



Arkansas Railroader



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

The Arkansas Railroad Club is a non-profit organization. We meet the 2nd Sunday of each month at the Missouri Pacific building in North Little Rock at 2PM. Next meeting Sunday, November 8.

Volume 12 Number 10¹⁰
November 2, 1981

Ken W. Ziegenbein, Editor
905 Valerie Dr.
North Little Rock, AR 72118

★ ★ ★ PROGRAM ★ ★ ★

The next meeting of the Arkansas Railroad Club will be held Sunday, November 8 at 2PM at the regular place (the Missouri Pacific building in North Little Rock on Pike Ave.). The program will feature Amtrak Slides by John Martin and 2 Sound Color Movies taken by yours truly, Ken Ziegenbein.

One of my movies is of the "Inter-American" in Arkansas and features actual sound plus music and interviews. The other movie is of special trains in Arkansas recently, such as the Union Pacific Director's Special of last December; the 610 Steam Locomotive steaming its way back to Fort Worth through Little Rock; extra-long "Inter-Americans" with private cars attached, etc. Be there for a good time and fellowship.

The December Open House is scheduled for Sunday, December 13. More information at next Sunday's meeting and in the next newsletter.

★ MODEL CLUB TO HAVE OPEN HOUSE...The Arkansas Valley Model Railroad Club will have its annual Open House November 21 and 22 from noon to 5PM. Come see a "real" HO Gauge railroad in "real" operation.

★ OCTOBER 10 SHOW A SUCCESS - Approximately 270 people came by the club's Sale and Show Saturday October 10. Everyone had a good time and are looking forward to next year's. 51 tables were sold with people coming from as far away as Canada. Club sales (for our club) totaled \$500.

AMTRAK NEWS

Enclosed you will find the new Amtrak timetables for the "Eagle" as well as a few other trains.

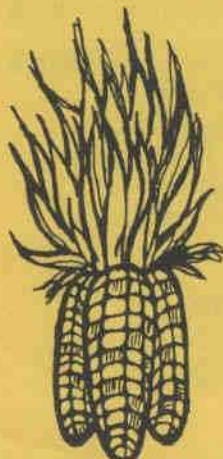
So far, the train is Doing Great, especially the sleeper to Los Angeles. (Your editor will soon take a ride on it to L.A. and back).

Local Amtrak office hours have changed as follows: John Martin will work Monday-Friday 5AM til 2PM; Randy Cookus will be there 3PM til midnight Sunday-Thursday. Call 372-6841.

There's talk of having an equipment display at Little Rock soon featuring new Superliner cars.

★ How does this consist sound? :
Diesel Units - Baggage-Dorm Car 804 - Sleeping Car "Shrine Tower" - Buisness Car 4 (Bath Car) - Sleeper "Eagle Hollow" - Diner Lounge 847 - Sleeper "E" "Eagle Rapids" - Business Car "The Eagle" - Sleeper "Eagle Meadow" - Diner-Lounge 846 - Sleeper "Eagle Lodge" - Sleeper "Eagle View" - Diner 840 - Sleeper "Eagle Haven" - Bar-Cocktail Lounge 740 - Planetarium Dome Coach 894 - and Parlor-Observation Car 750.

Well, these cars were on a special Missouri Pacific train (Security Analysts & Investors Inspection Trip) held between Feb 18 & 23, 1957. Passed thru here twice.



MOPAC'S BUZZ SAW

★ The following is an article from Missouri Pacific from the Jim Bennett collection. Jim also donated the information about the 1957 special MOPAC train (article on front page).

A corporate symbol is something like a cattle brand. It is intended as a unique means of identification.

And companies spent considerable time and money worrying about their symbol. Some of them change not only their symbol but also their name. For example, American Brake Shoe Co. now is ABEX. Cities Service became Citgo.

Other companies retain their corporate name but change their corporate symbol. Two major railroads recently have done this. Illinois Central now is identified by a rail cross-section split in two to form a rough IC. Great Northern's famous goat has been modified considerably.

MOPAC also has undergone changes in both name and corporate symbol over the years, even though no dramatic switch occurred. In fact, our basic buzz saw symbol has been around since about 1888.

In the early 1880's our corporate symbol was a rectangle depicting the words Missouri Pacific Railway against a background of prairie flowers.

A few years later, this was scrapped in favor of a jagged buzz saw. The prairie flowers remained part of the symbol. The flower disappeared in 1896 to be replaced by a section of railroad track.

Further refinement of the buzz saw is shown in the Missouri Pacific Iron Mountain symbol which represented the joining of the east-west MOPAC with the north-south Iron Mountain road. This remained in use until the two railroads were consolidated in 1916.

Our 1916 buzz saw bore the words Missouri Pacific and had 40 points rather than the 72 on the old Iron Mountain buzz saw. In 1925, our present corporate buzz saw was adopted, bearing the words Missouri Pacific Lines.

Just who was responsible for these various changes over the years is not known. Nor do we know what logic led to the changes.

Some persons have had fun determining if there is any significance to the number of points--or teeth--on the buzz saw. One myth you sometimes hear around the railroad is that our present buzz saw has 48 points representing what once were the 48 states. However, if you count carefully you will find it has only 47 points.

