



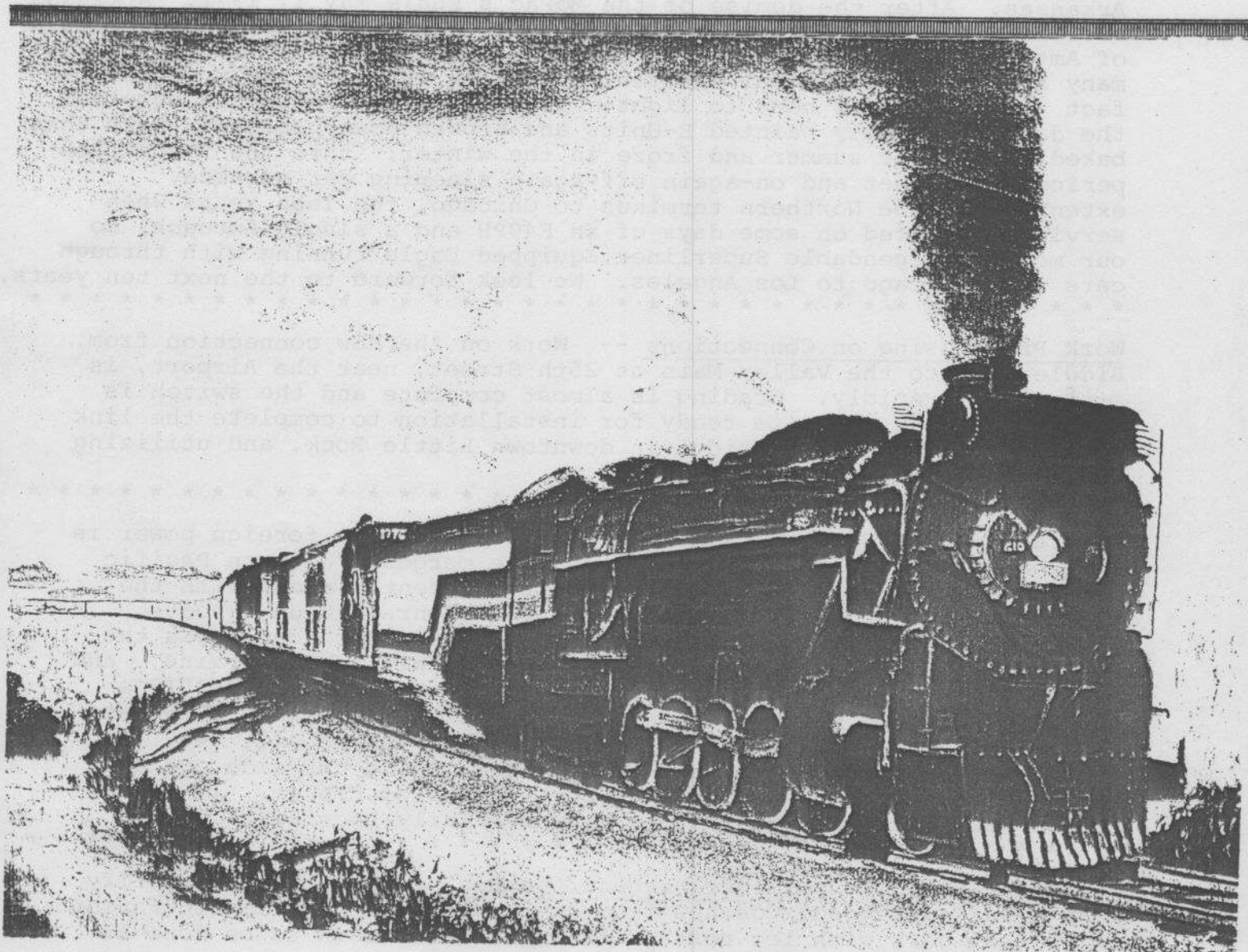
ARKANSAS RAILROADER



MARCH 1984

VOLUME 15 NUMBER 3

LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



With all the talk about steam nowadays, its appropriate to remember the first time in recent years that mainline steam made a comeback in this area...the American Freedom Train in 1976. Shown is T&P #610 hauling the train in Texas. Drawn by Jerry M. Nunn.

☆☆☆ PROGRAM ☆☆☆

Johnnie M. Gray, veteran chief photographer for the Arkansas Highway and Transportation Department and a railfan of long standing will show films that he has chosen for their general interest and railroad oriented content at our next meeting Sunday, March 11 at 2pm. Meeting site will be the usual place, Union Station, Markham and Victory Sts, Little Rock.

