



ARKANSAS RAILROADER



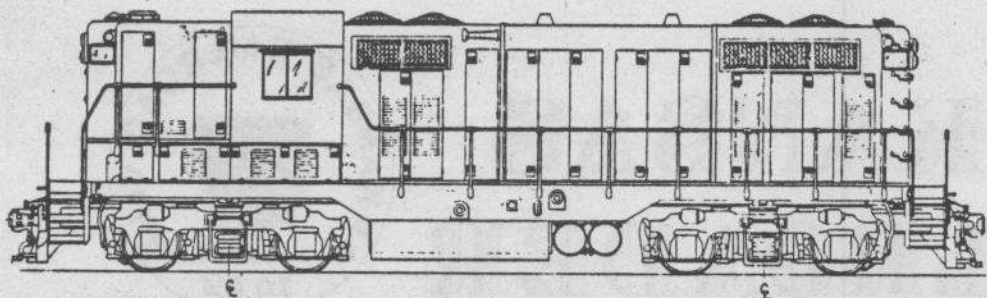
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 15 Number 5

MAY -- 1984



It's early morning and here's a view of rush hour. Cotton Belt PBHOY train led by SP 8733 eases out of the Pine Bluff Gravity Yard complex and meets inbound LAMFT train at Pine Bluff. Standing centerstage is the blockhouse nerve center of SSW operations... the Dispatchers offices, behind which stands the two-story general offices. The Fair Lane awaits call beside the general office yet to be rebuilt in this summer of 1979 view. Photo by John M. Martin.



GENERAL NEWS

COTTON BELT TRAINS DETOUR OVER MOPAC -- March 13, 1984 several Cotton Belt freight trains detoured via the Missouri Pacific from Pine Bluff and Memphis to Texarkana due to the Cotton Belt Derailment near Camden, Ar. The following trains detoured:

<u>Train Symbol</u>	<u>Engines</u>	<u>Time</u>	
		<u>At L.Rock</u>	<u>Consist/Ld/Mty/Tons/Feet</u>
MBSMF (1st)	7856-7797-5106-7822	3:55 a.m.	65/1/5026/5172
MBSMF (2nd)	7814-7774-7795	4:35 a.m.	20/0/N/A/N/A
BEASK-12	8283-8524-6631	6:45 a.m.	42/45/6015/5561
PBBEY-13	7868-7804-9179	8:20 a.m.	17/80/4633/5542
PBLAY-13	8261-6681-6643-8381	9:15 a.m.	93/21/6078/5541
LAMFT	7608	9:45 a.m.	60/10/4951/5375
ESTXF	7332	9:45 a.m.	38/97/6635/6995
PBDAF	9031	5:00 p.m.	57/16/5069/4735
SRCKY	8331-7653-7801-3347	7:25 p.m.	63/32/8831/5459

The LAMFT operated via the MoPac from Texarkana to Memphis, other trains operated via the MoPac between Pine Bluff coming up the Valley via the Little Rock riverfront and to Texarkana via the Arkansas Division.

ALMOST WITHOUT NOTICE -- An everyday occurrence disappeared and almost went unnoticed by rail buffs...Effective Tuesday, November 1, 1983 Trains leaving all terminals will move without local or interline waybills except for those cars having certain special conditions or requirements that waybills must travel with the car. MP-UP's TCS system generates all car movements and switching orders via computer. The age of a paper waybill moving with the train list is now a thing of the past. All foreign line waybills recieved at MoPac terminals are input into the TCS system. Will Train Orders be Next???

DIRECTOR'S SPECIAL DEPARTS FROM NORTH LITTLE ROCK -- Union Pacific System's Board of Director's Inspection Special originates this year at North Little Rock Ark. The special train, the consist of which follows, departed North Little Rock at 10:00a.m. Sunday, April 15th enroute to Sacramento via the White River Subdivision. At Sacramento it will turn and head back to Salt Lake City for the annual meeting of stockholders. The trains consisted of:

UP 3745 SD-40/2
 UP 3738 SD-40/2
 UP 300 Bagg/Dorm/Steam Generator
 UP Carbarton Crew sleeper 10/6
 UP Omaha Staff Car
 UP 9004 Dome/lounge
 UP Arden Business Car
 UP 100 Business Car

OTHER NOTES: The GG-1 heading for the Dallas Age of Steam Museum passed thru Little Rock Monday, April 9, 1984. It looked funny to see her in Little Rock without cantenary!!! GN&A's Pristine #80, their MP15DC switcher was in NLR for wheel work the week of April 1st. Look Close...A Union Pacific FLAG flies on the flagpole just under Old Glory at what was MoPac's NLR offices at 1000 West 4th. The shoo-fly that allowed the construction in North Little Rock of the new underpass for Riverfront Drive has been completed and the Main Lines have been swung back into their old position. This operation occurred April 11th and 12th, at the same time the high cantilevered signal bridge that stood at the top of Iron Mountain Hill at 16th Street has fallen to progress with the new power crossover and signals at the 16th St Little Rock Junction have been completed. Work improving the Rip Track leads at the South End of NLR's Rip Track have been completed. A brand new double lead and lots of new yard space for Bad-order cars was created, with ease in switching the lead.

PRIVATE CAR OWNERS CONVERGE ON LITTLE ROCK -- The Regional convention of the Private Car Owners Association will be at Little Rock May 5th. Among the Private cars expected are the *Texas Cannonball*, *City of Chicago* and *Boonesboro*. They will occupy the Amtrak Track at Union Station during the convention.

MORE STORAGE LOCOMOTIVES AT NORTH LITTLE ROCK -- The line of dead and cannibalized locomotives on the Union Pacific is growing at North Little Rock. Western Pacific and Ex-Rock Island (UP owned) engines are here at various locations as listed below:

Stored at Smith Yard
North Little Rock 4/7/84

RI 4710	Red/Speed Lettering but with ROCK blue cab...almost bicentennial!!
WP 2265	U28B w/dual control and EMD trucks
WP 2263	U28B
WP 2261	
RI 352	GP40
RI 4718	GP40
RI 4711	GP40
RI 4713	GP40
RI 363	GP40
UP 648	GP40 Ex RI #4717
RE 357	GP40
RI 4703	GP40

Stored in the Bottleneck area between I-30 and Main St in N.L.R. 4/7/84

RI 347	GP40
RI 349	GP40
RI 369	GP40
RI 358	GP40
WP 2257	U28B
WP 3524	GP40
WP 3538	GP40
RI 353	GP40
RI 4719	GP40 missing hood & engine
RI 4707	GP40

Behind the Phase II Shops 4/7/84

All Western Pacific

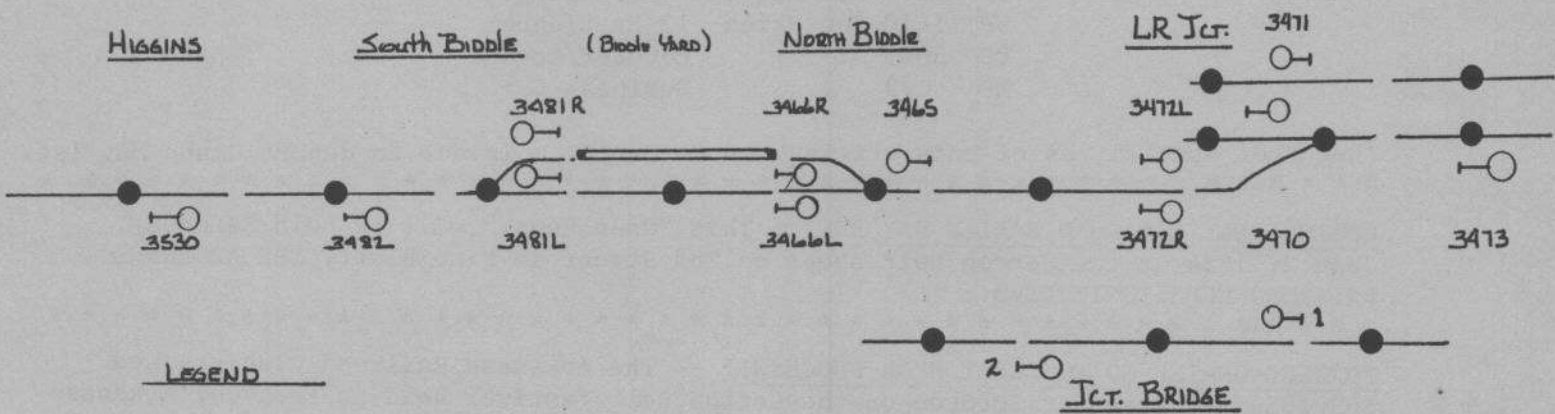
2258
 2254
 2252
 2260
 2264
 2263
 2262
 2251
 2255

Also...

