



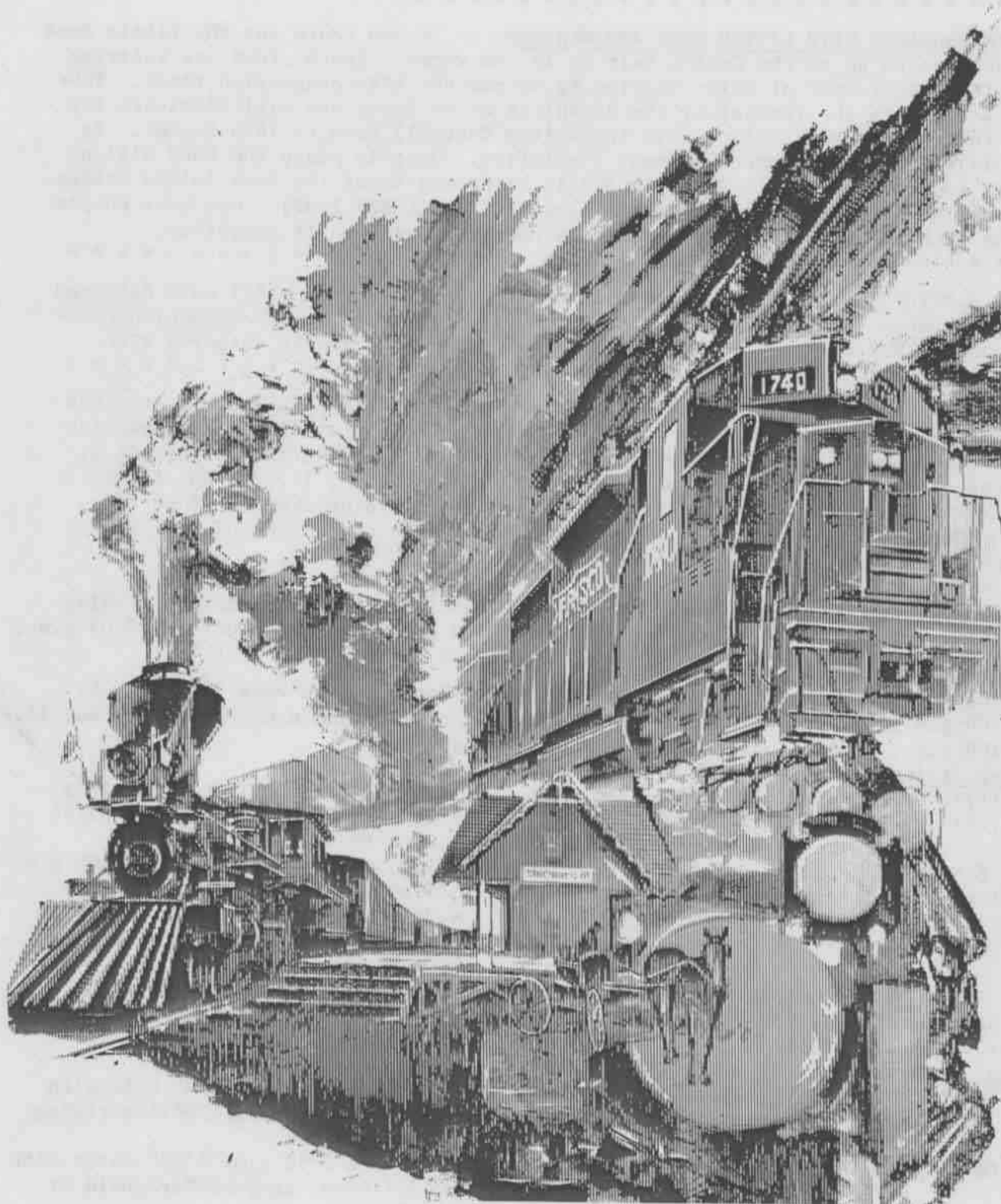
ARKANSAS RAILROADER



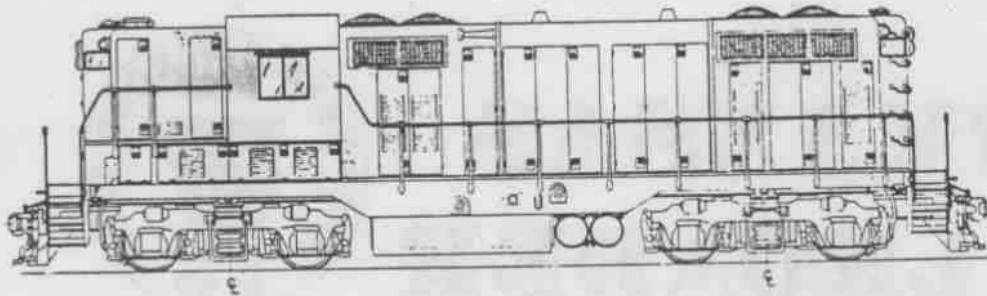
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

NOVEMBER 1983

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The Transition of the Frisco System, from Early American Type locos belching wood smoke, meeting horse-drawn Jitneys at the depot to the Grand Days of the Meteor, the FireFly and the Sunnyland, to a modern dieselized carrier. We'll always fondly remember the Frisco even though it has now merged into the huge Green and Black conglomerate, and the days of the yellow and black diesels are now gone... Graphic from the Frisco Public Relations Dept.- Collection of Sam Ryker.



