Valley Express", with local connections will handle chemicals perishables and TOFC on a 29-hour schedule to the transcontinental Main Line at Flatonia, Texas, connecting with the LAPBY (Los Angeles to Pine Bluff Yard Train) with thru connections to East St. Louis. on a total transit time of 80 hours.(from Harlingen).

SHORTS -- A New TTX Piggyback Prototype Car was recently unveiled by Trailer Train, called the 4-Runner III. It is a single axle, one trailer car which is scheduled to complete tests soon, then it will be service tested. --- The "Orange Blossom Special" Returns, A new perishable train between Orlando and Wilmington, Del. (the passenger version ran from New York to Miami) runs at Passenger train speeds (70 m.p.h.) on a 26-hour schedule (the passenger carrying Blossom was only 42 minutes faster). The Seaboard System operates the service leaving Orlando at 2 a.m. and arriving at Wilmington at 4 a.m. the next morning. --- Seen those FGEX (Fruit Growers Express) "SOLID GOLD" Boxcars? They will be a part of a new multi-railroad pool for insulated-type boxcars to begin before summer. This is part of a plan similar to the General Motors Pools of Tri-level racks aimed to cut in half the empty-car-miles this type car incurs. --- New Atlanta to New Orleans Intermodal train service has begun over the Family Lines system. Trains depart Atlanta at noon and New Orleans at Midnight covering the 520-mile route in 18 hours. Also offered is connecting service from New Orleans to Cincinnati via Atlanta. --- From the same folks that brought you fiber optic communications lines and Solar Caboose comes a new windmill. The Norfolk Southern's N&W railway has a new Wind Electrical System (WES) consisting of a three-blade rotor, providing backup power to recharge relay station batteries but perhaps to supply power to operate sophisticated Microwave equipment in the near future. The windmill generates a trickle of electricity at 8 m.p.h. but at 20 m.p.h., it generates an incredible 200 watts of power.

OUTLOOK '83 -- K.C.S. - "Coal Train Traffic has exceeded our expectations and we look for continued strength in 1983," says Thomas Carter, Pres. KCS. "Our plans for capital additions and improvements in 1983 are modest, amounting to only 10 million, all of which is slated for improvements and additions to our road property. We plan no freight car or locomotive acquisitions in 1983." SP--"Plans no major equipment purchases in 1983." MoPac - "Anticipates traffic gains in coal, intermodal, aggregates and lumber with more modest increases in automobiles and parts, grain and chemicals. Grain could do even better if large export movements to Mexico and Russia materialize. MoPac's fleet ranks among the most modern in the industry, based on average age per unit, and we plan no purchase of cars or locomotives. Principle capital improvement will be the completion of the new \$40 million locomotive repair facility, with total outlay close to the record \$200 million mark set in 1982."

THE ARKANSAS RAILROADER is the Official Publication of the Arkansas Railroad Club. The Regular Meeting of the Arkansas Railroad Club is held the Second Sunday of Each Month at Union Station in Little Rock, Arkansas at 2:00 p.m.. Visitors are always Welcome. The Arkansas Railroad Club has memberships available for \$10.00 for In-State, \$7.50 for Out of State Associate Members. Inquiries may be made to:

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Key to Abbreviations

Train Identification

Frisco/BN Symbols are used, MoPac Symbols given to BN Trains in parenthesis

Engine Numbers: All are Burlington Northern Engine Numbers unless headed by initials; i.e.: MP - Missouri Pacific, there were several instances where MP Units were combined with BN Units.

Arrival or Departure Times:

- CI - Called In Time (estimated time of arrival)
- CF - Called Out Time (Time crew on Duty)
- SSM - Time train passed the South Switch at Mayflower, Ark., on the Central Division.
- AR - Confirmed Actual Arrival Time
- DP - Confirmed Actual Departure Time

Train Totals:

- 1st Number indicates Loaded cars in consist
- 2nd Number indicated Empty cars in consist
- 3rd Number indicates Gross Tonnage in train (in tons)
- 4th Number indicates Length of train in feet.

Direction: FM - From, then direction.

Notes: When available, the rail that the train used thru N.L.R. Yards is indicated.



**BURLINGTON
NORTHERN
DETOURS**

TRAIN Ident.	ENGINE NUMBERS	ARRIVAL OR DEPARTURE TIMES	TRAIN TOTALS	DIRECTION	NOTES
December 5, 1982					
QLA103	3104-3107-3019-3105	CI 340am	55/55/6078/6863'	Fm North	
QLA103	3104-3107-3019-3105	CF 340am	55/55/6078/6863'		
MDN (XBN104)	2293-2601	CI 400pm	30/66/4237/6186'	Fm North	310 rail
MDN (XBN104)	2293-2601	CF 430p.	30/66/4237/6186'		
O1X86	2290-MP4820-MP4851	CI 755pm	15/78/4213/5533'	Fm North	308 rail
O1X86	2290-MP4820-MP4851	CF 815pm	15/78/4213/5533'		
PBF30	6802-6703-6334	CI 945pm	72/8/7000	Fm West	203 rail
PBF30	6802-6703-6334	CF 1030pm	72/8/7000		
(Note: PBF30 was originally recorded with Units 6363-6703-6702-6334, but was reported as incorrect)					

December 6, 1982					
O1X37	1393-1389-2121-2124	SSM 105a/Ar140am	76/2/7056	Fm West	204 rail
O1X37	1393-1389-2121-2124	CF 115am	76/2/7056		
CTB04	2362-7841-7291-8012-8046	SSM 335am/Ar 420am	86/0/7656	Fm West	310 rail
CTB04	2362-7841-7291-8012-8046	CF 430am	86/0/7656		
QLA (XBN405)	6542-8080-2118	CI 350am	69/25/5964/5878	Fm North	West Main
QLA (XBN405)	6542-8080-2118	CF 445am	69/25/5964/5878		
O1X88	3104-3105-3107-3109	SSM 645am/Ar 720am	48/0/5199	Fm West	204 rail
O1X88	3104-3105-3107-3109	CF 750am	48/0/5199		
MDN06	3304-8000	CI 105pm	42/64	Fm North	201 rail
MDN06	3304-8000	CF 115pm	42/64		
DNM03	2319-2326-2285-2360-2128	CI 130pm	48/14/5187	Fm West	
DNM03	2319-2326-2285-2360-2128	CF 230pm	48/14/5187		
OZX91525	6719- other units not rec.	CI 945pm	75 cars	Fm West	Main Line
OZX91525	6719- " " " "	CF 1020pm	75 cars		
O1X88	6356-6354-4050	SSM1159pm/Ar 1235a	82cars	Fm West	

December 7, 1982					
O1X88	6356-6354-4050	CF 120pm	82 cars		
QLA (XBN106)	3104-3107-3109-3105	CI 430am	66/38/6088	Fm North	201 rail
QLA (XBN106)	3104-3107-3109-3105	CF 500am	66/38/6088		
CTB1206	7834-7921-2252	SSM 1225a/Ar 105a	61/48/6573	Fm West	310 rail
CTB1206	7834-7921-2252	CF 530am	61/48/6573		
MDN07	8046-8012-7291-7841	CI 800am	42/75/5204/7550	Fm North	201 rail
MDN07	8046-8012-7291-7841	CF 600am	42/75/5204/7550		
OBX1206	8007-7106-4047	CI 800am	72/26/4211	Fm West	203 rail
OBX1206	8007-7106-4047	CF 900am	72/26/4211		
334	2572-4026-2570-4023-2563	CI 115pm	54/22/5357/4388'	Fm North	
334	2572-4026-2570-4023-2563	CF 115pm	54/22/5357/4388'		
O1X37551106	2351-other units not rec.	CI 215pm	69/22/6581	Fm West	205 rail
O1X37551106	2351- " " " "	CF 245pm	69/22/6581		
BTX1206	6703-6802-6334-6363-8020-6346	CI 420pm	22/65/4192/5204'	Fm North	206 rail
BTX1206	6703-6802-6334-6363-8020-6346	CF 930pm	22/65/4192/5204'		
OZX37	2347-2113-1396-2278	CI 1040pm	96 cars	Fm West	
OZX37	2347-2113-1396-2278	CF 1115pm	96 cars		

December 8, 1982					
QLA	7106-8006-7921-7834	CI 1255am	42/29	Fm North	310 rail
QLA	7106-8006-7921-7834	CF 1255am	42/29		
CTB07	6351-6907-6502	CI 500am	80/16/7279	Fm West	201 rail
CTB07	6351-6907-6502	CF 500am	80/16/7279		
MDN01	3106-3062-3059-3046-4050-3048	CI 520am	20/82/6671/4800'	Fm North	
MDN01	3106-3062-3059-3046-4050-3048	CF 520am	20/82/6671/4800'		
MDN02	2328-4047-3047-2093-4002-2252	CI 1025am	32/65/4699	Fm North	
MDN02	2328-4047-3047-2093-4002-2252	CF 1030pm	32/65/4699		