MP 4629	B30-7
MP 2289	B30-7 w/EMD Cab
MP 2081	GP38/2
MP 2002	GP28
MP 2972	U30C w/Gen.Fire
MP 2115	GP38/2
MP 1665	GP15/1
MP 1258	SW1200

Also just having arrived off the KL train were Rock Island 366, 341, 359 all GP40's.
 * * * * *

New Remodeling Job for NS Tower -- NS Tower will not be torn down but remodeled with new windows and a new control board. Below is a sketch of the new control board section that covers Biddle Yard from Little Rock Junction to Higgins.



- LEGEND
- TRACK OCCUPANCY LIGHTS
 - Signal - Indicating Way of Arm
 - Solid Lines - Block Controlled Track
 - == Uncontrolled Track (YARD)
 - 3530 BLOCK SIGNAL NUMBERS

NS TOWER CONTROL BOARD

BIDDLE YARD EXTENSION

SKETCHED BY JOHN M. MARTIN MARCH 1984

THE TURQUOISE ROOM LIVES!!! -- April 17, 1984 was the arrival date of Hogtrain's newest aquisition, Ex-Amtrak #9350, Ex Santa Fe Car #500, a dome-lounge, via freight service down the Central Division. Thus begins the task of cleaning and restoring this beautiful car which contains ATSF's famous "Turquoise Room" lounge. Although in Amtrak's red, white and blue paint, it will soon be restored to original ATSF stainless steel condition, says Hogtrainer Bill Eldridge. The interior was virtually unchanged by Amtrak from it's original appearance with a complete stereo system, beautiful wood paneling and sand sculptures on the end bulkheads. The turquoise upholstery in the dome and lounge section is in remarkable condition and with the planters and writing desk area intact. Also a buffet section is in good shape. The dome area sports extra width revolving seats, truly a first class section, with the view only a dome can offer. Eldridge reports they hope to have the car ready for the long Western trip in June.

OTHER TRACKAGE CHANGES -- At 10:01 a.m. April 24th, all signals thru Little Rock on the former Valley Main were removed from service and this former main track now becomes nothing more than an industrial lead. On Tuesday, April 23rd, the Rock Island Crossing at 2nd Street was removed and the MoPac line straight railed. Now all Valley Trains, except the wood train, will use the route via Biddle.

SPEAKING OF BIDDLE -- Almost all Rock Island cars are now gone as scrapping nears completion. MoPac now has a line of stored locomotives (including some of the Ex-Rock Island GP-40's) at Biddle on the old clean-out track, which up until a month ago was still full of Rock Island freight cars.

LANDMARK GONE -- The Old Rock Island Red Brick Yard Office at Biddle is now only a memory. Torn down the week of April 15th thru April 25th, there is only a trace of the foundation remaining of the old structure that controlled the yards since 1912. Also, Bill Pollard reports the Rock Island depot (former lunchroom) at Booneville, and adjoining land, has been sold to a unknown private party. Rumors still persist that the M-K-T Yellow and Green will soon appear in Arkansas.

ALMOST ROUTINE NOW... -- Yet two more UP Passenger Specials have appeared thru Little Rock as of this time. However routine, we'll continue to spot and report them. First, a special to Louisiana incharge of the UP's Legal Council:

Ar N.L.Rock 6:40 a.m. 10" late (see they run late too!!!)

Dp N.L.Rock 11:00 a.m. 1 hours Late (See they get later too!!!)

UP 3738 - 3430	SD-40/2
UP 300	Steam Gen/Dorm
UP Carbarton	10-6 sleeper (crew)
MP #1	Business Car
UP 1609 Sun Ridge	12 Br Sleeper
UP 1610 Sun Skies	12 Br Sleeper
UP 5015	Counter/Lounge
MP #2	Business Car

The other special, as of this writing yet to arrive, is due to depart Omaha May 1st.

COTTON BELT RAILROAD FAMILY DAY SET... This "Open House" will be held Saturday, June 2, 1984 at the Cotton Belt shops on 2nd Street in Pine Bluff. THE ARKANSAS RAILROAD CLUB IS INVITED!

FORDYCE-ON-THE-COTTON BELT HUGE SUCCESS!! -- The Arkansas Railroad Club grossed \$639.35 at the recent Fordyce-on-the-Cotton Belt festival held in Fordyce, Arkansas in April, according to Elizabeth Gaines. All who attended had a great time and really enjoyed themselves. Everyone who saw the Club's display (in the Cotton Belt Depot) were impressed.

YOU ARE INVITED to attend the 3rd Annual Spring Steam Meet of the Mountain Valley Railroad in Hot Springs, to be held May 11, 12 and 13. The 7½-inch gage track is located about 5 miles north of Hot Springs on Rockdale Road.

WANTED -- B&W photos of the UP Steam engine 8444 in Arkansas. If you have any, Jim Wakefield knows of someone who would like to see them for possible publication in a book on this engine. Jim's address is 316 Auburn Dr., Little Rock, AR 72205.

RAILROAD BUSINESS CARS

The following is a listing from Amtrak's Arrow Computer of all Business Cars approved to operate on Amtrak Trains. Obviously omitted are the Southern Pacific Business Cars. We do not know why!