GENERAL NEWS

LR&W #307 Leaves -- Spotted at MoPac's N.L.R. Service Track on October 14th enroute home, Little Rock and Western/Green Bay & Western #307 is on her way home. Probably the LAST Alco RS-3 We'll ever see in this area.

More Equipment Leaves Biddle - Reconstruction work Begun -- MoPac track crews have begun work on the reconstruction of Biddle Yards. They are currently sledging Track #2 at Biddle. Commuter coach #2515 departed Biddle in the MoPac Biddle Job the morning of October 15th, destination unknown...

NEW INTERCHANGE WITH LITTLE ROCK AND WESTERN -- A New route for the Little Rock and Western to go to the Cotton Belt is in the works. Track crews are relaying the old Vinegar Spur at Union Station to become the LR&W connection track. This will facilitate the removal of the crossings at HH Tower and will eliminate the need for the old Rock Island main track from Cantrell Road to 16th Street. As of this writing the connection near completion. Once in place the LR&W will no longer loop around Little Rock via Biddle Yards and Cross the Rock Island bridge. (You saw it first in the Arkansas Railroader in DECEMBER 1982). Get your photos of the LR&W now as by the next issue the new route will be in operation.

AGAIN A DETOUR -- For the week of October 14th, Amtrak Trains #21 were detoured over the Cotton Belt between Texarkana and Big Sandy, TX. due to scheduled Maintenance of Way work on the MoPac. MoPac's DFZ and CFZ Trains detoured also.

LET'S CORRECT AT TYPO -- MoPac's New Trains mentioned in Last Month's Arkansas Railroader should read the INF and FNI. Below are the plan times and summaries of several dates of these trains power and consist. These trains originate at Indianapolis, Ind. on Conrail and are routed via St. Elmo, Il., Salem, Il. to Fort Worth Tex. via North Little Rock. Other new trains created since this connection are the INH and HPI which run Indianapolis to Houston usually via Paragould and the Wynne Subdivision.

INF Scheduled to Leave Indianapolis Ind. on Conrail at 2:30 p.m. daily, leaving St. Elmo, Il. at 6:30 p.m., Salem, Ill. at 9:30 p.m., Poplar Bluff, MO 3:05 a.m., North Little Rock 9:30 a.m., Texarkana Arrival at 1:30 p.m..

FNI Scheduled to Leave Texarkana 5:00 a.m., Ar. North Little Rock 9:00 a.m. Lv. at 2:00 p.m., Lv. Poplar Bluff 7:35p.m., Lv Salem, Il. 8:00 a.m., Lv. St. Elmo, Il. at 9:00 a.m., Arrive Indianapolis Conway Yard 3:00 p.m..

Actual Trains:

FIN (17) CR 6399-CR 2950-CR 5442 Lv N.L.R. at 2:00 p.m 18th On Time with 12/39
INF (17) MP 2285-MP 3511-MP 3503 Ar N.L.R. at 8:45 a.m 18th 45" Late with 62/44
was switched at Departed at 10:15 a.m. with 69/14.

HPI Scheduled to leave Houston at 12:10 p.m. daily, leaving Beaumont at 5:00 p.m., DeQuincy, La. at 8:30 p.m., Lv. Alexandria at 9:45 p.m., Ar McGehee at 6:30 a.m., Dp at 10:00 a.m., Lv. Paragould at 2:40 p.m., Lv Salem, Il 4:00a.m., Lv. St. Elmo at 5:05 a.m. arriving at Indianapolis at 12 noon.