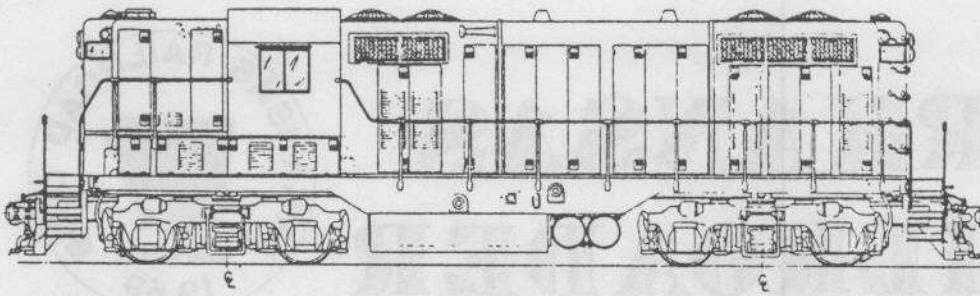
★ SHOW AND SALE will be held March 31 at the Fisher National Guard Armory in North Little Rock. Please let coordinator Walter M. Walker, 10301 Charterhouse Rd, Little Rock, AR know if you still need tables.

Actual show time will be from 9:00am till about 4:00pm on March 31 with setup time the night before. General admission will be \$1.00. A big turnout is anticipated this year since our ads have made TRAINS and other publications.

Also be looking ahead for the FORDYCE-ON-THE-COTTON BELT celebration, in which our club participates. This event will be held April 27,28 and 29 in Fordyce, Arkansas.

\$\$ DUES \$\$

★ Dues are past due. Please send them in to treasurer Dick Byrd, 12 Flintwood Dr, Little Rock AR 72207. In-state is \$10.00/year and out-of-state is \$7.50/year. You may also pay your NRHS dues (\$9) at the same time through the club.



GENERAL NEWS

10th Anniversary of Amtrak's Eagle/Inter-American Route -- March 13th marks the 10th anniversary of the return of Rail Passenger Service to Arkansas. After the demise of the MoPac's Eagle May 1, 1971, Arkansas suffered long to regain this service. March 13, 1974 marked the return of Amtrak's St.Louis to Laredo "Inter-American" Service. Surviving the many storms and political battles thru these 10 years the most obvious fact of the matter come to light: SURVIVAL! The route has survived the days of crudely painted E-Units and broken-down passenger cars that baked you in the summer and froze in the winter; thru the transition period of Amfleet and on-again off-again sleeping car service, extention of the Northern terminus to Chicago, the lean years when service consisted on some days of an F40PH and a single Amcoach, to our modern, dependable Superliner Equipped Eagle running with through cars from Chicago to Los Angeles. We look forward to the next ten years.

Work Progressing on Connections -- Work on the new connection from Biddle Yard to the Valley Main at 25th Street, near the Airport, is progressing rapidly. Grading is almost complete and the switch is in a gondola at the site ready for installation to complete the link bypassing the Junction Bridge in downtown Little Rock, and utilizing the Ex-Rock Island Biddle Yards.

A More Colorful North Little Rock -- More and more foreign power is showing up at North Little Rock since the merger. Western Pacific Green and orange GP40's have been spotted recently along with the usual Rio Grande SD-45T/2's and cabooses, Conrail Blue U-boats, SD45's and SD40/2's with an occasional GP-40/2 which comes via the INF and FIN trains. Burlington Northern Green via coal trains, and of course, more and more UP Yellow, mostly U-boats and SD40/2's but more and more odd units like a GP40 #611. Shortline power has also been in for servicing. A recent visitor was 3M unit #400 (ex #10023) now renumbered and repainted with a white cab side and a large 3M replacing the Big Rock Stone & Material Emblem. (This change was first noticed in late November/Early December).