<u>Car No.</u>	<u>Type</u>	<u>Home Base</u>	<u>Builder/Date and Notes</u>
<u>Amtrak</u>			
10000	Track Inspection Car	Washington D.C.	Wabash RR Shops/1954, Leased by Amtrak from Auto-Liner Corp.
10501	Training Car	Beech Grove, Ind.	St Louis Car/1953, Ex USA 89557.
10502	Training Car	Beech Grove, Ind.	St Louis Car/1953, Ex USA 89615.
10504	Training Car	Miami, Fla.	Budd 1947, Ex SCL 5206
<u>Atchison, Topeka and Santa Fe Railroad</u>			
50 "Santa Fe"	Business Car	Topeka, Ks	Budd 1957, Ex ATSF #5003
51 "Topeka"	Business Car	Topeka, Ks	Budd 1957, Ex ATSF #5002
52 "Atchison"	Business Car	Topeka, Ks	Pull-Std 1949, Ex car "Santa Fe", #5001.
53 "Mountainair"	Business Car	Topeka, Ks	Pull-Std 1949, Ex U.S. Steel Car "Laurel Ridge." Ex ATSF 5004.
54	Business Car	Topeka, Ks	Pullman 1918, EX ATSF #31.
55	Business Car	Topeka, Ks.	Pullman 1923, Ex ATSF #32
56	Business Car	Topeka, Ks	Pullman 1923, Ex ATSF #34
57	Business Car	Los Angeles, Ca	Pullman 1924, Ex ATSF #35
58	Business Car	Topeka, Ks	Pullman 1925, Ex ATSF #38
<u>Burlington Northern</u>			
Clark Fork River	Business Car	St. Paul, Mn.	Pull-Std 1955, Ex NP.
Columbia River	Business Car	Seattle, Wash.	Pull-Std 1957. Ex BN A-2, Ex GN A-2, Ex Soo Line Car "Minneapolis".
Kootenai River	Business Car	St. Paul, Mn.	Pull-Std 1947. Ex BN-GN A-4 Ex A-28.
Mississippi River	Business Car	St. Paul. Mn.	Budd 1952, Ex Burlington Northern ExCB&Q Car "Burlington"
Missouri River	Business Car	Chicago, Ill.	Pull-Std 1955, Ex NP Yakima River.
Red River	Business Car	St. Paul, Mn.	Pull-Std 1955, Ex NP
Yellowstone River	Business Car	St. Paul, Mn.	Pull-Std 1955, Ex NP
Canadian River	Business Car	Not Assigned	History ?
Meramec River	Business Car	Not Assigned	History
Como	Auditorium Car	St. Paul, Mn	ACF 1951, Ex Coach 1209 Great Dome Car with Inspection End window and Auditorium Seats.
Deschutes River	Business Car	St. Paul, Mn	Pullman 1929, Ex GN Obs, buffet, Parlor 1085, Ex Obs-lounge 1073 "David C. Shephard."
1115	Coach	St. Paul, Mn	60 seat coach, ACF 1950, Ex GN
1116	Coach	St. Paul, Mn.	60 seat coach, ACF 1950, Ex GN
206	Baggage	St. Paul, Mn	Pull-Std 1956, Ex NP
216	Baggage	St. Paul, Mn	Pull-Std 1956, Ex NP
Big Horn Pass	6-5-2 Sleeper	St. Paul, Mn	Pull-Std 1950. Ex 1371 "Pitamakin Pass" Ex GN.
Jefferson Pass	6-5-2 Sleeper	St. Paul, Mn	Pull-Std 1950. Tx 1375.
<u>Chessie System</u>			
7		Huntington, WV	???
15	Business Car	Cincinnati, Oh	Pullman 1925, Ex C&O, Ex PM #1 Ex W.F.Kenny owned.
25	Business Car	Richmond, Va	ACF 1931, Ex C&O, Ex F.L.Hutton owned.
CSC 10	Safety Car	Huntington, WV	
CSC 19	Safety Car	Huntington, WV	
<u>Conrail</u>			
#1	Business Car	Reading, Pa	Pullman 1928, Ex PC 4, NYC 3
#2	Business Car	Reading, Pa.	Pullman 1930, Ex PC 6, NYC 5
#3	Business Car	Reading, Pa	Pullman 1928, Ex PC 5, NYC 9
#10	Track Inspection	Reading, Pa	Pullman ????, Ex PC 76, NYC 30, Ex Obs Parlor "Victoria Park."

Conrail Continued...

#11	Dormitory Car	Reading, Pa	Ex ERIE, EL (10-5)"Spirit of Youngstown" Pull-Std 1954.
#12		Reading, Pa	???
#20		Altoona, Pa	???

ILLINOIS CENTRAL GULF

#1	Business Car	Woodcrest, Ill.	Pull-Std & IC Shops 1956.
#6	Business Car	Woodcrest, Ill.	Ex IC, Ex 16, ACT 1915.

MILWAUKEE ROAD

Stanley E-G Hilman	Business Car	Milwaukee, Wis	??? Ex "Wisconsin" Blt MKE 1948.
--------------------	--------------	----------------	----------------------------------

Missouri Pacific Lines

#1	Business Car	St Louis, Mo	Pullman 1926, Ex.12 modernized 1957.
#2	Business Car	St Louis, Mo	P-Std 1953, Ex Auto-liner #101, Ex C&EI 6-6-4 #902 "Loblolly Pine"
#8	Business Car	St Louis, Mo	Pullman 1925, rebuilt at Sedalia in 1966 from Parlor 10613.
#10	Business Car	Houston, Tx	Pullman 1928, EX T&P #2.
#11	Business Car	St Louis, Mo.	Budd 1949, Rebuilt from 10-6 Slpr #611 Crystal River in 1971.

NORFOLK & WESTERN

#7	Business Car	St Louis, Mo.	?
#100 "Pocahantas"	Business Car	Roanoke, Va	Pullman 1911.
#200 "Camberts Pt"	Business Car	Roanoke, Va	???
#300 "Roanoke"	Business Car	Roanoke, Va	Pullman 1917.
#500 "Claytor Lake"	Business Car	Roanoke, Va	Pullman 1924, Ex Wab.#100,Ex10.
SOU #1 Virginia	Business Car	Roanoke, Va	Pullman 1928, two unit set w/#2
SOU #2 Carolina	Business Car	Roanoke, Va.	Pullman 1928, Two unit set w/#1 both Ex Southern Ry,

SEABOARD SYSTEM

#317 Alabama	Business Car	Jacksonville, Fla	Pullman 1924, Ex SCL, Ex 1-"Virginia", Ex #1 "Carolina", Ex "Baltimore".
#300 North Carolina	Business Car	Jacksonville, Fla	Pullman 1915, Ex SCL #300 rebuilt from Sleeper in 1950.
#306 Virginia	Business Car	Richmond, Va.	ACF 1944, Ex SCL, Ex 308, rebt from US Army Hospital Car 89320 in 1947.
#308	Business Car	Jacksonville, Fla.	ACF 1944, Ex SCL, rebuilt from US Army Hosp. Car 89338 in 1957.
#309	Business Car	Jacksonville, Fla.	Pullman 1916, Ex SCL, Ex Pullman Private Car "Manhattan."
#310	Business Car	Jacksonville, Fla.	Pullman 1912, Ex Sleeper
#363 Twin Unit	Business Car	Jacksonville, Fla.	ACF 1922, EX L&N 363 rebuilt 1962.

SOUTHERN RAILWAY

No. 2	Business Car	Washington, D.C.	Pullman ??, thought to have been No. 12, then No. 6, then to #2 11/25/82.
No. 4	Business Car	Washington, D.C.	Pullman 1928, Orig. 14 section "Kittson", Conv. to bus.car "Tennessean" in 1947, to Car 4. 11/25/82/
No. 8	Business Car	Atlanta, Ga	Orig Car 15, then No. 12, then #9, then No. 8 11/25/82.
No. 9	Business Car	Atlanta, Ga.	Pullman 192? "Corot" 6 Compt-3DR Conv. to Car #14 then #1 then #9
Buena Vista	Inspection Car	Atlanta, Ga	Conv. from Coach 1032 Hayne Shops 1/73. Orig Pullman "Cuyama" blt 1918 then conv to 8 Sec-Buffer-Obs "La Fontaine Club".
Georgia	8 stateroom Office	Atlanta, Ga	Pullman 1925, Orig "McCreary" No. 18 11/25/82.
R-1	Research Car	Atlanta, Ga	Pullman 1925 Orig. "McCown" No. 21 11/25/82.

UNION PACIFIC

#100	Business Car	No UP Car Assignments	P-S 1950, Ex 99, Ex 44 seat coach 5449.
#101	Business Car	Listed By AMTRAK	PS 1950, Ex 102, Ex 103, Ex 100, Ex 44 seat coach 5447.
#102	Business Car		PS 1950, Ex 101, Ex 100, Ex 44-seat coach 5448.
#103	Business Car		PS 1956, Ex 102, Ex 5DBR Buffet lounge "Baker".
#104	Business Car		Pullman 1926. Ex 102, Ex 123, Ex Obs-lounge 1563, Ex LA&SL 4403.
#105	Business Car		Pullman 1917, Ex 102, Ex 100.
#108	Business Car		Pullman 1912, Ex 115, Ex 103, Ex 185, Ex Cafe parlor 1592.
#110	Business Car		Pullman 1926, Ex 121, Ex Obs-lounge 1565, Ex LA&SL 4405.
#111	Business Car		Pullman 1926, Ex 120, Ex obs-lounge 1567.
#112	Business Car		Pullman 1926, Ex 122, Ex obs-lounge 1566.

NOTE: THIS LISTING COMPLETE AS OF APRIL 1982, After the Norfolk-Southern merger, so the Southern Cars are shown assigned to Roanoke. All other listings per Amtrak File.