INH Scheduled to Leave Indianapolis at 6:05 p.m., Lv St. Elmo at 12:05 a.m., Lv. Salem at 2:30 a.m., Lv. Paragould 11:30 a.m., Lv Wynne 12:15 p.m., Ar McGehee at 5:05 p.m., Lv. 6:35 p.m., Ar Alexandria 2:10 a.m. Houston???,

Actual Trains:

HPI 30 CR 8066-CR 8125-CR 8125 Cab MP 13900 Ar. McGehee 6:40 a.m. 10" Late with 83/16/9602. Departed at 12:30 p.m. 2'30" late with 79/14/9045 arriving Paragould at 3:10pm 25" late departing at 3:15 p.m.
HPI 06 CR 2169-MP 3296-CR 8029 Cab Mp 13846 Ar. McGehee 2:10 a.m. 4'20" Early with 62/16/7605, leaving at 6:30 a.m. with 41/7/4864. Arrived Paragould at 11:45 a.m. 6' early and departing at 11:50 a.m.
INH 17 MP 3083-MP 3303-MP 3131 Ar Paragould 12:10 p.m. 45" Late, Lv. Paragould at 12:15p.m., Wynne 3:00 p.m., Arriving McGehee 6:50 p.m. 35" late with 18/101. Departed McGehee at 7:50 p.m. and arrived Alexandria 2:30 a.m. 20" Late.

IF YOU SAW SOMETHING YELLOW STREAKING THRU TOWN... - Yet another MP-UP special passenger train passed thru Little Rock. The ISL train out of St. Louis bound for the Monroe Subdivision, spent the night of October 18th at North Little Rock.

MORE BUSINESS CAR TRIPS -- Members Randy Tardy and Jim Bennett were invited to a very special trip riding business car Pine Bluff from East St. Louis to Pine Bluff behind Cotton Belts's Conrail run-thru train. What a great opportunity for them!

Lots of Different Cabooses -- sited recently have been Rio Grande, and UP Cabooses along with the regular L&N cabs that daily visit N.L.R..

RIO GRANDE UNITS ON THE MOP -- Several Rio Grande units have been running in regular power pools over the MOP out of North Little Rock. Numbers sited include 5381, 5356, 5343, 5400, 5387 among others. Some in consist include:

KNZ18 with DRGW 5400-DRGW 5387-MP 4823 Ar N.L.R. 12:01 a.m. 19th with 30/18
LG16 with MP 3185-DRGW 5387-DRGW 5400 Lv N.L.R. 12:30 a.m. 16th with 37/62
CIU118 with ALL DRGW 5374-5358-5391-5349 (note this is a unit coal train from the Metropolitan Mine to St Louis.)

Narrow guage fans don't get excited!!! These are all SD40T/2 "tunnel motors".

ANOTHER SHORT LINE GONE -- The Augusta Railroad is no more. Even though the petition for abandonment is still ungranted, Bill Pollard reports that all trackage has been pulled up stranding the two Augusta Railroad locomotives. Gone is now what was proclaimed the "SHORTEST RAILROAD IN AMERICA" in Mixed Train Daily. To quote one L. Beebe "So unberable was it for Augusta to be neglected that local capital was subscribed to built the two miles (to connect with the Missouri Pacific). This leaves two locomotives stranded:

- Augusta #7 A Vulcan #7 35 ton locomotive (with side rods) B/N 4364 Blt. 4/42 Originally Maumelle Ordinance Works #1, Marche, Ark.
- Augusta #6 8 Ton Plymouth B/N 4030 Blt. 2/40. Sources say still on property but not spotted by Bill Pollard.

A SHORTER SHORTLINE -- Effective back July 11, 1983 the Prescott and Northwestern Railroad issued an embargo cutting the line's mileage from 31.3 to 14 miles because of washouts along the line.

THE CYNTHIA Goes to Helena -- Private car "Cynthia" get a trip to Helena for the big 100th Anniversary of Helena. It was on diplay there along with the "Herbie" box car and "East One" Business car. The R.A. Grigsby Collection ex W.T. Carter Lumber Locomotive #4 was steamed and bellowed it's steam whistle throughout the festivities. Our congratulations to Rusty Porter for a job well done on a very nice festival.



A PAIR OF BIG FEET -- During her brief stay in Little Rock, big footed 2-10-4 #610, collecting water near the freight house crossing at North Little Rock was met by a modern-day big footed SD-40/2 #3254. While some people may look at this photo and shake their heads, both locomotives seem to have an individual beauty. Photo By John Martin

KANSAS CITY SOUTHERN LINES

All E & F Units on the KCS, Until the H15-44s arrived ... By: Bill B. Bailey

In the life of the KCS passenger units, many combination color schemes were used and now there are no records as to the dates used in service. The unusual back-to-back formation colors were splendid streamlined power. The locomotives on this roster have been in the passenger paint scheme at one time or another before 1964. Some of the F-type units with steam and communication lines, which were occasionally used as passenger train units, are not listed.