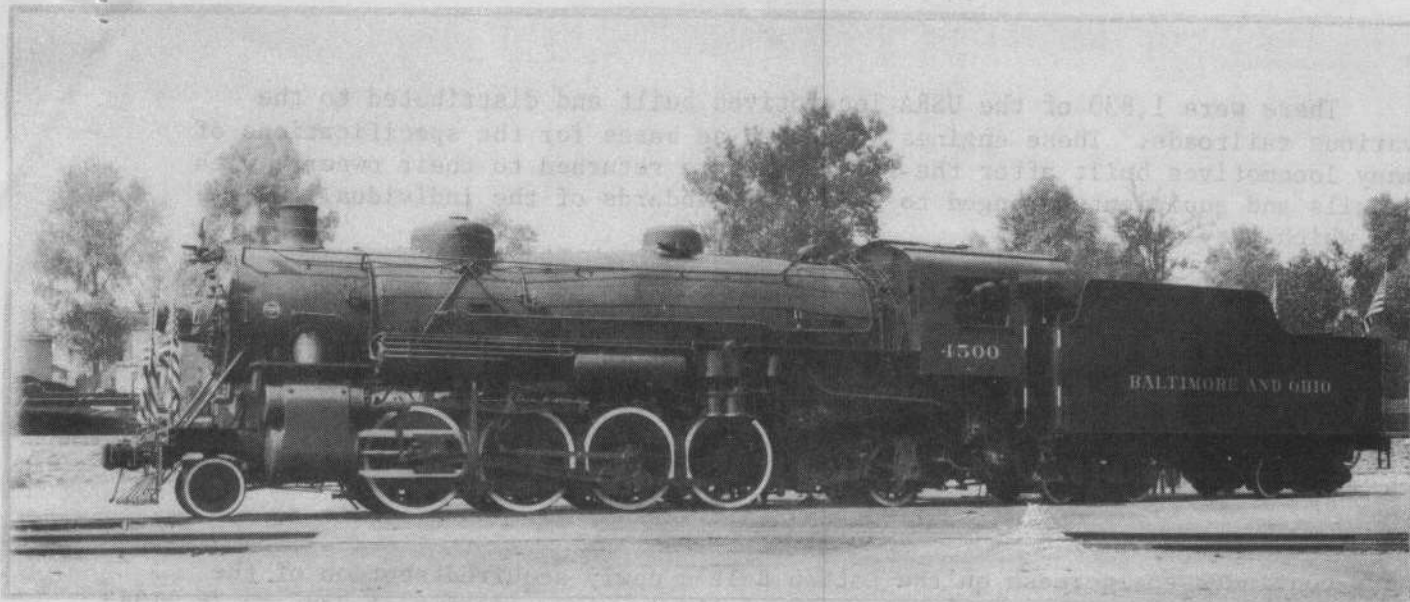
Modifications to Superliner Baggage/Coaches -- Amtrak is to modify it's fleet of Baggage/Coaches from hi-capacity 78 seat configuration to 62 seat cars with leg rests. All conversion work to be done at Beech Grove Shops.

UP's 8444 to Fly thru Arkansas and Roost at North Little Rock -- UP's famed 8444 4-8-4 will visit Arkansas for the first time on its way the the World's Fair Exhibition in New Orleans. Leaving Omaha Nebraska March 9th, the 8444 will travel thru Seven States, Nebraska, Kansas, Missouri, Illinois, Arkansas and Louisiana on it's 1900 mile trip to the fair where it will be on display alongside UP's exhibit hall. Times of the locomotive's trip thru Arkansas will be as follows:

Poplar Bluff, Mo	Ar. 115 pm	dp. 2:00pm	3/13/84
Newport, Ark.	Ar. 400 pm	dp. 4:45pm	3/13/84
Arrive Union Station			
Little Rock	Ar. 630 pm	and will be on display until 8:00 pm when it will be taken to North Little Rock to spend the nite. It will depart North Little Rock to the Valley Line at 7:30 a.m.	3/14/84.
Pine Bluff, AR	Ar. 930 am	dp 9:40 am	3/14/84
McGehee, AR	Ar.1100 am	dp 11:45 am	3/14/84
Monroe, La	Ar. 215 pm	dp 3:00 pm	3/14/84
New Orleans, La	Ar. 500 pm		3/15/84

If the new connection is in place, the 8444 will travel over Ex-Rock Island trackage thru Biddle Yards, making its trip even more eventful. Club Members John Martin, Randy Tardy and Randy Cookus have been invited to ride from Little Rock to McGehee on the special train.

IN HOSPITAL - Member Berdene Mullen was in Memorial Hospital as of our last meeting.



AMERICA'S FIRST STANDARD LOCOMOTIVE

By Clifton E. Hull

When the United States entered World War I in 1917, railroad traffic had increased tremendously and the motive power of all roads was overloaded. Freight goods were piling up in yards all over the country, engine failures were becoming more frequent and locomotives were spending longer periods of time in the 'Hospital.'