December 9, 1982					
XBN308	6351-6907-6502	CI 1230am	49/2/2020	Fm North	
XBN308	6351-6907-6502	CF 1230am			
CTB08	6346-8020-6334	SSM 815am/Ar 845am	83/19/7659	Fm West	310 rail
MDN01	6356-6354	CI 530am	23/85/4774/6726	Fm North	
MDN01	6356-6354	CF 530am	23/85/4774/6726		
MDN02	2347-2113-2278	CI 645am	30/77/4580/6669	Fm North	
CTB08	6346-8020-6334	CF 815am	83/19/7659		310 rail
MDN02	2347-2113-2278	CF 815am	30/77/4580/6669		
O1X91682	3055-3103-1386	CI 1055am	33/45	Fm West	
O1X91682	3055-3103-1386	CF 1130am	33/45		
BTX08 *	6381-4007-6574	CI 245pm	103 cars	Fm North	310 rail *XBN109
BTX08	6381-4007-6574	CF 245pm	103 cars	Fm West	XBN109
O1X85	2551-2601-2363	CI 700pm	70/17/6355	Fm West	310 rail CF 900am at Van Buren
O1X85	2551-2601-2363	CF 700pm	70/17/6355		
33409	2552-2364-2115-2360-3055	CI 640pm	50/34/5304/3807	Fm North	308 rail XBN609
33409	2552-2364-2115-2360-3055	CF 715pm	50/34/5304/3807		XBN609

December 10, 1982

QLA	6334-8020-6340	CI	100am	65/2/4352/5443	Fm North
QLA	8334-8020-6340	CF	100am	65/2/4352/5443	
MDN01	2108-2095-2103	CI	530am	48/52/6370/5462	
MDN01	2108-2095-2103	CF	530am	48/52/6370/5462	
MDN02	8141-8160-1396	CI	815am	36/55/4234	Fm North 310 rail
MDN02	8141-8160-1396	CF	830am	36/55/4234	
CTB08	3105-3107	CI	115pm	51/53/6123	Fm West
CTB08	3105-3107	CF	230pm	51/53/6123	
01X85	2572-4017-4023-4026	CI	920pm	67/28/6845	Fm West 310 rail
01X88	4651-4820-3104	CI	935pm	52/12/5171	Fm West 201 rail
01X85	2572-4017-4023-4026	CF	945pm	67/28/6845	
01X88	4651-4820-3104	CF	1000pm	52/12/5171	
01X137	2117-2318-2365	CI	1100pm	50/30/4617	Fm West
01X137	2117-2318-2365	CF	1135pm	50/30/4617	

December 11, 1982

CTB09	6353-6836-2278	CI	605am	50/26/4569	Fm West
CTB09	6353-6836-2278	CF	600am	50/26/4569	
MDN01	8179-2127-2285	CI	705am	28/56/4128/5506	
MDN01	8179-2127-2285	CF	705am	28/56/4128/5506	
QLA	3105-3109-3107	CI	110pm	69/38/	Fm North
QLA	3105-3109-3107	CF	110pm	69/38/	
MST	2286-2274-2362	CI	520pm	32/60/4808/6103	Fm North
MST	2286-2274-2362	CF	600pm	32/60/4808/6103	
334	2320-2114-2262-2257-2284	CI	230pm	31/24/3746/3097-	Fm North
334	2320-2114-2262-2257-2284	CF	235pm	31/24/3746/3097	

December 12, 1982

01X185	7046-7149-7158	CI	1220am	58/6/5853	Fm West
01X185	7046-7149-7158	CF	1220am	58/6/5853	
QLA	3104-3106-3056-3045	CI	400am	65/34/5839/6486	Fm North
QLA	3104-3106-3056-3045	CF	400am	65/34/5839/6486	
01X37	3044-3066-3063	AR	408am	22/21/2144	Fm West
01X37	3044-3066-3063	CF	500am	22/21/2144	
CTB10	3107-3105-3109	AR	530am	56/40/5557	Fm West
CTB10	3107-3105-3109	CF	545am	56/40/5557	
MST	8003-4023-6316	CI	545am	24/83/5231/6856	Fm North
MST	8003-4023-6316	CF	715am	24/83/5231/6856	
CTB10	3107-3105-3109	CI	715am	56/40/8587	
MDN	2094-4026-MP4820-MP4851	CI	930am	32/78/5281/7082	
MDN	2094-4026-MP4820-MP4851	CF	950am	32/78/5281/7082	
CTB11	6840-6333-3064-3054	CI	715pm	52/24/5705	
CTB11	6840-6333-3064-3054	CF	745pm	52/24/5705	
DNM11	8091-6355-4010	CI	935pm	55/27/5768	
DNM11	8091-6355-4010	CF	935pm/Dp 1015p	55/27/5768	

December 13, 1982

QLA	3057-3105-3109-3107	CI	200am	59/44/5816	Fm North
QLA	3057-3105-3109-3107	CF	335am	59/44/5816	
MST	7158-3060-3044	CI	445am	32/85/5190/7249	Fm North
MST	7158-3060-3044	CF	500am	32/85/5190/7249	
02X88	3045-3056-3101-3103	CI	120pm	64/20/5449	Fm West By Mayfl. 1255pm
02X88	3045-3056-3101-3103	CF	230pm	64/20/5449	
334	3221-3063-2319-2269-2273-3052-1382	CI	350pm	27/32/3238	Fm North
334	3221-3063-2319-2269-2273-3052-1382	CF	425pm	27/32/3238	
01X37	3055-2360-3051-3042	CI	330pm	62/34/6848/6369'	Fm West
01X37	3055-2360-3051-3042	CF	650pm	62/34/6848/6369'	
MST	7158-3060-3044	CI	445pm	32/85/5190/7249	Fm North ??????????Think this was in error in LJ

December 14, 1982

QLA	6353-4010-6355	CI	1245am	53/51/5392/6659	Fm North
QLA	6353-4010-6355	CF	1245am	53/51/5392/6659	
MSP	7045-8091	CI	345am	28/75/4407/6544	Fm North
MSP	7045-8091	CF	400am	28/75/4407/6544	
DNM12	8170-6846-8045-	SSM	745a/Ar 815am	50/16/4752	Fm West
DNM12	8170-6846-8045	CF	900am	50/16/4752	

December 15, 1982

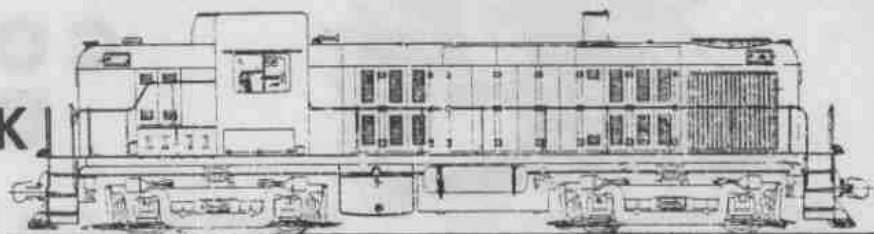
PBF10	2112-2275-2262-2343-2347	CI	330am	79/21/6856	Fm West
PBF10	2112-2275-2262-2343-2347	CF	330a/Dp 505am	79/21/6856	

New Mobile Energy System -- A patent has been granted to Thomas Williams for a mobile heating system called "Locomotive Energy Recovery System (LERS). The system uses a locomotive to provide heat energy on a temporary or seasonal basis. The system recovers waste heat from a diesel's exhaust gases and radiator fluid, and from dynamic braking electrical energy. The heat energy is transferred to a tank car trailing the locomotive where it heats fluid contained in the tank car. The fluid will retain the heat until discharged to provide heat at trackside locations. Thermal energy may be used to generate steam, absorption refrigeration, process hot water, space heating or distilling alcohol. The inventor states that one LERS tankcar could gross \$60,000 per year on energy recovered based on 16,100 thermal hours per tankcar, 250 heat recovery cycles, and an energy value of 1.5¢ per Thermal Hour output versus \$34 barrel oil. The economics improve as the price of oil rises.

GRANITE MOUNTAIN QUARRIES ROSTER (McGeorge Construction Co. Sweet Home, AR)

- #4742 SW-1 #1379 1/21/42 Purchased by GMQ in 1975 to replace G.E. 40 Tons Centercab loco, which was too light. Ex MoPac #6000 Orig. C&EI #98.
- #4743 NW-2 #6585 10/12/48 Purchased by GMQ in July 1975 Ex MP/TP #1013.

Arkansas: A Haven For Alcos on the ROCK



BY BILL POLLARD

During the 1950's and early 1960's, the Rock Island's Arkansas Division became known as a haven for Alco locomotives due to the assignment of a variety of Alco S-2, RS-1 and RS-3 units to this region.

As late as 1967, Alco products were still prevalent, with all Biddle switching jobs being handled by Alco RS-1's and the City Switcher frequently being under the care of an Alco S-2. RS-1's still at work in the area included Numbers 735, 736, 740, 741, 742, 743, and 745. A lone S-2 #721 alternated between assignments at Stuttgart and Little Rock, and RS-3's 470-475 worked on turn-around locals out of Biddle.