NUMBER	TYPE	DATE BUILT	BUILDER	NOTES
1	E3	April 1939	EMD	Ex-EMD demonstrator 822. Delivered and numbered as 1. (First used on "Flying Crow").
2	E3	Aug. 1939	EMD	Delivered and numbered as 2.
3	E3	June 1940	EMD	Delivered and numbered as 3.
6	E7	June 1946	EMD	Ex-Maine Central 705; to KCS Nov. 1963.
7	E7	June 1946	EMD	Ex-Maine Central 706; to KCS Nov. 1963.
11	E7	June 1946	EMD	Ex-Maine Central 707; to KCS Nov. 1963, retired in 1967.
12	E7	June 1946	EMD	Ex-Maine Central 708; to KCS Nov. 1963.
20	E7	July 1948	EMD	Ex-Maine Central 709; to KCS Nov. 1962.
21	E3	April 1939	EMD	Ex-EMD demonstrator 822. Delivered as #1, renumbered to 21 Jan. 1942. Scrapped at Pittsburg, Kansas in Jan. 1964.
22	E3	Aug. 1939	EMD	Delivered as #2; renumbered as #22 in Jan. 1942; scrapped at Pittsburg, Kansas Nov. 1964.
23	E8M	June 1940/ Jan. 1952	EMD	Rebuilt to E8 rating from E3. Delivered as #3; renumbered to 23 Jan. 1942.
24	E6	Jan. 1942	EMD	Scrapped at Pittsburg, Kansas, Nov. 1964.
25	E9M	Jan. 1942/ June 1959	EMD	Rebuilt to E9 rating.
26	E8	Jan. 1952	EMD	
27-29	E8	Feb. 1952	EMD	
30A	F3A	Nov. 1947	EMD	F-type units are no longer painted in passenger scheme colors.
30B	F3B	Nov. 1947	EMD	
31A	F3A	Nov. 1947	EMD	
31B	F3B	Nov. 1947	EMD	
32A	F9AM	Feb. 1949/ Jan. 1952	EMD	Rebuilt from F7A 32A.
32B	F7B	Feb. 1949	EMD	
33A	F7A	Feb. 1949	EMD	
33B	F7B	Oct. 1949	EMD	
76B	F7B	Feb. 1951	EMD	
76C	F7B	Feb. 1951	EMD	
77B	F7B	Feb. 1951	EMD	
40-41	H15-44	May 1949	Fairbanks-Morse	

No. 40 scrapped at Pittsburg, Kansas, 1964.
No. 41 repowered by EMD April 1958; Nov. 1967 in freight service only.

Diesel units with steam connection but no boiler: 59-B, 59-C, 70-B, 71-B, 72-B, 72-C, 73-B, 73-C, 74-B, 74-C, 75-B, 75-C.

More news --- Private Car #50 went to New Orleans for the Private Car Convention the weekend of October 28,29,30. There were 27 other private cars there with key speaker Amtrak President Graham Claytor. (Car #50 is owned by member Robert L. Dortch, by the way).

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 and \$7.50 for Out of State Associate Members. You must be a paid member of the Arkansas Railroad Club to Receive the Monthly ARKANSAS RAILROADER or you must be voted a Complimentary Member. Inquiries may be made to:

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ONE OF THE PLEASURES OF RAILROADING

By: Clifton E. Hull

The telephone began ringing at the ungodly hour of 11:45pm, terminating two hours of intense sleep. I was dimly aware of the raucous noise and was tempted to ignore it, even though I was expecting the summons, but not so soon. The insistent jangling of the bell, and the sudden chill as the blankets were shoved back, cleared the cobwebs of sleep.

The crisp, no-nonsense voice of Roy Files, MoP crew caller, ordered me to report for duty as brakeman for the first section of Train 168, due to depart from North Little Rock "Hole" yard at 12:20am. I had only 35 minutes, but during the unsettled days of WWII that was not unusual. This call was on Feb. 12, 1942.

Struggling into my "traveling" clothes of flannel shirt, overalls, and sheepskin-lined jumper, I made my way to the yard office near the old Fort Smith Crossing. Didn't even have time for a cup of coffee at Engleberger's restaurant under the Main Street viaduct beside the tracks.

At the yard office, I found conductor J. S. "Cat" Whittle picking up the waybills and train orders. We had a positive meet with a southbound troop train at Conway, and a "wait order" giving us time of departure at various stations all the way to Van Buren. Except for going into "the hole" at Conway for the Troop Train, we would make no stops.

We were getting 45 cars of perishable fruit and vegetables out of the lower Rio Grande Valley bound for Kansas City and Omaha. This merchandise was moved on the HO block (Houston to Omaha), with rights over everything but first class trains. At that time I had seniority of one year and two months. The other two brakemen were "young heads". My seniority gave me the privilege of choosing where I would work. I decided to ride the head end. Steam locomotives always fascinated me, even though I was in train service. It was the first class of service in which the MoP was hiring just before the war.