Missouri Pacific Passenger Train Situation Report

GM 66/2CF ED
 MA815/2CF ED
 JC 316 CF ED
 SY 484 CF ED

LITTLE ROCK ARKANSAS AUGUST 28, 1967

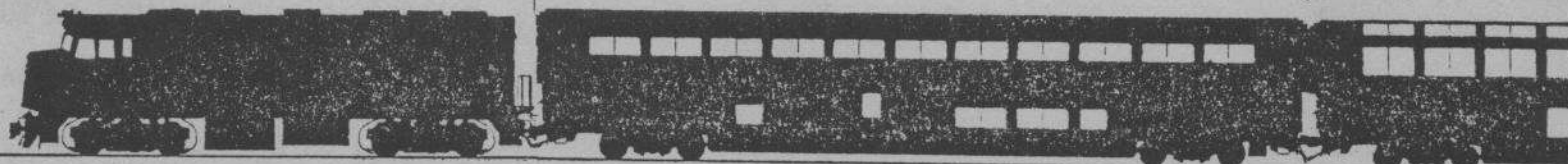
GTG DTB AWR JLJ RJK PEL DWC JFS WBN RWG OJC JWK JMS LBB JHW CW FFK FAS
 HRK WDC GMS AEG AJD JWD GDT VEK RGL - Little Rock LDA - Newport
 CSB JWB - MONROE DLH RVW - McGehee DEA-PineBluff HEH-Memphis

500 AM SOUTHERN DISTRICT:

- 1-27th 33-31-30 17 cars Union Station (StLouis) 18" Late, Jefferson Barracks 19" late Poplar Bluff 9" late In - 9" Late Out, Little Rock 9" Late in, Out 9" late with 16 cars. Texarkana In & Out On Time.
- 2-27th 42-322-37 17 cars Dep. Texarkana 44" Late. Little Rock 35 Mins Late-18 cars.
- 2-26th 33-31-30 19 cars Ar.Poplar Bluff 38" Late, Dp Poplar Bluff 36" Late, Jefferson Barracks 25" Late, Union Station St Louis 20" Late.
- 3-27th 309-330-324 24 cars Dp. St Louis Union Station 33" Late. Jefferson Barracks 33" Late, Poplar Bluff 20" Late In, 20" Late Out. Little Rock Ar 10 Mins Late, Dp 40" Late with 23 cars. Texarkana-In 15" Late-Out 35" Late. Delays: Little Rock 30" Extra Switching & Air, Texarkana 20" Switching.
- 4-28th 316-321 Called Texarkana On Time.
- 4-27th 303-24 25cars Texarkana Ar.: 5" Late Dp. 8 Mins late. Little Rock Ar 16 mins late, Dp. 37" late Engs 334-303-24 and 29 cars. Poplar Bluff On Time, Jefferson Barracks On Time and Arrived St Louis Union Station On Time. Delays: Texarkana 3" switching & air, Hipe 8" meet No.61, Little Rock 21" switching & Air.
- 7-28th 308-312-322 19 cars Departed Union Station St Louis 23 mins late, Jefferson Barracks 21" Late, In & Out of Poplar Bluff On Time.
- 7-27th 311-300-301 22 cars, Dp Poplar Bluff On Time, Little Rock On Time 19 cars Texarkana On Time.
- 8-27th 333-323-329 14 cars, Ar Texarkana 15" late, Dp 17" late. Little Rock Ar. 3 Mins late, Dp 10" Late with 15 cars. Poplar Bluff On Time, Jefferson Barracks On Time, Union Station St Louis 15" Late. Delays: Texarkana 2" switching & air. Little Rock 7" switching & air.
- 31-28th 318 & 5 cars, Little Rock Dp. On Time, McGehee On Time.
- 31-27th 318 & 5 cars, Monroe On Time, Alexandria ON Time.
- 32-27th 318 & 5 cars, Alexandria Dp. On Time, Monroe Ar 10" Late Dp 23" Late. Little Rock On Time. Delays: Olla 10" Meet No.83, Monroe 13" Main & Express, Hudspeth 10" Meet No.81.

(First Numbers listed are locomotive Numbers).

AMTRAK NEWS



EAGLE WILL NOT GO DAILY -- We have information from reliable sources which states Amtrak's Eagle will definitely not go daily this summer, as was previously thought. Reasons stated were that Amtrak felt they would get better car utilization /mileage on other routes, and less than expected performance during the Christmas holidays.

INAUGURAL OF TWO NEW TRAINS -- Amtrak Inaugurated new service on two routes with the issuance of its new National Timetable, April 29th. The *River Cities* and *The Gulf Coast Limited*, both supported by State funding, began regular service the 29th. The *River Cities* is an extension of the *Mules* from St. Louis to Centralia, Ill. connecting with trains 58 and 59 the *City of New Orleans*. Trains 359 and 359 carry a thru sleeper between Kansas City and New Orleans and a thru Dome-coach. An additional coach and food service car are cut off at St. Louis after the run from Kansas City. Train 359 departed Kansas City at 3:30pm the 29th with the following consist:

- 265 F40PH Kansas City to Centralia
- 2448 10-6 Slpr Kansas City to Centralia
- 9402 Dome-Coach Kansas City to Centralia
- 21110 Amcoach 84 seat K.City to St Louis
- 20234 AmDinette K.City to St Louis

which gave Train 59 the following consist:

- 259 F40PH Chicago to New Orleans
- 322 F40PH " "
- 1269 Bagg " "
- 21166 Amcoach84 " to Carbondale
- 4013 Coach 44 seat " to New Orleans
- 4637 Coach 48 seat " to New Orleans
- 28006 Cafe/Lounge (AmII) Chi to New Orleans
- 9410 Dome/Coach Chicago to New Orleans
- 25111 Coach 58 seat (AmII) Chi to New Orleans
- 8505 Diner Chicago to New Orleans
- 2991 10-6 sleeper Chicago to New Orleans
- 2448 10-6 sleeper Centralia to New Orleans
- 9402 Dome/Coach Centralia to New Orleans

Train 23 out of Mobile the 29th of April had the following Consist:

- 718 P30CH
- 710 P30CH
- 21933 Amcoach
- 20011 AmCafe
- 21161 Amcoach
- 21155 Amcoach
- 28021 AmCafe/Lounge
- 21102 Amcoach
- 21188 Amcoach
- 21247 Amcoach
- 28012 AmCafe/Lounge (Amfleet II)
- 21150 Amcoach

Both trains are expected to be popular serving the 1984 World's Fair City.

TRANSCONTINENTAL SLEEPER SERVICE REINSTITUTED -- Thru sleeping car service between New York and Los Angeles via New Orleans has been reinstated by Amtrak. The sleeper connects the Southern Crescent with the Sunset Limited, laying overnight in New Orleans. Passengers may again occupy the sleeper overnight in the New Orleans station.