During the Summer of 1967, EMD Locomotives slowly began displacing the venerable Alcos. Among the first to go were all RS-3's, leaving only the yard jobs and the Stuttgart Switcher to operate with Alcos. By August 1, 1967, only Nos. 735, 740, 742, and 721 remained in service. Newly assigned EMD SW-1200's #932 and 936 were soon joined by #924, and on August 5, Alcos #735 and #742 were placed in storage. On August 7, the Stuttgart Local carried SW-1 #539 to Stuttgart and returned with S-2 #721 from what was to be its final Rock Island Assignment. No. 721 was due for a 90-day inspection but upon finding a crack in the left front truck frame the unit was ordered stored. On the 12th, #735 was turned to head East, then sent on train #31 dead in transit to Booneville. No. 740 continued working in various yard switch assignments throughout the rest of August, and several parts were cannibalized from #742. On September 7th and 8th, 1967 #740 handled the East Lead Switcher to two shifts each day and then was placed in storage. An order was recieved on September 10th to remove radios and prepare Nos. 721, 740, and 742 for shipment, dead in train, on #33, the West Local. These last Alcos left on September 26th for El Reno, ending the Alco Era on the Rock Island in Arkansas.

As a final note, Alco S-2 #721 was sold to Arkansas Kraft Paper Mill at Perry, Arkansas in October of 1967 and returned to work at the Perry Mill for Six more years.



Photo By John Martin

It's the usual early evening rush hour. Trains into Biddle Yards from the East, West and South. The Stuttgart Local has just arrived followed by train #31 from the East. The local's power has been serviced, turned and sits just off the turntable in the background, ready for tomorrow's jaunt to Mesa. The East and West Lead switchers work on #31's fill and takes a cut off the head end. Train #31, sometimes known as the "Wood Chip Rocket" because of the heavy set out of wood for the Kraft Paper Mill at Perry, has it's usual draw of F-units and geeps with one Geep to set out at Perry. The step children of the Rock Island, these F's were acquired in a swap with the Union Pacific in February of 1972, the #4168 representing one of three equipped to fight the blizzards of Arkansas. But the swap was successful and the f's lived out their useful lives on a railroad that was starved for function power but has no cash.



COTTON BELT

Cotton Belt Cocoons Them -- With most major roads being found with large excesses of Locomotive power, many have chosen to store the older and more costly to maintain units (see MoPac List in Feb. 1983 Ark. R.Rer.). Here's the Cotton Belt listing of stored and retired locomotives stored in the Pine Bluff Area.

There are three locations that the Cotton Belt stores locomotives: in the South Pine Bluff Yard, and rails D-11 and S-1 in the Gravity Yard. Most locomotives stored at South Pine Bluff are retired or cannibalized locomotives. Since the SP/SSW has no locomotive orders pending, these will be stored until trade-ins are required.

LISTING OF SOUTHERN PACIFIC - COTTON BELT LOCOMOTIVES STORED
COMPLETE AS OF JANUARY 27, 1983

Unit	Type	Status	Defect	Unit	Type	Status	Defect
1307	NW-2E	S	Serviceable	6511	GP-35	S	Serviceable
1311	NW-2E	S	Serviceable	6516	GP-35	S	Serviceable
1321	NW-2E	S	Serviceable	6521	GP-35	S	Serviceable
2252	SW-1200	S	Serviceable	6522	GP-35	S	Serviceable
2254	SW-1200	S	Serviceable	6523	GP-35	S	Serviceable
2255	SW-1200	S	Serviceable	6526	GP-35	S	Serviceable
2258	SW-1200	S	B/O Wheels	6527	GP-35	S	Serviceable
2259	SW-1200	S	Serviceable	6533	GP-35	S	Serviceable
2293	SW-1200	S	Serviceable	6537	GP-35	S	Serviceable
2482	SW-1500	S	Serviceable	6538	GP-35	S	Serviceable
2483	SW-1500	S	Elec. Fire	6539	GP-35	H	Turbo/Main Gen B/O
2485	SW-1500	S	Serviceable	6540	GP-35	H	Elec. Fire
2492	SW-1500	S	B/O Wheels	6543	GP-35	S	Serviceable
2515	SW-1500	S	Serviceable	6556	GP-35	S	Serviceable
2583	SW-1500	S	Main Gen.Fire	6563	GP-35	S	B/O Window Parts
2586	SW-1500	S	Serviceable	6566	GP-35	S	Wheels
2588	SW-1500	S	B/O Eng.	6570	GP-35	S	Serviceable
2892	GP-9E	S	Serviceable	6574	GP-35	S	Serviceable
3310	GP-9E	Q	Major Rewire	6576	GP-35	S	Serviceable
3332	GP-9E	S	Serviceable	6577	GP-35	S	Serviceable
3358	GP-9E	S	Serviceable	6593	GP-35	S	Serviceable
3367	GP-9E	S	Serviceable	6595	GP-35	S	Serviceable
3368	GP-9E	S	Serviceable	6628	GP-35	S	Serviceable
3369	GP-9E	S	Serviceable	6669	GP-35	S	Serviceable
3648	GP-9E	S	Serviceable	6675	GP-35	H	Cannibalized
3740	GP-9E	S	Serviceable	6908	SD-35	H	Cannibalized
3785	GP-9E	S	Serviceable	7905	U30C	Q	Cannibalized
3794	GP-9E	S	Serviceable	8603	U33C	Q	Cannibalized
3800	GP-9E	S	Serviceable	8604	U33C	G	Air Compressor
3802	GP-9E	S	Serviceable	8609	U33C	Q	Cannibalized
3809	GP-9E	S	Serviceable	8678	U33C	G	Elec. Fire
3811	GP-9E	S	Serviceable	8699	U33C	G	Turbo Seals
3820	GP-9E	Q	Power Assemb.	8745	U33C	Q	???
3844	GP-9E	S	Serviceable	8751	U33C	G	Main Alternator
3871	GP-9E	S	Serviceable	8919	SD-45	Q	B/O Turbo
3880	GP-9E	S	Serviceable	8926	SD-45	Q	B/O Turbo
5004	GP-30	S	Serviceable	8943	SD-45	Q	B/O Turbo
5008	GP-30	H	Cannibalized	8972	SD-45	H	Cannibalized
5010	GP-30	S	Serviceable	8989	SD-45	Q	B/O Turbo
5012	GP-30	S	Serviceable	9004	SD-45	Q	Wheels & Timing Disc
5013	GP-30	S	Serviceable	9022	SD-45	Q	Cannibalized
5311	SD-39	Q	Cannibalized	9033	SD-45	Q	B/O Radiator
6507	GP-35	S	Serviceable				

Status Codes: G = Retirement Candidate, H = Officially Retired
 S = Stored Q = Inactive Pending Disposition

Some of these units are Cocooned, with large plastic tarps covering the entire locomotive except for frame and trucks.

Information from John M. Martin

 PHOTO OPPOSITE PAGE -- It's identity almost completely concealed by cocooning, Cotton Belt GP-35 #6522 is at the lead of a string of stored locomotives near the South end of Pine Bluff's Gravity Yard on the Cotton Belt, January 29, 1983.



Photo by John Martin

NEW POWER FOR THE LITTLE ROCK AND WESTERN -- The Little Rock and Western took delivery of the first of two new remanufactured locomotives Saturday morning, January 22, 1983. The #101 was rebuilt by parent road Green Bay & Western shops, from Erie Western #207 (originally Long Island #207), which had nose chopped, got a new fuel tank, had Dynavane fan and inertial air filters replaced by compact fiberglass filter racks, plus the control stand was moved from the left side to the right for short hood forward operation. Next unit will be former L&N #1307, another Century-420 locomotive. Both are rated at 2000 h.p.. The #101 was completed December 20, 1982, after being out of service from March 3, 1981. Former L&N 1307 was acquired by the GB&W organization from Chrome Crankshaft Corp. locomotive dealers. The #101 was set up for service the week of January 24th and entered switching service on the LR&W that week. According to Bob Sandage, office manager, it will be used in switching service only for a while, until it is broken in, and ready for road service.

The Little Rock & Western has also built an outdoor, under-the-rails, inspection pit behind the Perry Headquarters and recently installed a more powerful base radio station.

With the arrival of the #101, Also RS-3 #305 (the only LR&W lettered locomotive) was shipped from Little Rock to Green Bay January 28th. The New #101 is a bright green color with Yellow LRW lettering. RS-3 #307 will remain until the arrival of the second new locomotive, expected soon. As an interesting side note, LR&W #101 was bad ordered enroute to Little Rock with a hotbox. Apparently on the BN, they let the journal get so hot the wheel bearing locked up and the wheelset had to be changed out. Minor problems have also plagued the new loco, with the wheelslip circuit card being bad order while a new one was shipped (by air of course) to the LR&W for replacement.

According to Bob Sandage, the new power pulls well, compared to the aging RS-3's and they look forward to the second unit arriving within the next few weeks.