Then I found out we were "double heading" with a pair of Mikados, Nos. 1419 and 1571. While waiting at the yard office for the hostler to bring the engines from the roundhouse, a message came in that 1st 168 was running about an hour late. The conductor took his waybills and stumbled away through the cold darkness. The cold was the "nose-running", "finger-numbing" kind, not a cloud in sight, the stars polished and gleaming, and the mercury huddled in the thermometer bulb to keep from freezing. It was COLD!

The yardoffice was warm and cozy, the front door of the big-bellied coal stove was open slightly, the telephones were ringing constantly, and the teletype machines were clattering. It was a familiar place of warm confusion.

Finally, the engines were coupled to the train, and I made my way down through the yards, eager for the warmth of the cab. The 1571 was designated as the road engine, and the 1419 was coupled ahead. The heavy canvas curtains were closed across the back of the cab, and it was snug and warm inside. I checked the orders again, and, in spite of the hour's delay, we still would meet the troop train at Conway!

I was riding the second engine, since I would need a clear view of the train without possible interference from steam or smoke if I were on the head engine. Climbing up the ladder at the rear of the tender, I quickly slipped into the little "doghouse" just behind the coal bunker. With a quick twisting motion I opened the valve under the seat and heard the welcome sound of steam flowing through the heater coil. In a few moments my little "outlook" throne was warm and comfortable. I had noticed our first car was an auxilliary tank, since there would be no stop for water or coal in the 158 miles to Van Buren.

Things were getting rather sleepy in the "doghouse" when a couple of raucous blasts of the whistle came from the 1419, followed by a deep, hoarse answer from the 1571. "Sleepy time" was over. Around the long, sweeping curve of the yard track, 45 car lengths away, there came a circling "highball" from atop the caboose. It was time to "head 'em up and move 'em out"!

. . . continued . . .

Moving slowly around the west leg of the yardoffice wye, and onto the Central Division main line, the yellow reefers were momentarily revealed as each one rolled by the lights at the yardoffice. Steam from the engine's chuffing exhaust instantly condensed into billowing clouds in the chill night air. When the green marker lights of the caboos came in sight speed began to increase, the broken cadence of engine exhaust became sharp and crisp.

Fruit and vegetables were rolling north, and all was well.

Near Conway I deserted my cozy "doghouse" and stepped out onto the swaying deck of the tender. A good look back toward the caboos on either side showed everything was "black", no trouble in sight. This was the first time I ever saw it "snow" without a cloud anywhere! Flakes big as silver quarters were revealed by the engine headlight. There was a small area of moisture moving through the upper elevations and was condensing in the frigid air. Glad it didn't last long.

The dispatcher had everything moving his way. We rolled to a smooth stop at the north end of the Conway passing track, and a couple minutes later the troop train glided around the curve with headlight dimmed and white classification lights showing. With a tooting salute of the whistle, the hogger on the passenger flipped his headlights to bright and pulled the throttle back. He was going home for breakfast!

Exhausts barking loud and clear, we charged up the grade out of Conway, roared through the tunnel under Cadron Ridge (the north end of which is under the grade of the old Little Rock and Ft. Smith Railroad), fell down the slope north of the ridge, around the curve at Gleason water tank on Cadron Creek, and went charging up grade again. The Central Division was a series of grades and curves, and no block signals. We ran by timetable, train orders, watch, and guts. At that time of night speed restrictions through towns were about non-existent. Lights on occasional street corners and at open train order stations were the only breaks in the darkness.

Roaring downgrade through Russellville I crawled out of the "doghouse" warmth, clung to the handrail for support, and was a green signal on the semaphor - no orders tonight. Looking over both sides of the train showed all was still dark. The swaying, bouncing reefers were only yellow blinks in the lights at the depot. From Russellville to Van Buren was a repetitious snake track of curves along the north side of the Arkansas River. The slack running in and out, the engines lurching in and out of curves, the steady roar of double exhausts, the hoarse, moaning blast of the whistle. This was railroading as I remember it.

There was a 15-pound reduction of brakeline pressure, the couplers between cars stretched tight, the engines heeled around a left curve, and blasted past the cut-stone depot at Ozark - clear board! As I hung onto the "doghouse" handrail, a down-draft of air held a billowing, boiling cloud of smoke and steam just above the string of reefers, rolling taut and smooth under the drag of brakes.

Just as pale gray daylight settled into the river valley we rolled down the long, gentle grade into Van Buren yard. Between me and the blinking green markers on the crummy everything was dark. Gliding into the yard smooth as a skater on ice, the train eased to a brief stop on the main line. A change of engines waited on the adjacent track. It was 5:55am.