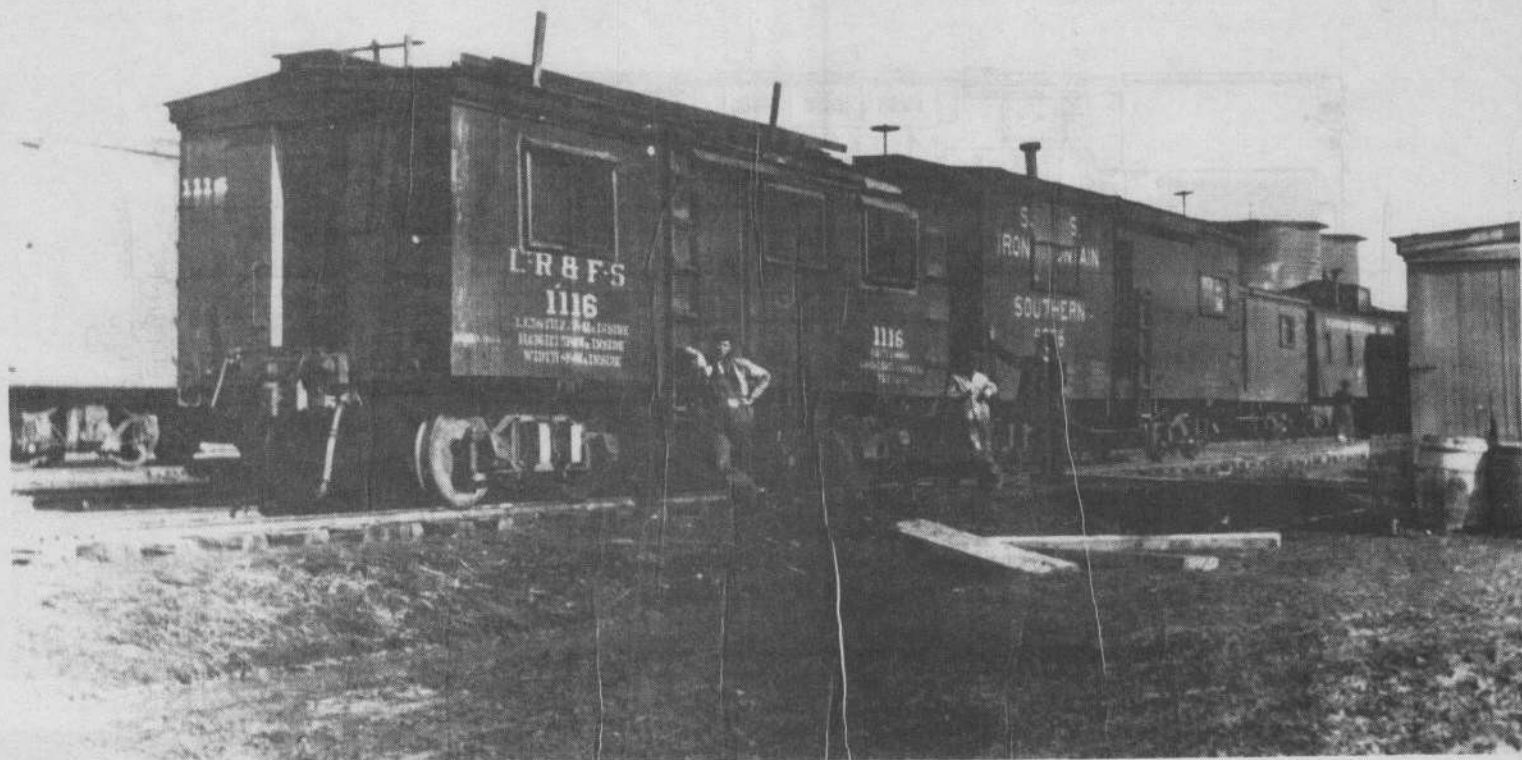
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad enthusiasts who meet once a month on the 2nd Sunday of the month. Dues are \$10 per year in Arkansas and \$7.50 per year out of state. These dues entitle you to receive the ARKANSAS RAILROADER once a month for a year. If you would care to join, send your check made out to "Arkansas Railroad Club" to treasurer Dick Byrd, 12 Flintwood Dr, Little Rock, AR 72207.

EDITOR of the ARKANSAS RAILROADER: Ken Ziegenbein Ass. Editor: John Martin
905 Valerie Dr
North Little Rock, AR 72118 (501)-758-1340



How's this for two distinctively different views! Above, Rock Island Train #764, the Stuttgart Local arrives back home at Biddle Yard. As the East Lead practices the art of switching on the lead, The 4424 prepares to leave the three cars of fresh cut ties and caboose where they stand and she will return to the roundhouse for proper attention. Photo by John Martin.

Below, standing in the bright sunshine, someone's home away from home. After the Little Rock and Fort Smith was leased by the Iron Mountain (witness both roads represented) the gang stands for a portrait which is timeless. Note car 1116 has two different trucks on each end! We thank Jim Wakefield for this view from his collection.





LITTLE ROCK & WESTERN RAILWAY CORPORATION

P.O. BOX 386 • PERRY, ARKANSAS 72125 • TELEPHONE: 501-662-4878

SPECIAL TRAIN -- PULLMAN 211 "CYNTHIA"

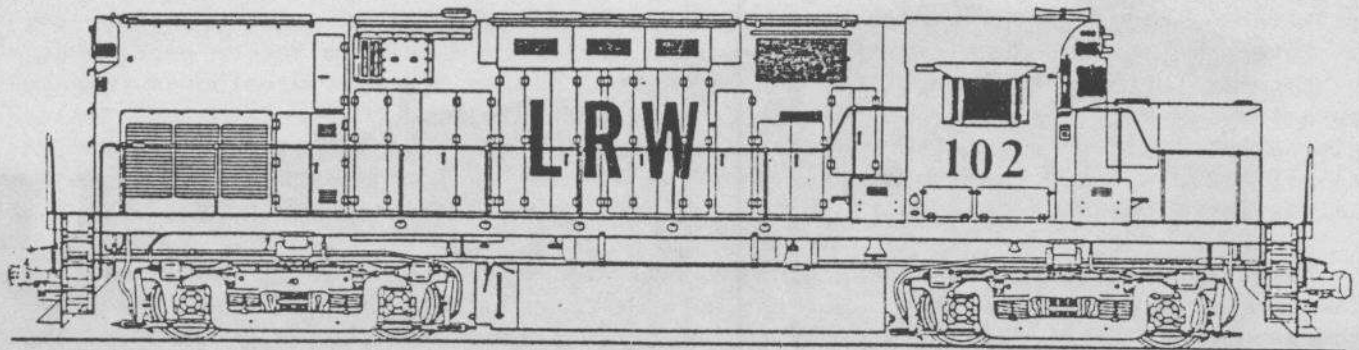
to

New Office Building Open House

March 31, 1984

MAIN LINE

		SUB-DIVISION 51 STATIONS TIME TABLE No. 1 March 31, 1984				
		M. P. Distance from Memphis		Distance from Little Rock		
WESTBOUND		Leave		EASTBOUND		
	182.9	RK LITTLE ROCK	TO	0.0		
	185.2	JO BIDDLE	} Double Track BTO	2.3		
	186.4	HOT SPRINGS JCT		8.5		
	189.2	10TH ST. STATION		6.8		
	189.9	Mo. Pac. Crossing		7.0		
AM	9:00	141.7	PULASKI	8.8	PM	3:00
		150.4	MAUMELLE	17.5		
		182.9	PINNAACLE	20.0		
		156.9	NATURAL STEPS	23.0		
		159.6	ROLAND	26.6		
			7.4			
		165.9	LEDWIDGE	34.0		
		169.9	KENNEY	37.0		
		171.4	FOURCHE	38.5		
		172.1	BIGELOW	39.2		
		176.6	HOUSTON	43.7		
		178.6	COPPERAS GAP	45.7		
11:00	183.8	RY PERRY	TO	50.9	1:00	



Above is a copy of the Little Rock & Western's "Timetable" of the Special Passenger run for the Opening of their new Office Building. Thanks to Bill Pollard.

THE WRECK OF MOPAC #8

by: William T. Church

About 2:15AM, November 1, 1951, Engine 2113 pulling the second section of Train No. 8, a first-class train running from Poplar Bluff, Missouri to St. Louis' Union Station over the De Soto Sub of the Missouri Pacific's Missouri Division, sideswiped Engine 2110 on Train No. 368 at Riverside, Missouri. The engine crew on Second No. 8 were killed while three crew members from Trains 368 and Second No. 8 were injured. Operations were by Timetable, Train-orders and Automatic Block Signals. Weather was rainy, foggy and dark.

A formal investigation was held by the Missouri Pacific and investigators from the ICC in the Railroad YMCA at Poplar Bluff. Crew members from both trains and their representatives were called as witnesses.

Train No. 368, running as Extra 2110 North, was in charge of Conductor W. T. Church and Engineer Fred Taft. The other members of the crew were Fireman A. Stevenson, Brakeman John M. Moran and Neal K. Greathouse. Mr. Virgil Soloman, Roadforeman of Engines on the Missouri Pacific Division, was riding the train that night to supervise the engine crews performance in the handling of the 2110.