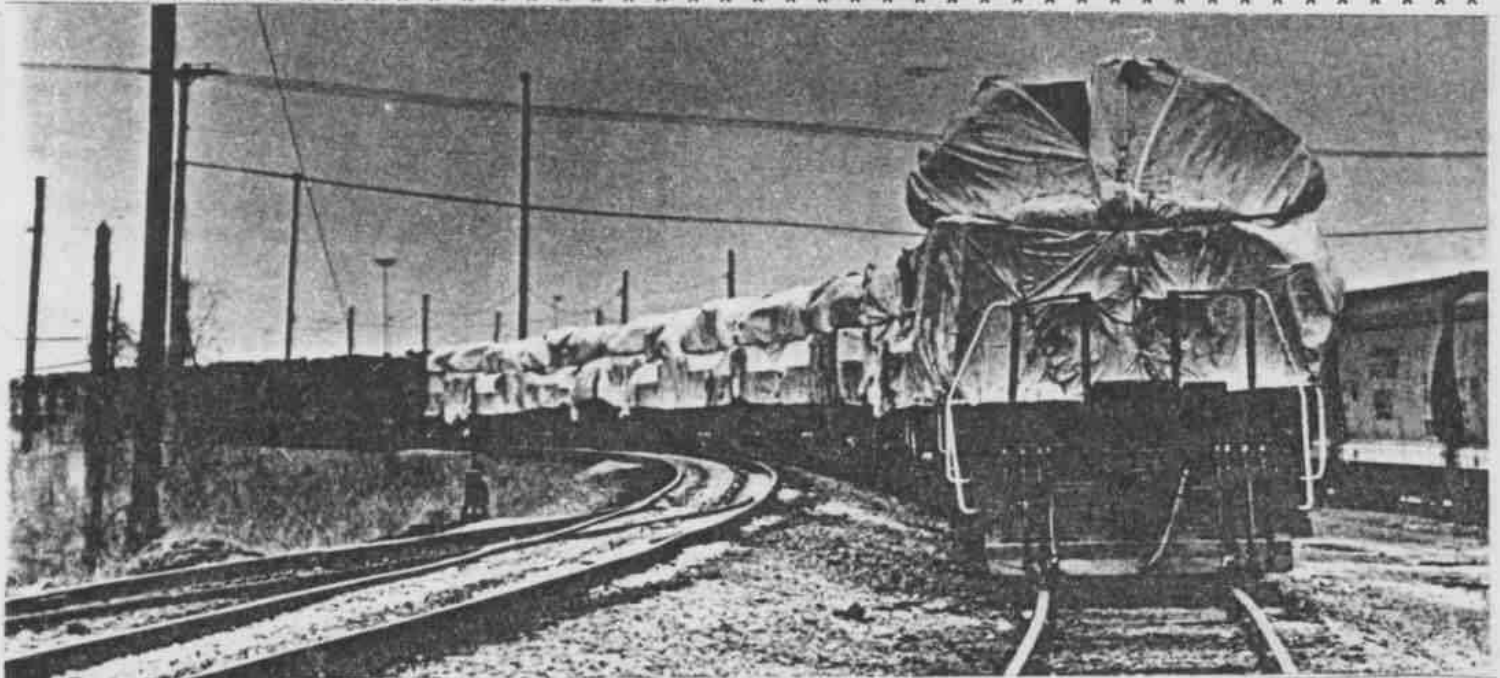


Photo By John Martin



LAST DAYS OF THE ROCK

By Bill Pollard and John Martin
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The following is an operational account of the last Rock Island Train Movements in the State of Arkansas. These consists and times were compiled in this format by Bill Pollard from official Rock Island Records. It is compiled in Section for the East End from Memphis to Biddle, where operations were ceased first, to the South End from Biddle to El Dorado which ceased second, to the final consist out of Arkansas Westbound.

East End - Biddle to Memphis

		<u>Locomotives</u>	<u>Caboose</u>	<u>Lds/Mtys Cars</u>
<u>March 22, 1980</u>				
38A20	Lv. Biddle 5:50 a.m. Ar. Memphis ?	4322-244-4466	17043	26/25
39A21	Lv. Memphis 1:50 p.m. Ar. Biddle 8:25 p.m. Note: Delayed at Mesa 5:40 p.m. to 6:10 p.m. to pick up 4/24 cars and Locomotive 4431.	4476-4439-4457	17018	15/65
767	Stuttgart Switcher On Duty 5:00 a.m., Departed Stuttgart 7:45 a.m., Arriving Mesa 10:00 a.m. with 3/18 cars. After three hours of work at Mesa, Train tied up at Mesa Ending regular service on the Stuttgart Branch. NOTE: STUTTGART SWITCHER ABOLISHED END OF SHIFT THIS DATE.	4431		
<u>March 23, 1980</u>				
38A21	Lv. Biddle 8:30 a.m. Ar. Memphis ?? THIS IS THE LAST EASTBOUND TRAIN FROM BIDDLE TO MEMPHIS	4538-316	17105 & 17018	44/23
39A22	Lv. Memphis 1:15 p.m. 3/23/80 Ar. Biddle 4:35 a.m. 3/24/80 Note: Met Train #38 at Proctor. Note: MEMPHIS SWITCHERS ABOLISHED END OF SHIFTS 3/22/80 or 3/23/80.	4466-244-4322	17043	18/58
<u>March 24, 1980</u>				
39A22	Lv. Memphis 9:45 p.m. 3/23/80 Ar. Biddle 4:35 a.m. 3/24/80. NOTE: THIS IS THE FINAL MOVEMENT FROM MEMPHIS. It included locomotives assigned as Yard Switchers at Memphis.	4436-316-4538-321	17018	1/1

This Ends all REGULAR SERVICE BY THE ROCK ISLAND ON THE EAST END.

SOUTH END

March 21, 1980

871-20	Lv. Butterfield 11:05 p.m. 3/20/80 Ar. Biddle 3:20 a.m.	Engine 439	17079	16/9
34	Regular Thru Freight from El Dorado, Annulled.			
35A21	Lv. Biddle 5:27 a.m. Ar. El Dorado ??	4447-4465-4509-4432	17062	15/15
871-21	Lv. Biddle 5:50 p.m. Ar. Butterfield 11:05 p.m. Note: Message to 871 at Biddle: Pick up Engine 438 at Bauxite.	439	17079	11/20
	Fordyce Switcher NOTE: FORDYCE SWITCHER ABOLISHED END OF SHIFT THIS DATE.	4433 made Leola Turn	Tied Up ??	
875	9am Bauxite Switcher	438 made Pizer turn	Tied Up 2p.m.	
876	8am Malvern Switcher	4551 made Wilson Springs Turn	Tied Up 1p.m.	
877	4pm Malvern Switcher	4551-4483 made Jones Mills Turn	Tied Up 11:25p.m.	

Last Operations of The Rock Continued...

March 22, 1980

871-21	Lv. Butterfield 12:15 a.m. Ar. Biddle 4:30 a.m.	439-438	17079	38/15
34A21	Lv. El Dorado 8:00 p.m. 3/21/80 Ar. Biddle 5:00 a.m. NOTE: Picked Up Locomotive 4433 and caboose at Fordyce. (Cab #17044).	4432-4435-4423-(4433)	17062	27/23
35A22	Lv. Biddle 2:00 p.m. Ar. El Dorado ??	4432-4433	17062	4/16
871	Lv. Biddle 11:55 p.m. Ar. Butterfield 3:30 a.m. 3/23/80 NOTE: Pick Up Engine 438 at Bauxite. Pick Up locos 4451 and 4483 from Butterfield.	439-4431	17079	7/7
875	11am Bauxite Switcher Crew Deadheaded via Taxi from Bauxite to Biddle, Picked Up Engine 438 & return to Bauxite for station work only. Tied Up 4:00 p.m..			
876	8am Malvern Switcher 1:00 p.m..	4551 Made Wilson Springs Turn,		Tied Up
877	4pm Malvern Switcher NOTE: 4pm Malvern Switcher Instructed to Leave Both Locomotives at Butterfield. Tied Up at Butterfield at 11:10 p.m. (arrived 10:50 p.m.) NOTE: BAUXITE SWITCHER AND BOTH MALVERN SWITCHERS ABOLISHED AT END OF SHIFT THIS DATE.	4551-4483 Made Jones Mills Turn.		
Local	Winnfield to Ruston	4446-4487	17882	31 cars

March 23, 1980

871	Lv. Butterfield 6:30 a.m. Ar. Biddle 10:10 a.m.	439-4431-438-4451-4483	17079	17/171
Extra 4447 No.	Lv. El Dorado 8:45 a.m. Ar. Biddle 5:30 p.m. NOTE: Train Order issued at Fordyce to meet Extra 4478 South at Bauxite; This order was later annulled. (This was probably the final Rock Island Train Order Issued at Fordyce.)	4447-4432-4433-4465-4509	17197	28/108
Extra 4476 No.	Lv. Tinsman 6:20 p.m. Av. Hot Springs Jct 4:30 a.m. 3/24/80 Note: Timeslip shows 1'30" Delay at Haskell to meet Extra 4478 South. This Train Hog Lawed and Tied Up at Hot Springs Junction. Timeslip shows this train Originating at Tinsman, probably the train was the Last Crossett Local which tied Up at Tinsman.	4476-4487	17062	3/108

March 24, 1980

35A23	Lv. Biddle 12:15 a.m. Ar. El Dorado ?? Note: Train Order #280: "Run Extra Biddle to El Dorado."	4478-4471	No Cab.	30/6
South Local	Ruston to Winnfield	4428	17882	???

March 25, 1980

North Local	Winnfield to Ruston	4428	17882	???
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March 26, 1980

Alexandria Turn	Ruston, La to Alexandria & Return	4478-4428	17177	???
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March 27, 1980

Extra North	Winnfield to Ruston	4478-4428	17177	???
Extra South	Ruston to Winnfield	4471	17882	???