Going through the yardoffice, I saw our crew was second out. I made a quick trip through the beanery for breakfast, then a block down the street for a short nap. Daylight showed through the spaces between the boards of the single-thickness walls of the widow-Allen's boarding house, but there were plenty of blankets.

Wouldn't it be nice to be a young railroader in the "steam days" again?

* * * END * * *

LIVESTOCK RUSH - GURDON STYLE

by: W. M. "Mike" Adams

---at the stockyards just three miles east of town! Where pig's feet and pig's ears and tough old Texas steers sold for beefsteak at 49¢ a pound!

Author unknown.....

The old Gould lines went in heavy for livestock movements. Since that was about all that was fit to ship out of Texas a century ago, I would suppose they had to cater extensively to such traffic. The International and Great Northern and the Texas and Pacific both tapped some of the greatest cattle spreads in the old west and this massive outlet was funneled up the old Iron Mountain to keep the less fortunate east in T-Bones.

Even tough old Texas longhorns, however, had to be rested and fed on occasion and at Baring Cross, Arkansas the Iron Mountain maintained stock pens capable of handling over 500 carloads of beeves at one time! Of course Baring Cross became Argenta and Argenta became North Little Rock and the I&GN and the T&P and the Iron Mountain became the Missouri Pacific and the Mo Pac has become the Union Pacific.... The old stock pens are gone and the site is well filled in today by the Arkmo Lumber Company. In honor of the importance of stock handling on the old Iron Mountain, such trains were permitted to operate at the breath taking speed of 22 miles per hour! This in a day when freight trains were universally held to a maximum speed of 17 miles per hour in deference to the physical strength of the brakeman.

What has this got to do with Gurdon? Well - some 26 or 28 years ago I was assistant trainmaster on the south end of the Arkansas Division with headquarters at Gurdon. And - we had a small stock pen at Gurdon. I mean it was there but actually it wasn't supposed to be - it shouldn't have been. Anyway, early in the morning of Thursday, May 10, 1956 - I don't remember the exact time but it was in the very smallest hours - I was rudely awakened by the insistent ringing of the telephone. I reached for the instrument with one hand and my watch with the other. Back in those "good old days" a TM went to bed with the phone handy and with your watch layed out close by and, of course, your Camels and Zippo as well as a timetable, memo pad and pencil. And - just like I don't remember the exact time, I don't remember the exact conversation that took place but it went something like this. My caller, by the way, was Bob Ringgold, night chief yard clerk:

"Mr. Adams?" "Yeah." "Dispatcher said to tell you Second 60 is setting out six cars of sheep here for feed, water and rest!" "Hell's bells Bob - they can't do that - those pens are out of service. Tell him they gotta go!" "Too late! They already done it and he is leaving town now - hear?" Bob held the phone up and the raucous blast of a diesel horn whistling for the Main Street crossing punished my ear. Well - a TM got paid, regularly if not handsomely, for making and sticking to decisions. "Bob, " I says, "get a holt of Red (night engine foreman) and tell him to get them over to the pens." "Already on the way." sez Bob. "You got the waybills?" "Yeah." "O.K. - I'll be right down."

I then roused out my comrade in arms, Hugh Shideler, roadmaster. Hugh was a veteran of many a nights bout with just about anything that could and did come up on a railroad but I believe this was his first experience handling sheep. Hugh called out one of his section crews and I took myself down to the yard office before I went on down to the pens. I told Bob to call out the agent and tell him to buy enough feed to succor six cars of sheep and have it delivered to the pens. Of course this meant waking up a feed merchant but I didn't worry about that too much. I WAS interested in just how the sheep got out of Texarkana, 62 miles to the southwest, and point of origin of Second 60, on short time. Texarkana was a regular point for resting livestock - Gurdon sure as the devil was not! Now the movement of livestock by rail was very carefully controlled. Every 24 hours all stock had to be unloaded for feed, water and rest - this by government edict. This could be extended to 36 hours provided the consignor was willing to and did sign a release. The time of loading of all livestock was, of course, entered on the waybills and was also entered on the dispatcher's train sheet.

Every message concerning the movement of any livestock always contained the time of loading, IF released, and the time the stock MUST be unloaded for FWR. Every dispatcher and every yardmaster on any road handling livestock when going on duty inquired, first, about any livestock moving. SO - just how in the world did six cars of sheep get out of a FWR station and have to be cut out in the middle of the division? At a point where the only concern for such movements was to stay out of the way when they came through! When I got to the yard office I asked Bob, "Just who is working the chief's job tonight, Acey or Joe D?" "Well," he says, "both - I mean Joe D is the chief and Acey is working the trick." "Just what I figured," says I, "it would take both of them to mess up that bad." I got them both on the phone and vented by displeasure and listened to their lame excuses. Seems the stock was NOT released and everyone down the line figured it WAS and all messages stated that it WAS and not until the conductor started working on his wheel report after leaving Texarkana did the awful truth become apparent.