Second No. 8 with Engine 2113, running some four hours late, was in charge of Conductor C. S. Bridgeman and Engineer George Matthews. Other members of the crew were: Fireman Harold Green, Flagman H. W. Gano, Train Baggage-man Allen Givens and Train Porter Kelly May. Railway Express Company employees were also aboard.

No. 368 held two train-orders that governed their movements over the Missouri Division. Train-Order Form G gave them authority to run between Arcadia-Ironton, to the end of C.T.C. to Cliff Cave at the start of double track, as an extra train. Train-Order Form B gave them rights to run ahead of Second No. 8 from the end of C.T.C. Arcadia-Ironton to the double track at Cliff Cave. Second No. 8 also held this Form B Train-Order that informed them that there was a train on the Division that was not required to clear their schedule.

The crew of No. 368's connection went on duty at Poplar Bluff at 2:35PM October 31, 1951 after being off duty eight hours and held messages from the Chief Dispatcher to pick up north tonnage at Iron Mountain, Bismarck, De Soto and Riverside.

Extra 2110 North arrived at Riverside shortly after 1:15AM on the 1st of November, and because it would be necessary to be in the clear of the Main Track for No. 7, a south-bound first-class train, before they would finish their work, they headed into the passing track. As No. 368 was heading in the passing track, a knuckle broke back in the train and a considerable delay occurred before it was replaced. Brakeman Greathouse, in accordance to the rule, left a burning fuse and two torpedoes when recalled.

The work at Riverside was heavier than the crew had anticipated. The Missouri & Illinois connection had not been pulled for two days and the Yard tracks and the Incline were full of north tonnage for Extra 2110 North to move.

The depot at Riverside was situated in the middle of a Wye that connected with the Missouri & Illinois line behind the depot and the Missouri Pacific's passing track at each end of the depot platform. The Yard tracks ran off of the passing track south of the depot, while the Incline track was adjacent to the Missouri & Illinois main line.

After the conductor had studied the work orders to be done at Riverside, he noticed that the additional tonnage to be picked up, along with the rest of the train, would fill the passing track. As they had pulled the train down to the depot when they arrived at Riverside, the conductor thought it would be wise to make room before picking up by backing to the south end of the passing track, having Brakeman Greathouse to make sure they used all of the room but not fouling the main line there. This move would give a better field of vision to pass signals when picking up out of the Yard tracks, as all signals would have to be passed on the fireman's side on account of the curve to the left, north of the depot.

While the Conductor was instructing Brakeman Moran and Engineer Taft of how he wanted the pick-up's made, Roadforeman Soloman, who had been talking to the Dispatcher from the phone box in the depot, returned to the engine. Conductor Church finished giving his instructions to his crew to pull the Incline track first, but make the switch at the north Wye switch because he did not want them to use the Main track at the north end on account of No. 7 being overdue. He also noted the pick-up of 19 cars would not fit between the Main track switch and the North Wye switch.

The Roadforeman of Engines (Soloman) suggested they do otherwise since he had received information from the Train Dispatcher that No. 7 was still in St. Louis' Union Station and would be over two hours late out of there on account of engine trouble. He also said that we could use the North Switch to double back into the passing track and go to Cliff Cave ahead of Second No. 8 for No. 7, using No. 8's Time-table direction rights against No. 7.

He informed the conductor and engineer that Second No. 8 was just out of Bismarck some 42 miles south of Riverside, and that he had a train-order to meet No. 7 at De Soto, with No. 7 holding the main track there, that we could get our train together before Second No. 8 arrived at Riverside because Second No. 8 would lose some 10 or 15 minutes haeding through De Soto passing track.

The Conductor objected to using the Main line against No. 7's time to make the switch regardless if he was still in St. Louis, and as for using Second No. 8's rights on Jaw bone, he would not even consider it. But he did tell the Roadforeman and the Engineer that after they had made the double from the Wye to the passing track, and if Second No. 8 had not arrived, he would, if given permission by the Train Dispatcher, flag No. 8 and put a member of the crew aboard her engine with written instructions to hold No. 7 at Cliff Cave for the Extra 2110 North. Or he would copy a Train-order to move against No. 7. This would be necessary because the operator at Riverside was off duty.

By this time the 2110 was pulling past the depot going to the North Wye to back into the M & I Main to pull the Incline, and before the conductor got off of the engine at the depot, he once again cautioned Engineer Taft and Brakeman Moran not to use the Main track at the north end of Riverside, and told the Roadforeman of Engines he would, when ready to depart Riverside, make the necessary arrangements with the Train Dispatcher and they would be according to the rules. After this he dropped off in front of the depot and took a short cut to the Incline track to line the switch and remove the derail.

Evidently after the Conductor left the 2110, the Roadforeman of Engines cancelled the Conductor's orders and gave instructions contrary to the Conductor's (and in violation of the Book of Rules) to the Engineer and head Brakeman, who followed his instructions instead of those of the Conductor.

Brakeman Moran brought the 2110 back into the Incline track where he met the Conductor but did not tell him that the Roadforeman had changed the Conductor's instructions. And after the Conductor gave the signal to pull out of the Incline, Moran rode the engine to where the Conductor thought he would get off to pass signals to the engine crew when they made the switch on the cars so they could double into the passing track without using the Main track switch.

After the Incline track was clear, the Conductor re-set the derail and lined the switch back for the M & I Main, noticing that the 2110 had pulled forward and had stopped at what he thought was the north end of the pass. As he walked from the Incline track to the rear cars of the pick-up, he could hear Second No. 8 south of Riverside, what he thought a distance of some four miles away, running at a very high rate of speed. By the time the Conductor reached the rear cars of the pick-up, which were still standing on the passing track and the Wye, he could see Second No. 8's headlight reflecting off the low-laying clouds south of the depot, close to the approach signal to the south-end of Riverside.

When the Conductor arrived in front of the depot, he was somewhat surprised to see Brakeman Moran standing south of the road crossing that crossed the passing track and Main track south of the depot, instead of north of the Wye switch being in position to pass signals to the engine crew when the Conductor started to make the switch on the pick-up so they could double into the passing track.

Somewhat angry with Moran for being out of place, he walked over to where Moran was, who was facing the long tangent running south for some four miles, past the south end of Riverside, his back to the sharp left hand curve that started at the road crossing and extended past the north switch. Before the Conductor reached Moran, he noticed Moran lit a red fuse and started giving violent stop signals to the Engineer of Second No. 8, who had by that time, passed the south signal at Riverside and was rushing down the tangent at a high rate of speed. The Conductor called out to Moran why he was stopping No. 8, and Moran replied, "we are standing on the Main track."

Second No. 8's Engineer did not acknowledge Moran's stop signal, nor did he sound the standard road crossing signal for the crossing, and when the 2113 passed the Conductor, he did not see the Engineer at his usual station on the engine.

Second No. 8 continued speeding into the curve and ran some 1200 feet before striking engine 2110 just ahead of the cab on the foreman's side, turning over on its left side. The 2110, which had only the front wheels of pony trucks past the frog, remained on the track. The Engineer and Fireman on Second No. 8 were killed, the Engineer on No. 368 suffered a crushed leg when he jumped free of the 2110 just before the side-swipe. Train Baggage man Given on Second No. 8 and Brakeman Moran suffered slight bruises, Moran's from stumbling over an object in running away from the speeding Second No. 8, which he feared might turn over on him.