March 28, 1980

Extra North	Called for 7am at Winnfield Note: Cotton Belt Train Order #220 "RI Extra 4471 North has right over SSW Train #117 Haskell to Little Rock Yard. Rock Island Extra 4471 North wait at Haskell until 3:01 a.m. (3/29/80). NOTE: (Message) SSW Deadhead crew called On Duty Biddle 6:15 p.m.. Crew deadheaded to Fordyce via Taxi with orders to "Pick Up Rock Island Train at Fordyce and bring back to Little Rock Yard."	4471	17882	1/4
RI #34	Lv Fordyce 10:30 p.m. Ar. Biddle 3:35 a.m. 3/29/80. **** Four Cabs were observed at the West End of Biddle Yard on rear of #34's Train (about 11 a.m. 3/29/80). These were presumed to have all arrived on Train #34: 17177-17041-17882-17040 (rear).	4428-4471-4478	****	10/89

THIS WAS THE LAST ROCK ISLAND TRAIN MOVEMENT OFF THE SOUTH END.

WEST END

March 24, 1980

38A23 Lv. Booneville 8:35 a.m. 4491(B/O)-315-320-4312 17164 48/18
 Ar. Biddle 6:15 a.m.

39A23 Lv. Biddle 8:45 a.m. 4466-244-4322-4436-316-4538- 17651 19/97
 321-4446-4487-928(DIT)-838(DIT)

Train Order: Do Not Exceed 20 m.p.h. while handling engine 928.
 NOTE: Engine 928 set out at MP 253 Pole 20 (2 miles West of Booneville)
 account bad order. No. 38 met No. 39 at Ola., No. 39 held main track.

Perry Switcher

Worked regular Job Perry to Danville On duty at 1:01 p.m.

39A24 Called for 10:30 p.m. Biddle. Call Busted at 3:15 a.m. account Air Trouble.

March 25, 1980

38A24 Lv. Booneville 8:15 a.m. 4368-396-4369-4439-4476 17190 65/22
 Ar. Biddle ??? (left Perry 12:45 p.m.)

39A24 Lv Biddle 9:15 a.m. 4312-320-315-4491 (B/O) 17164 0/104
 Ar Booneville 4:45 p.m. (Met No.38 at Perry).

Perry Swr.

Engine 4550 works Kraft Spur then after 1:01 p.m. becomes Extra 4550
 Perry to Danville. Message: Send Perry Switcher to Danville today
 gathering West cars from Casa, Ola and Danville and grouping them at
 one location. Notify GLB-McAlester, and dispatcher of car numbers and
 location.

39A25 Lv. Biddle 9:20 p.m. 4476-4439-396 17190 1/126
 Ar. Booneville 4:00 a.m. 3/26/80

39B25 Lv. Biddle 10:10 p.m. 4369-4368 No Cab 11/100
 Ar. Booneville 4:10 a.m. 3/26/80

March 26, 1980

38A25 Lv Booneville 9:50 a.m. 4473-4431-439-4551-4455 17008 28/18
 Ar. Biddle 4:45 p.m.

Perry Swr.

Message: Set out Rear Units at Perry (4551-4455).
 Regular Job with Engine 4551-4455. Operates to Danville & Return.
 NOTE: Perry Switcher (#750) ABOLISHED AFTER TOUR OF DUTY THIS DATE.

751-26 Lv. Perry 8:00 p.m. 4551-4455-4550(Perry Switcher) 17155** 1/1
 Ar. Booneville 2:00 a.m. 3/27/80. Pick up cars at Homewood... 1/6

Note: Train Crew deadheaded from Biddle to Perry via Taxi.
 TRAIN ORDER: Run Extra Perry to Booneville not exceeding 10 m.p.h.

39A26 Lv Biddle 11:30 p.m. 439-4473-4431 17008 1/77
 Ar. Booneville 5:15 a.m. 3/27/80.

(** This cab assignment is speculation, train may have had no cab.)

March 27, 1980

Extra 928 Two man crew (Engr-Cond'r) called on duty 11:00 a.m. at Booneville to go
 to MP 253 Pole 20 and work on loco #928. Crew worked on loco for 2 hours
 and 30 minutes then brought unit into Booneville and tied up at 2:00 p.m..

38A26 Lv. Booneville 4:30 p.m. 321-4446-4538 ???? 6/32
 Ar. Biddle 9:50 p.m.

NOTE: 38A26 WAS THE FINAL EASTBOUND TRAIN OVER THE PERRY TO BIDDLE LINE.

March 28, 1980

38A27 Lv Booneville 11:30 a.m. 4530-4523-438 17104 4/9
 Ar Perry 2:25 p.m.

NOTE: Crew for this train was called for 8:15 a.m. at Biddle, then,
 deadheaded to Booneville by taxi and went on duty at 10:45 a.m.. #38
 was delayed at MP 185 Pole 34 from 2:00 p.m. until 2:15 p.m. due to the
 Cotton Belt Switch Engine, then delivered train to Cotton Belt, at Perry.

751-28 Lv Perry 2:35 p.m. 438-4523-4530 17104 0/4
 Ar Booneville 4:30 p.m. (picked Up 3 empties at Danville).

Message: 38A27 set out Engines at Perry to protect 751's train.
 Train 75128 pick up cabooses from #3 track Arkansas Kraft and all system
 empties there. Continue working Westbound picking up all cars on line
 other than bad-orders and cars unloading. Advise Dispatcher at tie up
 point of any traffic left on line.

NOTE: Crew from #38 handled #751's train, having been on continuous duty from time called on duty Biddle at 8:15 a.m..

MARCH 29, 1980

FINAL OPERATIONS OF THE ROCK

SSW#121 (Perry Turn)Lv Biddle 4:00 p.m. SP 3369-SP 6674 SP 1766 1/51
 Ar. Perry 7:25 p.m.

NOTE: R.I. Locos in consist behind SSW Locos: 4446-4538-321-4478-4471-
 4428 (in order) and Deadhead Cabooses (in order from loco):
 17157 (added at Kraft spur by SSW Crew before arrival Perry)-17043-
 17018-17092-17897-17062-17878-17896-17185-17040-17882-17041-17177(the
 "Little Rock" Cab).

RI 751-29 Message: C&E Extra 4471 West at Milepost 185 Pole 34 care Conductor at Booneville. Go to Milepost 185 pole 34 and pick up 751-29's train that is supposed to have been delivered to us by SSW. Should have engines 4471-4478-4428-321-4446-4538. Train should consist of company material out of Biddle and caboose and empties out of Arkansas Kraft. If train not a MP 185 Pole 34 upon arrival contact Dispatcher. Two cars unloading Danville date, stop and check, if cars are empty move.

751-29 Lv. Perry 12:30 a.m. 4446-4538-321-4478-4471-4428 17177 1/19
 Ar. Booneville 2:40 a.m. 3/30/80.
 Note: Same crew which was called for Perry turn on March 28 was called for this train. Called on duty Booneville at 11:00 p.m. and deadheaded via taxi to Perry. Timeslip shows delay at Danville from 1:40 a.m. until 1:45 a.m. to pick up two empties (new total 1/21). Crew tied up at 3:15 a.m.


MARCH 30, 1980

751-29 Extra 4471 West Departed Booneville at 3:15 a.m. Sunday morning March 30th, 1980. Dispatcher El Reno sent a final message to the LAST ROCK ISLAND TRAIN IN ARKANSAS, delivered at Booneville at 3:06 a.m. "C&E EXTRA 4471 WEST: Check interchange points at Howe and Wister for any Rock Island empties to be picked up. No loads or foreign empties will be picked up from interchange." AND THUS THE FINAL DEPARTURE FROM ARKANSAS...

ROUTE ROCK

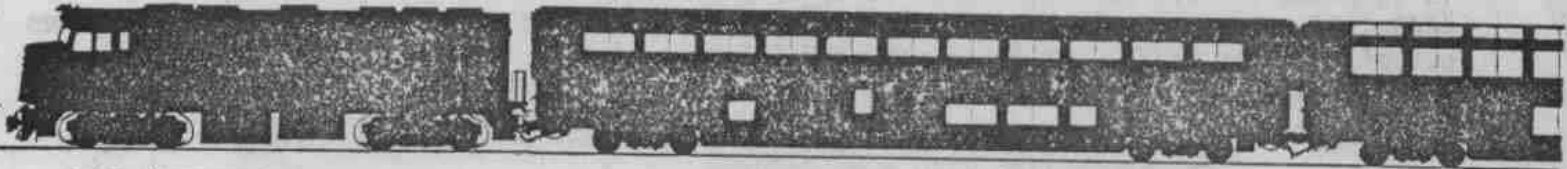


A Revision to the Louisiana Division Local List from last Month's Guide Amend the following Local and Traveling Switch Engine Jobs:

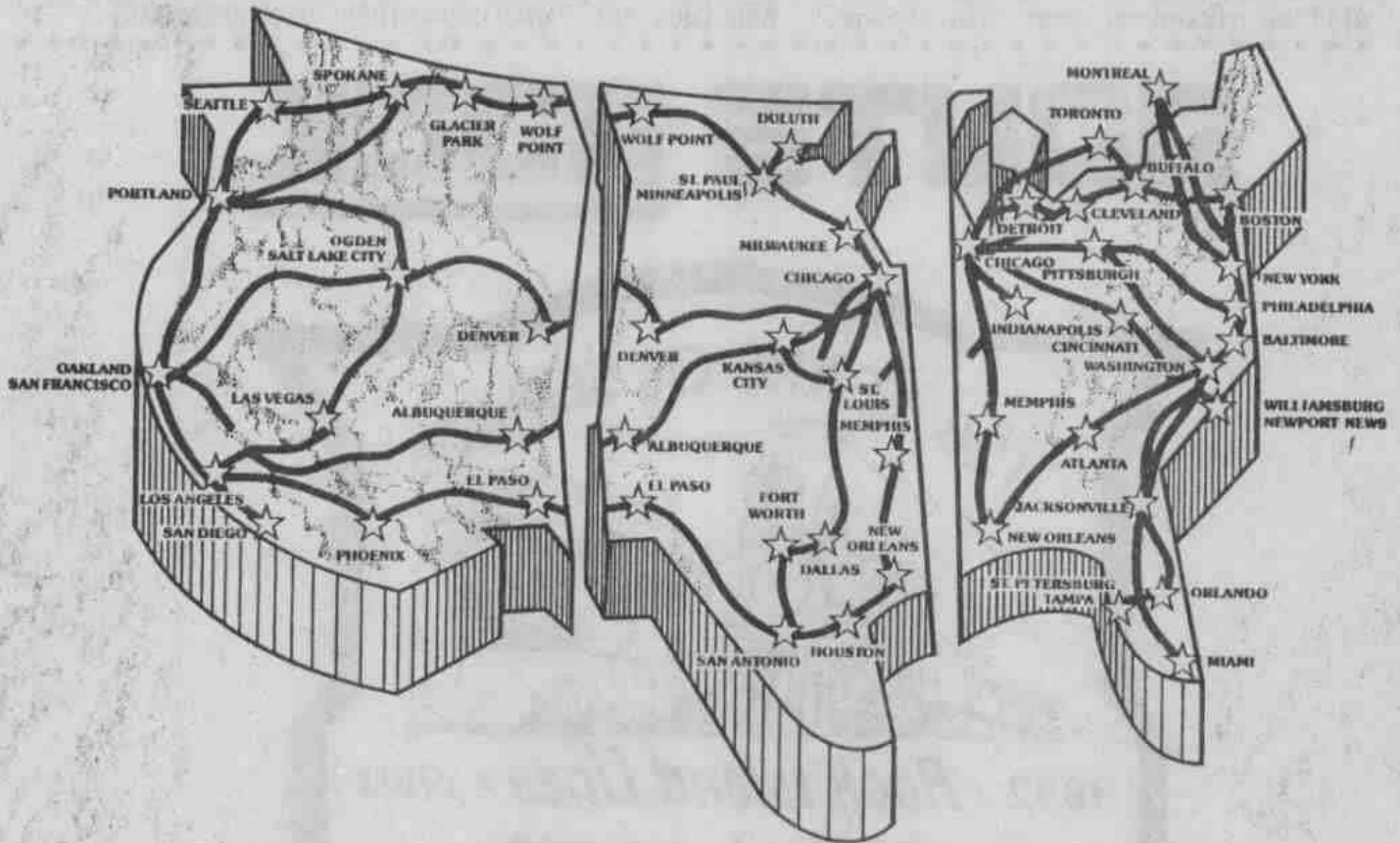
760	Wynne to Forrest City T.S.E.	7:00 p.m. Daily	1 Unit 1 Caboose	
763	McGehee Traveling Sw. Engine	6:00 p.m. Daily	1 Unit No Assign. Caboose	
770	Helena to Paragould Local	4:00 p.m. Mon-Wed-Fri.	2 Units 1 caboose	
771	Paragould to Helena Local	2:00 p.m. Tu-Th-Sat	2 Units 1 caboose	
775	North Little Rock to McGehee Local	7:00 p.m. Mo-We-Fr.	3 units 1 caboose	
776	McGehee to North Little Rock Local	5:00 p.m. Tu-Th-Sun.	3 Units 1 caboose	
777	McGehee to Tallulah, La Local	7:00 a.m. Mo-We-Fri.	2 Units 1 caboose	
778	Tallulah to McGehee Local	7:00 a.m. Tu-Th-Sat.	2 Units 1 caboose	
780	McGehee to Dumas Traveling Sw. Engine	7:59 a.m. Daily	1 Unit No Assigned Cab.	
781	McGehee to Monroe Local	2:00 p.m. Tu-Th-Sun.	1 Unit 1 Caboose	
782	Monroe to McGehee Local	12:01 p.m. Mo-We-Sat.	1 Unit 1 Caboose	
784	McGehee to Dermott Traveling Sw. Engine	3:59 p.m. Daily	1 Unit No Assigned Cab.	
785	McGehee to Warren Local	6:00 p.m. Daily Ex Sun.	2 Units 1 caboose.	
787	Monroe to Ferriday (or Wisner) Local	4:01 p.m. Su-Tu-Th	1 Unit 1 Caboose	
788	Ferriday or Wisner to Monroe Local	12:01 a.m. Mo-We-Fri.	1 Unit 1 Caboose	
789	Huttig to Monroe Local Turnaround Job	Turns & Returns		
790	Monroe to Huttig Local	7:00 p.m. Daily Ex Sat.	1 Unit 1 Caboose	
791	Monroe to Tullos Trav. Sw. Engine	10:00 a.m. Daily Ex Sat.	1 Unit 1 Caboose	
792	Alexandria to Tullos Trav. Sw. Engine	8:00 p.m. Daily Ex Sat.	1 Unit 1 Caboose	
793	McGehee to Lexa Local	6:00 a.m. Daily	2 Units 1 Caboose	
794	Ferriday Traveling Sw. Engine (to Vidalia)	6:00 a.m. Daily Ex Sun.	1 Unit 1 Caboose	
797	McGehee to Dermott Trav. Sw. Engine	11:59 p.m. Daily	1 Unit No Caboose.	

This is revised as of 1/6/83.

AMTRAK NEWS



ALL ABOARD AMERICA -- Amtrak, which recently announced a new "All Aboard America" slogan and marketing campaign, now offers an "All Aboard America" Regional Fare offering sharp reductions for trip between Feb. 1st and May 30. For any coach round-trip in one of the three regions of the U.S.A. (including Montreal and Toronto) the total fare is \$125.. The fare allows 30 days for the trip and a stop-over in each direction besides the destination with alternate route returns available also. Refer to the map below for regional boundaries. A person may combine any two regions for \$225 or the Entire U.S. for \$299.00. For further information and Reservations call the Amtrak Ticket Office in Little Rock at 372-6841.



ALL ABOARD AMERICA REGIONS--Travelers can make any Amtrak round-trip within any one of these regions for \$125. Within two adjoining regions it's \$225; for the whole U.S.A. \$299.

AMTRAK TESTS VIA THE D&RGW -- A joint operational Test Train was operated February 7th and 8th, 1983, with Amtrak providing a train set of Revenue Service equipment which ran as the Rio Grande Zephyr from Denver to Salt Lake City. The tests were to familiarize the D&RGW personnel with Amtrak's Superliner Equipment for possible **REPLACEMENT** and rerouting of Amtrak's San Francisco Zephyr via the D&RGW from Denver to Salt Lake City, Ut.. The Train running as regular D&RGW Train #17 & #18 departed Denver at 7:30 a.m. with 2 F40PH locomotives, 2 baggage cars (only one in revenue service), a Transition/Dorm car in Revenue service, 2 Superliner coaches, a Superliner Lounge and a Superliner Diner in revenue service, five Hi-Level cars (any type) in deadhead service as filler cars, One Superliner Sleeper and One coach for Amtrak/DRGW use only comprising the 14 car train. We look forward to hearing of the results of this test train. Perhaps in the near future you will be able to connect from Little Rock, via Chicago, and ride over the Rio Grande Route.

ONE LAST NOTE - EVER HAVE ONE OF THOSE DAYS? -- We all from time to time have had "one of those days" but this one is a doosey!!! In checking Amtrak's train On Time Performance, a Amtrak train controller noticed a delay for Train #9 (St. Paul/Minneapolis to Duluth, MN) arriving in Duluth an hour late, making the turnaround and thus delaying train #10 (Duluth to St. Paul). In investigating the delay it seems that Train #9 departing Midway Station (Minneapolis/St. Paul) **GOT LOST**. After departing Midway Station (with a Burlington Northern Road Foreman of Engines aboard) on the Minnesota Transfer, Train #9 was to have gone thru a hand-throw cross-over at Park Jct. to get on BN Trackage but the train sailed on by ending up at New Brighton, MN, 9 miles away from it's regular route, delaying the Train 1'14". It was noted that the train crew was "not the regular crew because of new Friday nite departure time. All delay was noted to be because of "Route Error".