I realized pretty quickly I was wasting my time with these two clowns and hid myself out to the pens, located on the west leg of the wye, across Caney Creek. Hugh and most of his section forces had arrived and we surveyed the scene. The pens had not been used for years and were full of weeds that grew up on the top rail. What I always called "Jimpson" weeds. Red had the first car spotted and the section men got the ramps in position and the doors open when Skip White, section foreman, came running up and informed us that the water was cut off! He wanted to get the troughs filled first in the hopes the smell would entice the sheep out of the cars. "Well," says I, "turn in on." "Can't - all the hydrants have been removed." Hugh then piped up. "Mike - you remember the water for these pens was piped from the old wooden water tank over by the roundhouse. The water was cut off last year when we quit using steam engines and they tore that tank down. That's when they issued a general order taking the pens out of service." "Yeah," I interjected, "and the water service were down a couple of months ago taking all of the piping out of the coal chute and that's when they took the hydrants. I remember now the water service foreman saying he needed them for an AFE somewhere." This was just great. We could supply the FEED, of sorts, and I suppose the REST but we had to come up with some WATER somehow. Our local feed merchant showed up about then with a pick-up loaded with bales of alfalfa hay and we got busy. We had to get those woolies on the ground.

You know, of course, a sheep will not leave a stock car voluntarily! You just cannot drive them out. Skip finally picked up the meanest looking old ram and bodily carried him out and took him to the far side of the pens. He bleated and squalled and presto - the rest of them followed. Using this method we quickly unloaded the six cars and was I even thankful they were single deck cars... Do you know that sheep will not eat alfalfa hay? At least they wouldn't. To the best of my knowledge, they didn't touch a whisp of it! They got their feed though - they ate those jimpson weeds right down to the ground and later, after we had reloaded them, the inside of those pens looked like a parking lot. Well, they had their feed and a little rest but still no water. Vance Driskill, general mechanical foreman, had showed up with a couple of car knockers to give the equipment the once over and Hugh, Vance, Skip and I conclave to ponder the situation. I suggested we call the fire department. Hugh allowed as how he doubted they would come out. They were strictly volunteers and would fight fires but not water sheep. By then it had become fully daylight and we sat on the top rail of the pens, picking our brains, when Vance hollered, pointing eastward, "Say, we just filled up that bridge gang water car early last evening - what's wrong with it?" Over in the south end of the branch-siding yard was a bridge gang lined up to go to Arkadelphia on the local later in the morning - first out was a fine 8,000 gallon water car. "Vance - get some hoses." "Red - shove those stock cars in the clear and go over and latch on to that tank car and bring it over." Our water problems were solved. We filled up the troughs and fulfilled the third requirement for the successful transport of livestock. Vance and his forces re-fill the tank and I doubt if the bridge gang ever missed it. Most of them had driven their cars to Arkadelphia and there were only three or four men riding with the outfit. With the inner satisfaction of a job well done we all went in to breakfast.

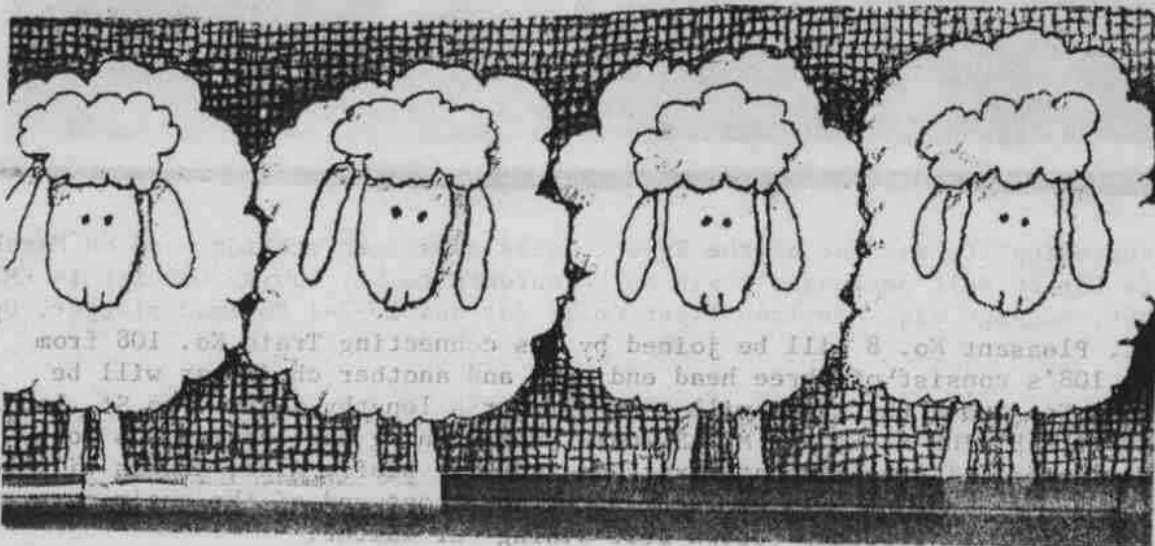
When I came out from eating I curved by the office - a little yellow wooden shanty on the depot grounds on the north side of the main line. I called Joe Serrett, day chief, and asked him if he was aware of the expert work of his minions. I gathered from our conversation that HE thought it was kinda funny! I asked him what he wanted the sheep loaded for and he said he would instruct the Meat Train, Number 72, to pick them up. I told him I would line them up on the New Yard lead and Number 72 could make their own pick up. I was way behind with our switching by then and couldn't take any more yard engine time than absolutely necessary. The rip still had to be switched and we hadn't even started on the locals. "Joe," says I, "reckon the super would like to give me a little pat on the back?" "Mike", he says, "you better get them woolies loaded. the Meat Train is called at Texarkana now and if you delay it he will surely want to talk to you alright and so will old man Johnson (general manager)!"