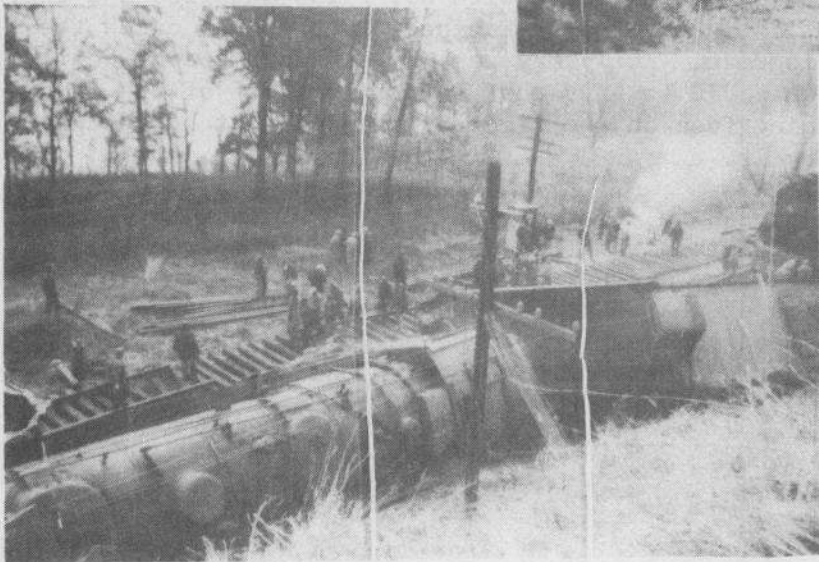
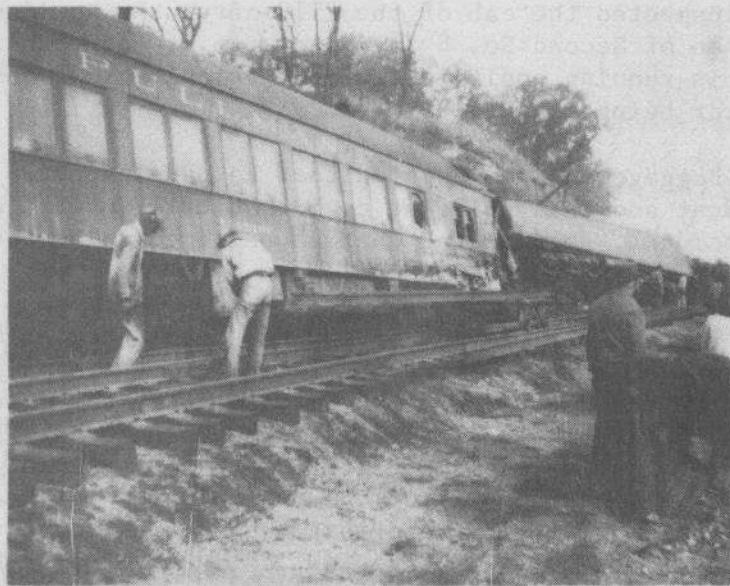
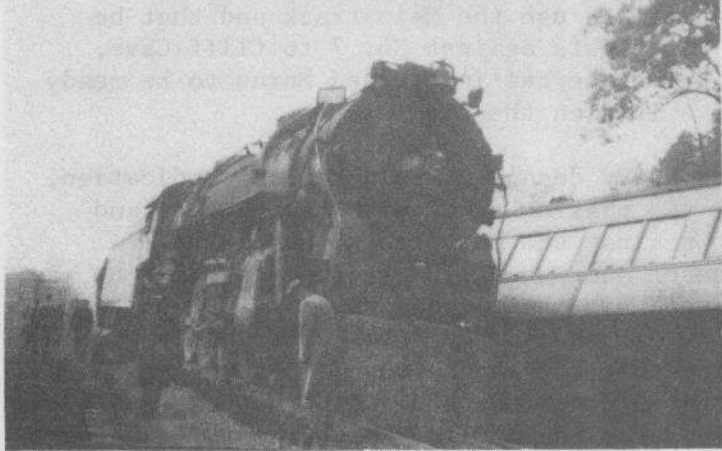
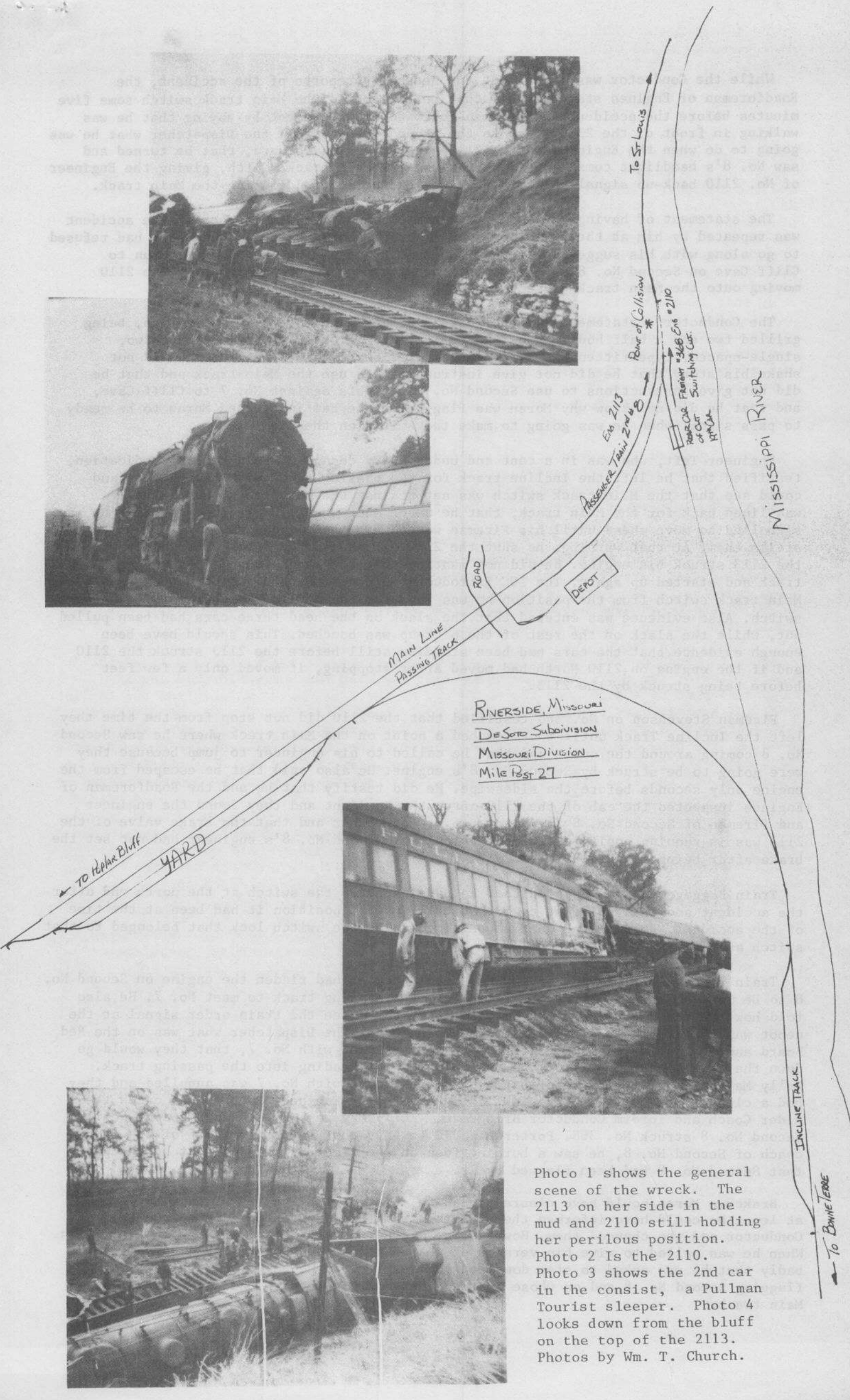


Photo 1 shows the general scene of the wreck. The 2113 on her side in the mud and 2110 still holding her perilous position. Photo 2 is the 2110. Photo 3 shows the 2nd car in the consist, a Pullman Tourist sleeper. Photo 4 looks down from the bluff on the top of the 2113. Photos by Wm. T. Church.



RIVERSIDE, MISSOURI
 DeSoto Subdivision
 Missouri Division
 Mile Post 27

While the Conductor was making out the necessary reports of the accident, the Roadforeman of Engines stated to him that he had opened the Main track switch some five minutes before the accident and he also followed his statement by saying that he was walking in front of the 2110 to go to the phone booth to tell the Dispatcher what he was going to do when the Engineer on the 2110 started moving forward, that he turned and saw No. 8's headlight coming and ran to close the Main track switch, giving the Engineer of No. 2110 back-up signals all of the time, but he stopped fouling the Main track.