A GUIDE TO MISSOURI PACIFIC LINES OPERATIONS IN ARKANSAS -- PART 3

Locations for Train Watching and Photography

The listings below are suggested locations for viewing MoPac Operations in the Little Rock Area:

Valley or Louisiana Division Trains -- Bond St. at Airport Runway. Excellent Parking, best times in morning. No signal indications available for Southbound movements. Northbound trains indicated by high signal (left) at Roosevelt Road crossing, normal indication is Clear (green). Red indications shows train in block between Higgins and this location. Junction Bridge (Rock St. and LaHarpe Blvd near Greyhound) -- new park area excellent for watching Valley trains. Best Times in mornings and late afternoons. No signal indication to watch for Northbound Trains, Southbound Trains may be detected by observing the signal at the old Rock Island Crossing, normal indication red over red. If lined Green over red or red over lunar (white) this is the indication for a Southbound movement off river bridge. Wood train ties up on riverfront north of Junction Bridge.

South End Trains -- Union Station offers an excellent unobstructed location all day. Amtrak Trains at 11:50 p.m. and 5:38 a.m. offer excellent oppertunities for night time photography in this well lit area. Signal indications: Normal indications for all low pot signals is red, other than red indicates route is lined for a movement. Normal indication of LR&W Crossing is red, other indication indicates movement lined. High signals at North End of Station indicate for Lift Span if both are red (bridge up), normal position is Yellow. If clear train is close by. Another Excellent location good for morning photography is the new State of Arkansas parking lot behind the Capital, at the LR&W Crossing.

North End Trains -- Keihl Avenue parallels MoPac's double track main and offers a good location for watching trains in morning or afternoon. Signal bridge indicates all train movements on main tracks. Normal Position for north side is Yellow (approach to North End of Yard), south side is clear (green). If either is another color a train is lined for movement. Jacksonville's Main Street also offers an excellent location for afternoon trainwatching with excellent parking and a close-by signal bridge with same indicators.

Central Division -- The hardest to detect at train. Good location along Percy Machin Drive in North Little Rock. No signals except under freeway at Levy. Normal indication is clear (green) if red there is a train between Mayflower and North Little Rock.

YARD OPERATIONS -- Locust St. Viaduct offers an excellent location for viewing train and switching operations at the south end of the yard. Best light in Afternoon but this spot is busy all day. I do not recommend that you watch trains here alone, it is a bad part of town. Main St. Viaduct offers a much safer location and gives you a clear view in both North and South directions. Convenient parking available. Entire Bottleneck area visible with Central Division, Louisiana Division mains and double track Arkansas Division mains. Many trains are held at the signals in the bottleneck area. Also from West side is a excellent view of shop area.

We DO NOT RECOMMEND THAT YOU EVER GO ONTO RAILROAD PROPERTY WITHOUT PROPER AUTHORIZATION. It is a very dangerous business and mistakes don't give you a second chance. All the above locations are on PUBLIC PROPERTY and ALL offer excellent locations to watch MoPac's operation. Now, go out and use this guide and good hunting.

Missouri Pacific "PLAN TIMES" for FREIGHT TRAINS at NORTH LITTLE ROCK, ARKANSAS

<u>TRAIN SYMBOL</u>	<u>ARRIVE N.L.R.</u>	<u>DEPART N.L.R.</u>	<u>NOTES</u>
KNZ	2:00 a.m.	3:30 a.m.	48 hour schedule Kan.City to New Orleans.
DFZ	6:00 a.m.	6:05 a.m.	24 hour schedule Dupo to Arlington, TX
NKZ	5:00 a.m.	6:00 a.m.	36½ hour schedule Alexandria to Kan.City
CFZ	6:45 a.m.	7:00 a.m.	31½ hour schedule Chicago to Ft. Worth
MF	7:15 a.m.	8:30 a.m.	23 hour schedule Memphis to Ft. Worth
CHZ	12:05 p.m.	12:45 p.m.	35½ hour schedule Chicago to Houston
FCZ	1:45 p.m.	1:50 p.m.	39 hour schedule Ft. Worth to Chicago
HDZ	1:35 p.m.	3:30 p.m.	33 hour schedule Houston to Dupo.
FG	8:00 p.m.	9:30 p.m.	36½ hour schedule Ft.Worth to A&S Gateway Yard (East St. Louis).
TAZ	9:00 p.m.	10:00 p.m.	33½ hour schedule Chicago to Ft. Worth
DMZ	8:10 p.m.	10:10 p.m.	40 hour schedule Gateway Yd to Laredo
FM	5:00 p.m.	12:01 a.m.	35 hour schedule Ft Worth to Memphis
153	Originates	3:00 a.m.	15½ hours schedule N.L.R. to Shreveport
LM	"	4:00 a.m.	6½ hour schedule to Memphis
LG	"	8:00 a.m.	12 hour schedule to E.St.Louis Gateway Yd.
LH	"	10:00 a.m.	24 hour schedule to Houston
LCT	"	10:00 a.m.	25 hour schedule to Chicago GTW
LMN	"	3:00 p.m.	8 hour schedule to Memphis L&N
LCB	"	6:00 p.m.	24 hour schedule to Chicago BRC.
LK	"	8:00 p.m.	26 hour schedule to Kansas City.



PROGRAM



★ The March program will be given by Mrs. Mary Jo Rainey, the head of the Little Rock Port Railroad. She will talk and show slides on this railroad and the Little Rock Port itself. The program will be held at the usual place, Union Station in Little Rock (Markham and Victory Streets) at 2pm on Sunday, March 13th. Sounds like an interesting program, so lets all plan to attend! (Your editor will, however, be out of town attending the National Association of Railroad Passengers convention in Marshall, Texas that Sunday).

★ FROM THE PRESIDENT'S CORNER - - The attendance at both our January and February meetings is something that I think we can brag about. Lets keep it that way. There is no question that our club is growing and its good to see those new members coming in. Our January program by Gene Hull and the February one by Jim Johnson were excellent. We hope to have more. It looks like a big year for the club with events like our Dealer Show in March, FORDYCE ON THE COTTON BELT in April, Paragould in August and Helena in November. And, who knows there may be more.

Thank you for your cooperation. I certainly could not hold the President's job without your help. I think you wonderful guys and gals are really something.

Bill Merck

★ Speaking of the FORDYCE ON THE COTTON BELT Festival, here is added information: The date is April 18-24, with the primary days for club involvement being April 22 and 23. Our club's presence and participation is vital to this railroad festival. There will be train rides on the Fordyce & Princeton and a display of motive power and rolling stock by the Cotton Belt. We will have railroadians and model train displays, an arts and crafts show along with various games and activities through out the day on Saturday. Country singer Jim Ed Brown will be in concert on Saturday the 23rd. Tickets for the concert will be \$7.00.

Anyone desiring space to display or sell items, advance tickets for the Jim Ed Brown concert, etc. can contact Dusty Rhodes at P. O. Box 852, Fordyce, AR 71742 or phone 352-3336 or 352-2037.

★ MORE AMTRAK NEWS---Received the following corrections from member David Briggs, editor of the Private Passenger Car Annual, P.O. Box 1387, Warren, MI 48090-1387:
 Regarding the article in the January ARKANSAS RAILROADER about converting cars to head end power, cars 2096 and 2097 are both 24 single-8 double slumbercoaches, built 2/58 by Budd for the B&O and purchased by AMTRAK from the High Iron Company in Lebanon, NJ.
 History: #2096 - ex High Iron 7700, ex B&O 7700-"Slumberland"
 #2097 - ex High Iron 7701, ex B&O 7701 - "Dreamland"
 Also, AMTRAK 5014 should have been shown as a 50-seat coach (not 40). "Sleeper" is a 10-6 and is already HEP, to be refurbished instead of converted. It was one of the original HEP conversions several years ago.
 (Thanks for the information - Ed.)

★ AMTRAK BUDGET SENT TO CONGRESS - The 1984 Amtrak budget was sent to Congress on January 31. The budget includes \$682 million for Amtrak; however, it does not include funds for the CARDINAL and asks that section 403-B be cut back so that states must pay 100% of the costs instead of 55%. (I may get more information on Amtrak at the NARP convention in March).

★ The old GULF WIND route between New Orleans and Jacksonville, Florida was inspected by Amtrak on January 11-13. Rumors have it that this route will begin operation relatively soon, at least by the 1984 World's Fair in New Orleans.

★ AMTRAK may return to the old Union Station in St. Louis instead of using the trailer facility it now occupies. Developers of the old station are in apparent agreement with this idea.

★ AMTRAK will also start a new Auto-Ferry service between Lorton, Virginia and Sanford Florida using the same route as the bankrupt AUTO-TRAIN. This new service should begin sometimes in 1983. Consist: 5 coaches, 2 dome coaches, one lounge, 3 buffet cars and 5 sleepers along with 20 triple-deck car carriers. Startup costs will be \$4.4 million.

THE HAZEN DIVISION

By: Bill Merck

All railroad branch lines contain a certain amount of color, much more than do their main lines. Possibly the least known of Cotton Belt branch lines was one simply called The Hazen Division. It too had a small amount of color. Mostly from memory let me relate a few facts about this branch.

A printed history of the branch is almost non-existent. Meager information obtainable is that it, along with another branch line that ran from Stuttgart to England, was originally chartered as the Central Arkansas and Eastern Railroad. This name lasted only a short period of time and both branches were soon absorbed into the Cotton Belt. (A short story about a colorful engineer on the England branch may be forthcoming in a future issue of the newsletter.)