On December 2, 1917, just eight months after our entry into the war, the United States Railroad Administration took over the operation of the railroads for the government. Director William Gibbs McAdoo was in charge. He called for a committee composed of representatives from eleven railroads and from Baldwin, American and Lima Locomotives manufacturers. All railroads of the country were to be considered as one unit, and motive power design would be standardized. Supplies for all locomotives of a particular type of engine would be the same for all roads, no matter what part of the country they were running in. This would have a similar effect to the standardization of track gauge in America at 4'-8½".

The committee was assigned the task of producing twelve standard designs for eight types of engines. Headquarters for the committee was the Philadelphia, Pa. plant of Baldwin Locomotive Works. Joseph B. Ennis of American Locomotive Company, William E. Woodward of Lima Locomotive Works and Harry Glaenger of Baldwin were in charge. The government was going to centralize the purchases of all railroad equipment, including locomotives.

The first meeting of the committee was held at the office of the Baldwin Works on March 13th, 14th, and 15th, 1918. Subsequent meetings were held at the Interstate Commerce Building in Washington, D.C.. A subsequent order for locomotives of a standard design was placed and divided among the three manufacturers on April 30, 1918.

The committee had approved designs and two classifications for each type. Engines for light duty were given the classification of "A", and those for heavy duty were class "B", such as 2-8-2 "A" or "B". Essentially the same thing had been done back in 1903 by Edward H. Harriman for his "Associated Lines", composed of Southern Pacific, Union Pacific, Oregon Short Line, Oregon Railroad and Navigation, and Chicago and Alton. Locomotives could be quickly serviced or repaired from a convenient stockpile of standard parts.

When the time came to begin construction of the first USRA locomotive, Baldwin and Alco decided to stage a friendly contest to see who could complete the first one. It had been decided that 2-8-2 "Mikado" types were needed first. Baldwin sent a representative to the various manufacturers of component parts of the engine. They were urged to speed up delivery as much as possible. Big castings rode in Pullman cars on Top-named trains across the country. Horse Express cars were also used to rush the parts to the Baldwin Plant.

Sam Vauclain, Senior Vice President of Baldwin in 1918, sent word out to the shop early in June that he wanted the first engine to be numbered 4500 and sent to the Baltimore and Ohio Railroad. It should be ready to roll on July 4th! On June 19 the boiler was put in the erecting shop. Then, on the morning of July 1st the engine was pulled into the yard to bask in the brilliant light of a summer sun. A gleaming coat of paint was applied at her 'beauty shop treatment' on July 3rd. The number 4500 and the name of her proud new owner "Baltimore & Ohio" was lettered on her tender. She was put on display July 4, her picture was taken as American Flags fore, aft and in between, and she was on her way to the B&O - completed in a record of 20 days! Her statistics were 26"x30" cylinders, 64" drivers, 200 pound boiler pressure, 53,000 lbs tractive effort, weight 292,000 lbs and length 47'6½" (engine only). She was a class "A" light duty Mikado, the very first U.S.R.A. engine in America.

There were 1,830 of the USRA locomotives built and distributed to the various railroads. These engines were used as bases for the specifications of many locomotives built after the railroads were returned to their owners, with details and equipment arranged to suit the standards of the individual roads for which they were built.

When the government returned railroads to civilian owners the whole structure of standardization began to fall apart, and in a short time it was no more than a memory. It's unfortunate it couldn't have been continued because it was a great step forward.

COTTON BELT GOLDEN STATE TRAINS

Business continues to increase on the Cotton Belt's newly acquired section of the Rock Island from Kansas City to El Paso. The following is a listing of January 26, 1983 of all Golden State Route Trains on this date.