The statement of having the Main track switch open five minutes before the accident was repeated by him at the investigation. Also, he stated that the Conductor had refused to go along with his suggestion to use the Main track against No. 7 and to run to Cliff Cave on Second No. 8's rights. But the statement of the Engineer on the 2110 moving onto the Main track was not repeated.

The Conductor's statement was the longest of any made in the investigation, being grilled two and a half hours by all investigating officers. It filled forty-two, single-spaced, typewritten pages. Repeated questions in different forms could not shake his story that he did not give instructions to use the Main track and that he did not give instructions to use Second No. 8's rights against No. 7 to Cliff Cave, and that he did not know why Moran was flagging as he had instructed Moran to be ready to pass signal when he was going to make the switch on the pick-up.

Engineer Taft, who was in a cast and under heavy dosage of pain-killing medication, testified that he left the Incline track for the passing track with the pick-up and could see that the Main track switch was set against the Main track, and it never was lined back for the Main track, that he never shut the 2110 off from the time he was signalled to move ahead until his Fireman warned him that Second No. 8 was about to strike them. At that warning, he shut the 2110 off and jumped clear, seconds before the 2113 struck his engine. He did not mention that they had stopped in the passing track and started up again. The ICC introduced evidence that he could not have seen the Main track switch from the position he was in, from the Incline to the North Main track switch. Also evidence was entered that the slack on the head three cars had been pulled out, while the slack on the rest of the pick-up was bunched. This should have been enough evidence that the cars had been standing still before the 2113 struck the 2110 and if the engine on 2110 North had moved after stopping, it moved only a few feet before being struck by the 2113.

Fireman Stevenson on No. 368 testified that the 2110 did not stop from the time they left the Incline Track until they reached a point on the Main track where he saw Second No. 8 coming around the curve and that he called to his engineer to jump because they were going to be struck by Second No. 8's engine. He also said that he escaped from the engine only seconds before the sideswipe. He did testify that he and the Roadforeman of Engines inspected the cab of the 2113 after the accident and they found the engineer and fireman of Second No. 8 laying on top of each other and that the brake valve of the 2113 was in running position, an indication that Second No. 8's engineer had not set the brake after being flagged by Moran.

Train Baggage Man Given stated that he had inspected the switch at the north end after the accident and that while he could not tell in what position it had been at the time of the accident, he did find what he believed to be the switch lock that belonged to that switch and it was unlocked.

Train Porter Kelly May on Second No. 8 told how he had ridden the engine on Second No. 8 to De Soto so he could head the train into the passing track to meet No. 7. He also told how, at the South Switch at De Soto, they could see the train order signal at the depot was RED and the engineer instructed him to ask the Dispatcher what was on the Red Board and if they were going past De Soto for the meet with No. 7, that they would go down the Main line and pick up the order instead of heading into the passing track. Kelly May said he was informed that the meeting point with No. 7 was annulled and they had a clear track to Cliff Cave. He was instructed by Engineer Matthews to catch the Rider Coach and inform Conductor Bridgeman. Kelly May was on the Rider Coach when Second No. 8 struck No. 368. Porter May did testify that when he got off of the rear coach of Second No. 8, he saw a burning fuse on the right-of-way and that he thought that Second No. 8 had been flagged by it.

Brakeman Moran could have cleared up quite a bit of the mystery of what happened, at least he could have informed the officials what his instructions were from the Conductor and who changed them. However, he did not give testimony in the investigation. When he was called to give his version of what happened, he contradicted himself so badly that he was asked to step down and not testify. So he never told why he was flagging Second No. 8 and on whose instructions and how he knew the 2110 was on the Main track.

Conductor Bridgeman and Flagman Gano of Second No. 8 also testified, but did not add much to the facts of the accident, except Conductor Bridgeman thought that there were two brake applications, one for the curve and the second when the brakes went into emergency.

The ICC ruled that the accident was caused by Engine 2110 fouling the Main track immediately in front of Second No. 8, and they also ruled that the Conductor did not know that his instructions had been changed nor that the 2110 was fouling the Main track.

The Missouri Pacific dismissed the Conductor for gross violations of the Rules. Rule 99 C, reading: Conductors must not permit other duties to interfere with the protection of their train; Rule 99 E: within ABS territory, a train or engine must not enter a Main track switch without proper protection; Rule 107: Conductors and Engineers must bring about cooperation between all members of their crew; Paragraph 2: the General direction and government of a train is vested in the Conductor. Conductors and Engineers are responsible for the protection of their train. Conductors are responsible for the position of switches used by them and their trainmen. Violation of the intent of Train-Order Form G.

The Roadforeman was demoted to an engineer, Brakeman Moran and Fireman Stevenson were dismissed, and Engineer Taft retired account of his injuries.

- END -

THE LOUISIANA WORLD'S FAIR

DAYLIGHT

STREAMLINED STEAM POWERED EXCURSIONS

ONE DAY TRIPS AVAILABLE ON THE FOLLOWING SCHEDULE:

		<u>Train</u>	<u>Optional Bus Connection</u>
May 24 (Thursday)	San Antonio to Houston	\$ 64	\$18
May 27 (Sunday)	Houston to Dallas	75	22
May 31 (Thursday)	Dallas to Houston	75	22
Jun 1-2 (Fri-Sat)	Houston to New Orleans (Overnight in Lafayette. Motel not included.)	107	32
Jun 9 (Saturday)	New Orleans to Houston	94	32
Jun 10 (Sunday)	Houston to San Antonio	64	18

TO ORDER TICKETS OR REQUEST ADDITIONAL INFORMATION SEND A LARGE SELF-ADDRESSED STAMPED ENVELOPE TO:

Gulf Coast Chapter, National Railway Historical Society, Inc.
P. O. Box 457
Houston, Texas 77001

DON'T MISS THE RAILROAD EVENT OF THE DECADE!

NEW MEETING PLACE! -- The Arkansas Railroad Club finally has a new meeting place, possibly a permanent one. Beginning Sunday, May 13, we will be meeting in the Twin City Bank (TCB) Building in North Little Rock, that is the building right across the Arkansas River (the tall one). We will meet in the 3rd floor Community Room at 2PM May 13.



Members should come to the North Door (the one NOT facing the river) and sign in with the Bank Guard, then take the elevator to the 3rd floor. We may possibly have to sign out also.

Club President Randy Tardy made these arrangements and says that the price is right, FREE. The Program content is on the following page. Ya'll Come!!



PROGRAM



The May program of the Arkansas Railroad Club will be held in the 3rd floor Community Room of the TCB Bank Building in North Little Rock at 2PM, Sunday, May 13, 1984 (see previous page for instructions on how to enter the building, sign in with the bank guard, etc).

PROGRAM - Transportation Week will be celebrated during May and for our contribution, we will present an all-transportation program with representatives from freight and passenger railroads, Port of Little Rock, American Airlines, and the Arkansas Motor Carrier Association (trucks and buses).

Walter Walker, the chairman of the transportation council of the Little Rock Chamber of Commerce, will moderate. He also will have someone talk on freight railroad operations; Randy Cookus will speak on Amtrak; Bob Brave, Executive Director of the Little Rock Port Authority, will discuss River and Port Operations; Glenn Halstead, district sales manager for American Airlines at Little Rock, will discuss the airline industry; and John Corbett, head of the Arkansas Motor Carrier Association, will discuss the role of trucks and buses in the transportation picture.

Each speaker will have 10 minutes to give their presentation.

Once again, the meeting place - TCB Building, North Little Rock; time - 2PM, Sunday, May 13, 1984. Everyone welcome, and bring those friends!!

RAILROAD DAYS AT MCGEHEE SET - June 22-23, 1984 has been set aside as railroad days at McGehee Arkansas. There will be lots of events relating to railroads going on in that city at this time, among them will be the appearance of Jail Davis, known for her role as Annie Oakley in the movies. Although the Arkansas Railroad Club has not been invited (perhaps they've never heard of us?), it might be of interest for some of us to attend.