Perhaps the biggest question of all is how we happened to adopt the buzz saw in the first place. Again we can only guess.

We do know that a similar red seal was used during the late 1800's by a number of railroads to show the year on their annual passes. It is more likely that our symbol is just an adaptation of the seal used on legal documents.

★ MORE ODDS AND ENDS

Received an interesting letter from Lloyd Neal of 3808 Burnt Leaf Lane, Snellville GA 30278 (new address) about a recent cross-country train trip he took. He and his wife enjoyed it very much but would like to have had real forks to use instead of plastic ones.

Another new address belongs to Dan H. Barr, Jr. His new address is 12518 N. Garden St., Houston TX 77071.

Boyd Pyle can now be reached at the Eureka Springs & North Arkansas Railway Co., P.O. Box 374, Eureka Springs AR 72632.

★ GRAND CANYON LINE SOLD - the 65 mile Santa Fe branch line from Williams Arizona to the Grand Canyon has been sold for \$3 million to Canyon Railway Co. This company plans to begin excursion runs on this line with both diesel and steam locomotives about April 4, 1982, (From The Trainmaster - Portland Oregon).

★ The N & W Railroad announced October 13 that it will rebuild Steam Locomotive 611 for excursion service.

★ Conrail is seeking to abandon 2800 miles of track in 13 states.

★ Interstate Bus Fares will increase 8% soon (Amtrak will generally go up 6%).

★ Amtrak's 1982 calendar is now available for \$5 each from: Amtrak Calendar, P.O. Box 311, Addison, IL 60101.

THE ROCK



★ The old Rock Island is falling by the wayside fast. On October 14 another liquidation auction was held at Biddle with the following results: the roundhouse sold for \$150 with demolition to be completed by December 1; the turntable sold for \$2500 and had been removed by October 24; the two commuter coaches sold for \$2900 each while the other two work cars (ex I.C. and ex Pullman heavyweights) sold for \$2000 each. Several ex-troop sleeper, ex-baggage cars sold for less than \$600 each.

The two ancient (arch windowed) passenger cars sold for \$2000 each. There was no bid on the wrecker/tender/boom cars but that set will probably be sold to National Railways of Mexico for more than \$25,000.

All fuel, water and sand towers were sold for scrap, and dismantling of some have already started. When all of the buildings are removed, only the brick storeroom building, the sheet metal car department building & shed, and the two yard office buildings adjacent to the mainline will remain. Anyone wanting last minute pictures of the Biddle terminal area should not delay.

During the week of October 18, the lone Rock Island locomotive (switcher 829) had been out on-line --east-- bringing in additional cars. During the weekend of October 24,25, it was tied up away from Biddle - reportedly at Mesa - where operations were underway to drag all of the junker cars from storage on the Des Arc branch. Turstee Gibbons has reportedly signed contracts for numerous branchlines throughout the system to be scrapped out by L. B. Foster Rail Salvage & Construction Company, and three branchlines in Arkansas are slated to be among the first to go....Scrapping is reportedly going to start in Oklahoma (on branches only) in January. Since Gibbons seems adamant about sticking to his unreasonable sale prices for the Sunbelt and north-south (Herrington-El Reno-Dallas) mainlines, it may be only a question of time before they face the same fate. (Thanks to Bill Pollard for the above information).

★ DURANGO & SILVERTON NARROW GAUGE TO OPERATE YEAR-ROUND . . .

New owner Charles Bradshaw, Jr. has announced that his Durango & Silverton Narrow Gauge Railroad in Colorado will begin year-round operations starting this year. "From now on there'll be no start-ups & no shutdown. There will always be locomotives with steam...The Silverton Train will run all year long." (Only exception will be Christmas and Christmas Eve).

Summer schedules (mid-May through October) will remain the same. Late Fall schedules (November) show the train leaving Durango at 9AM, returning from Silverton at 5PM. The Winter schedules (November 30-May 14) has the train leaving Durango about 10AM, going halfway to Silverton, turning on a wye and returning to Durango by 2:15PM.

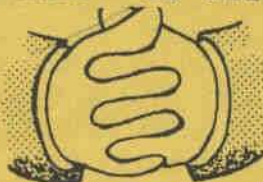
Coaches in the winter will be heated with steam but each coach will also retain an operation coal stove.

Future plans call for one summer train to originate in Silverton for roundtrips to Durango; a club car and diner to be added to the Winter train; and runs through the Canyon and forest on clear nights of the Full Moon (honeymoon, anyone?).

More information and reservations can be made by calling (303)-247-2733 or writing the Durango & Silverton Narrow Gauge RR, 479 Main Ave., Durango CO 81301. (Thanks to Dick Byrd and Rail Travel News for above).

★ ODDS & ENDS - Scientists in Germany have developed a pair of eye glasses for train engineers that will bring the train to a halt if the engineer falls asleep. The glasses contain an electronic beam that is regularly broken by blinking. If the engineer falls asleep (i.e., stops blinking), the beam is not broken and the device will halt the train. (Thanks to the New Hope Chapter of the NRHS - Mr Hille also brought up this story at a recent meeting.)

For November 1:
Avg High temp is 68
Avg Low temp is 45



Give Thanks

For November 30:
Avg High temp is 56
Avg Low temp is 37