TRAIN ID/DATE	STATION	TIME	DAY	UNITS	LD/MTY/TONS/LENGTH
<u>ALL EASTBOUND TRAINS</u>					
RVKCF 26	Dep. Modesto	530 a.m.	26th	SP 8382-SP 9217-SP 7320-SP 8370	31/1/2826/2404
BAASK 25	consolidated with				
1/BAASY 25	Arr. Fresno	1115 p.m.	25th	SP 8567-SP 8897	77/52/8539/6969
LAEST 26	Called L.A.	830 a.m.	26th	No Power Assigned Yet	via K.City
2/BAASY 25	Dep. W.Colton	114 a.m.	26th	SP 7626-SP 7627-SSW 7629- SP 8337-SSW 9267	26/83/5977/8041
LACHT 25	Dep. W. Colton	330 a.m.	26th	SP 8536-SSW 9279-SSW 9298- SP 8573	57/1/4819/6446
RVKCF 25	Dep. Yuma	535 a.m.	26th	SP 8501-SP9229-SP 8534-SP 8937	66/1/5639/5072
LAKCY 24	Dep. Tucson	400 a.m.	26th	SP 9208-SP9302-SP8331-SP9040- SP 6360	2/89/3788/7030
BAASY 26	Dep. Lordsburg	335 a.m.	26th	SP 8526-SSW 9162-SP8517-SP 7341- SP 9197	59/71/8188/7989
LAEST 25	Dep. Lordsburg	510 a.m.	26th	SSW 7648-SSW 7647-SSW 7646- SSW 7649	38/12/3282/4465
2/LAKCY 24	Called El Paso	330 p.m.	25th	No Other Data	
LACHT 24	Dep El Paso	155 a.m.	26th	SP 7850-SP 7843-SP 7428-SP 8520- SSW 9262-SSW 9155-SP 7814-SP 8391	62/1/4740/5650
2/LAKCY 21	Ar Dalhart	1015 p.m.	24th	No Power	21/59/4071/5496
3/LAKCY 22	Ar Dalhart	605 a.m.	26th	SP 7666-SP 7614-SP 3307- UP 2528-UP 3202	9/176/7062/11296
LAEST Combined with the following trains: 2BAASY 22, 1/BAASY 22					
via K.City	Dep. Dalhart	625 a.m.	26th	SP 7316-SP 7302-SP 9169- SP 9250-SP 9360-SP 7847	80/17/8436/6526
LAEST 23	Dep K. City	448 a.m.	26th	SSW 7634-SSW 7635-SSW 7637- SSW 7636-SP 8509-SP8559-SP 8312	65/29/6733/6719
<u>WESTBOUND TRAINS</u>					
CHLAT	Dp City of Industry	525am	26th	SP 9337-SP9098-SP 9257	23/1/1569/2391
APLAA	DP El Paso	255 a.m.	26th	SP 7665-SP7664-SP7663-SP7662- SP 8850-SP 8263	98/1/7857/6678
KCLAY 23	Ar El Paso	335 a.m.	26th	No Power Report	65/55/7739/6961
BSMFF 24	AR El Paso	530 a.m.	26th	SP 6356-SP 9037-SP7447- SP 9233	61/1/4377/5059
DHWCY 24	Ar Tucumcari	730 p.m.	24th	SP 8354-SP7800-SP 7845	0/110/4020/8035
CHLAT 24	Dep Tucumcari	235 a.m.	26th	SP 9134-SP 9311-SP 7340- SSW 8373	54/1/3906/5319
KCLAY 24	Dep. Tucumcari	250 a.m.	26th	SP 8516-SP7860-SP 8311- SSW 7776-SP 8314	70/16/7349/5268
DHWCY 25	Dep. Tucumcari	435 a.m.	26th	SP 7857-SP 7300-SP 7361- SP 8532-SSW 9274	62/9/8082/4600
APLAA 25	Dep Pratt	536 a.m.	26th	SSW 7655-SSW 7654-SSW 7657- SSW 7656-SP 8320-SP 8236	86/1/6799/6521
KCLAK 25	consolidated with				
KCLAY 25	Called K.City	400 a.m.	26th	SP 9333-SP7866-SP 8570	34/37/4800/4320
BSMFF 25	Dep K.City	408 a.m.	26th	SSW 7650-SSW 7651-SSW 7652- SSW 7653	49/1/3785/4585

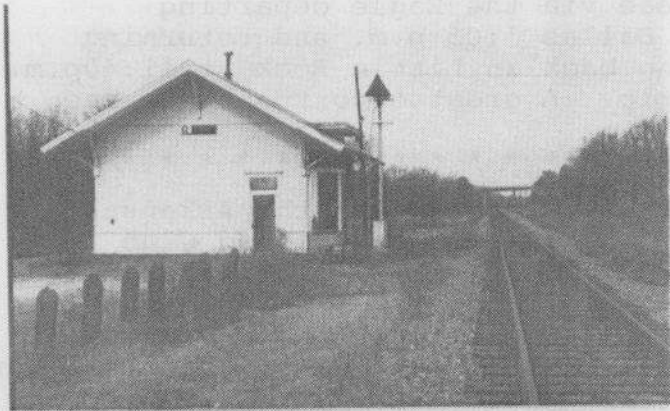
END OF LISTING...