Timetable information for the year 1912 shows the little branch line train made a daily, except Sunday, round trip from Hazen to Stuttgart. It left Hazen at 5:25 A.M., arriving Stuttgart 7:25 A.M. It layed over all day in the latter city and headed back to Hazen at 6:20 P.M. and arrived there at 8:15 P.M. The distance from Stuttgart to Hazen on the branch was 20 miles. As far as I know the branch never had a passenger train as such but back in that time, with but few exceptions, most passengers riding branch lines on the Cotton Belt were carried in a long drover's caboose. These cars were divided with a section in the rear for the crew, the middle section for passengers and the front section for baggage, express and light lcl freight such as cream cans, poultry crates, etc. For caboose riding these cars were the ultimate in comfort. In recent years models of the cars are in demand by railroad model buffs.

I have no information about the motive power used, however with light rail and thinly spread ballast I am sure only small power was used, possibly a tall stacked 4-4-0.

The only town of any consequence on the branch between Stuttgart and Hazen was a Polish community named SLOVAC. Ever hear of it? The town was founded by Poles and mostly populated by members of that race. As far as I know it is still there. When U.S. Highway #70 was the main artery of traffic between Little Rock and Memphis when you entered the city limits of Hazen you could look out of your car window and see the Cotton Belt depot sitting some three or four blocks to the east. The line ended at the depot except for a spur track that curved from the depot to the northwest, crossed Highway #70 and tied into the Rock Island main line. This was the interchange point.

As a teenager, the only things I ever saw on the branch was some of the roadbed and the depot at Hazen. I visited the depot some two or three times and I recall the long time agent was a gentleman named Buddy James.

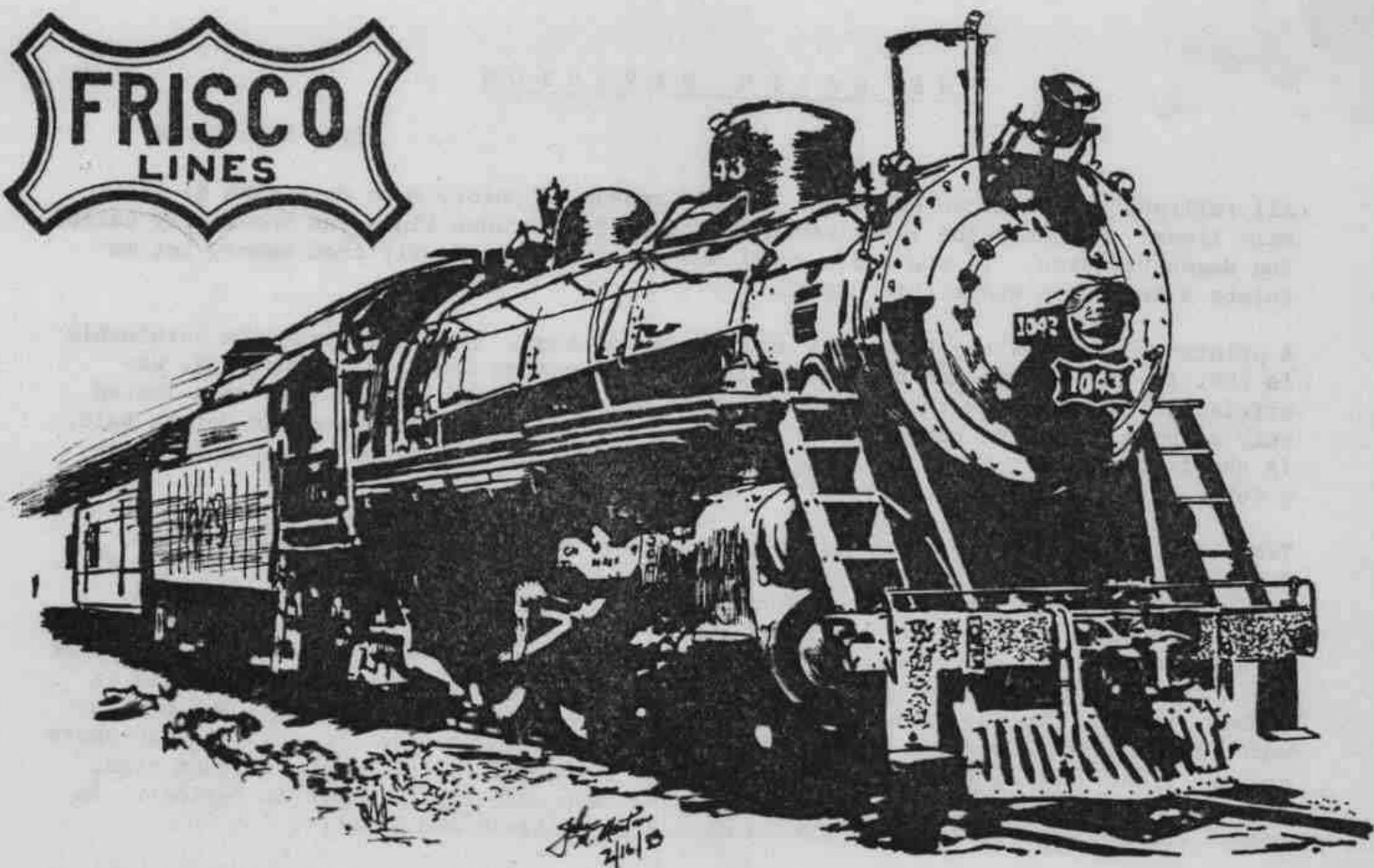
In addition to the Polish community of Slovac something else that may add some color to the little branch is an unconfirmed story I heard several times. During the duck hunting season the conductor and the brakeman armed with their shotguns went out on the back platform of the caboose and shot their days limit of ducks. If this is true then I am sure the conductor then pulled the air and the train stopped out on the prairie for the crew to get off and go back and retrieve their ducks.

Principal commodities carried on the branch were rice, lumber, and hay, in addition to the light lcl and a few passengers. In the early thirties highway trucks and hard surface roads dried up the traffic on the branch. It began operations in 1911 and was abandoned in 1937. There are probably very few present day residents of Hazen who remember that their town was once served by both the Cotton Belt and the Rock Island.

THE END

COMING IN FUTURE ISSUES: Remembering the "Golden Spike" driving in the forests of southwest Arkansas near Dierks (by Gene Hull); a story on the Bootheel Lines (by Marty Lofton); also, Mike Adams, James Fair, JR., Jim Bennett and Leonard Sherman will contribute articles or stories. Stay tuned!

REMEMBER --- The 3rd annual Railroadiana Sale will be held March 26 at the National Guard Armory, 2600 Poplar Street (I-40 exit), North Little Rock, AR. Doors will open at 9:00am and close at 3:30pm. Tables are \$15 each and reservations are required. Set up time is 6-8pm on Friday, March 25 and Saturday from 8-9am. Contact Bill Bailey, 8318 Reymere Dr., Little Rock AR 72207 for more information.



TRUE TALE OF A WRECK ON THE RAIL

By George V. Hennessey
Retired Traffic Representative
Frisco Railroad - Springfield, Mo.
From the Collection of Sam Ryker

Engine 1043,
Pulling Train Number 5,
On the Frisco's Main Line,
into Newberg did drive;
When she stopped at the station
and took a new crew,
Not a soul ever dreamed
that disaster was due!

With a full head of steam,
She popped off with a roar
As the flames flickered out
of her big firebox door;
Engineer Jim O'Brien
and Fireman Stagsdill
Took the cab of a long pull
up steep Dixon Hill.

Her Conductor's dim glim
swung a hurried Highball
And her whistle wailed out
with an answering squall;
On that black stormy midnight,
with rain pouring down,
Bound for Springfield, Missouri
they left Newberg Town.

At their ease in the sleepers
and coaches behind,
People slept in their berths,
or in seats that reclined;
This famed *Texas Special*,
as everyone knew,
Was Frisco's crack train
and the pride of it's crew.

Up ahead in the cab,
as his racing train sped,
Jim O'Brien was trying
to peer far ahead,
But the rain-lashing gail
with its hard driving hail
Defied any man
to try scanning the rail.

As her high drivers rolled,
Stogsdill fed her the coal,
like a thing with a soul;
She trembled and throbbed
as she sobbed thru the fills,
as she swayed round the curves
Of the Wild Ozark hills!

A cloudburst was pouring
and soon with a roar,
A flood tree-top high
down old Brush Creek it bore,
And ahead in the beam
of the steaming headlight,
What a sight to the eye
on that wild stormy night!

For they saw, through the spray,
and the fog, thick and gray,
That the bridge spanning Brush
Creek had been swept away!
Jim threw on every brake,
and reversed to the floor,
As he prayed to his Maker,
no man could do more!

With a heart-rendering crash,
with a steel bending smash,
The Fast Mail left the rail --
and the lightening bright flash
Showed O'Brien pinned 'neath
the flood covered wreck --
Poor Stogsdill was drown'd
as he leaped from the deck.

September 15, 1914
the date,
When the high water caught her
and sealed the train's fate;
Thirty lives was the toll,
of the drown'd and the dead --
So Ends the True Tale
of a day long since fled.