WAITING...and waiting...and waiting. Its been many years since a passenger train has stopped at this Rock Island station in Booneville, Ark. In fact, its been nearly 4 years since any train has used these tracks on the Sunbelt Route in western Arkansas.

The station now (Feb. 1984) is beginning to fall apart.

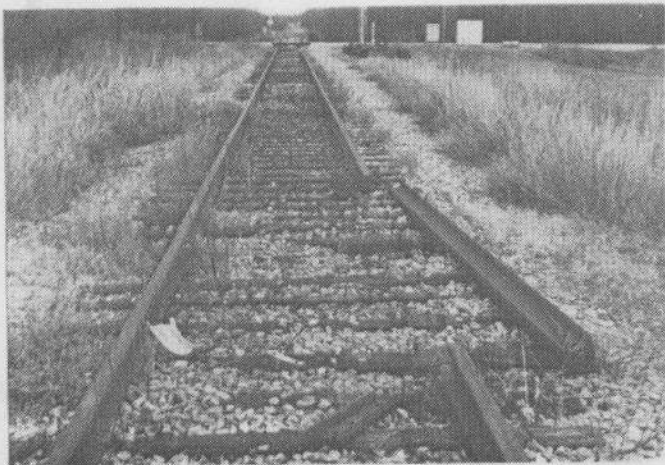
(All photos on this page by Ken Ziegenbein)



Back in 1904, the Rock Island's #3 & #4 stopped at this depot in Ola, Ark every night at 319a. and 1257a. taking passengers to points west toward Oklahoma and east to Little Rock and Memphis. On this day in Feb. 1984, the doors had been opened, but nothing was inside except memories.



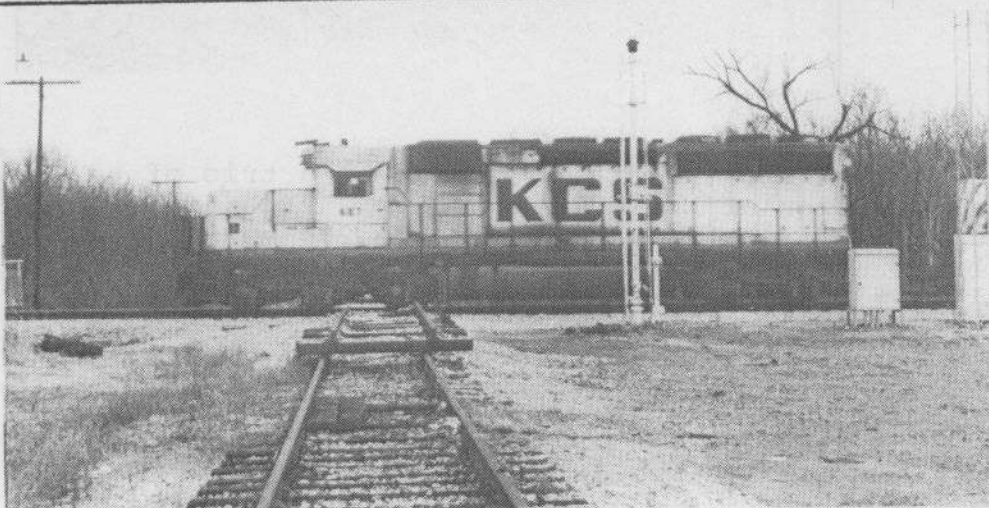
Grass is growing rampant along the old Rock Island tracks as they head westward toward the great open spaces of Oklahoma. This particular scene was between Abbott and Mansfield, Ark.



Definitely NOT for use by a high-balling freight is this section of Rock Island track in Howe, Oklahoma (right across the Arkansas-Oklahoma state line). Track along this section of the old Rock is in pretty bad shape.



A broken link in the Sunbelt Line is this crossing with the KCS Railroad at Howe, Ok.



SIGN OF THE TIMES? A fast-moving Kansas City Southern-Burlington Northern coal train slices through the old Rock Island at Howe, Ok on Feb. 20, 1984. Survival of the fittest? Will a new operator of the Sunbelt Line be found? Will this crossing be restored once again? Only time will tell.