You know, of course, those perverse, stinking, greasy critters wouldn't go back into those cars either.... Skip had to re-load them the same way he unloaded them - and again was I ever thankful they were single deck cars! And - so ended out stock rush at Gurdon. It lasted somewhat less than ten hours. I suggested to Hugh we burn the blamed pens down right then. He had a bull dozer working there and I figured we could push them down in a big pile and torch it - I would show them.... Hugh calmed me down on that and mentioned that they had been trying to sell them and he thought we should call Tom Manion, division engineer. Well, we called Tom and he told us the pens had been sold to a nearby farmer. The farmer had just 30 days to clear the pens off the property - had this incident happened a couple of weeks later there would really have been hell to pay and the Mo Pac would probably have been slapped with a healthy fine by the U. S. Department of Agriculture and the Interstate Commerce Commission. I seriously doubt today if I could show you the spot where the pens stood.

About six weeks later I was promoted and sent to Texas on the old International and Great Northern as trainmaster between Fort Worth and Houston with headquarters at Mart, near Waco. Now let me tell you - down there we really had some stock rushes!

Mary had a little lamb - it's fleece was white as snow.
And - everywhere that Mary went - the lamb was sure to go....

XXX



☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, November 13 at 2pm at the usual place, Union Station, Markham and Victory Street, Little Rock. The annual election of officers will be held (they will be installed at the Christmas Party).

NOMINEES FOR 1984 are: PRESIDENT - Randy Tardy VICE-PRESIDENT - Fred Fillers
SECRETARY - Ross Holt TREASURER - Dick Byrd NRHS DIRECTOR - Jim Bennett

ALSO, Bill Bailey will present a few slides for a short show. Bill Merck, our current president, will give details on our Christmas Party in December and these will be printed in the next newsletter. BY THE WAY, the next ARKANSAS RAILROADER will be mailed out the week of November 21st, so if you have any contributions, please let us have them at the earliest possible time

You will notice that this issue contains articles by Bill Merck, Bill Bailey, Gene Hull, Mike Adams, Sam Ryker and Jim Bennett as well as co-editor John Martin (who get all the news plus other stories) and myself. MUCH THANKS to all. This is what makes this newsletter so much fun to read. Keep it up!

ALSO, thanks to the Gaines for donating some paper and to the many of you who continue to send stamped envelopes.

HELENA UPDATE - Naomi Hull reports total sales at Helena at \$202.40 minus \$8.00 to J. Saunders leaving a Club total of \$194.40.



Shown threading its way out of the Tyler, Texas passenger station yard on March 8, 1953, is Cotton Belt passenger train No. 8 enroute to St. Louis. Consist is EMD FP-7 No. 306, baggage car, American Flyer chair car and 10-2-1 Pullman sleeper. Upon reaching Mt. Pleasant No. 8 will be joined by its connecting Train No. 108 from Dallas. No. 108's consist of three head end cars and another chair car will be switched into No. 8 and the train will take off for a lengthy journey to St. Louis. The famous SMILE BY THE MILE OVER MEALS WORTH WHILE dining car service was long gone and meal stops will be made at Texarkana and Pine Bluff. Also, snacks will be available on the train with a snack section set up at one end of the chair cars and the service handled by a former Cotton Belt dining car waiter.

Revenue Pullman sleeper service between St. Louis and Tyler was practically 'nil and the car was occupied primarily by Cotton Belt employees who were shuttling back and forth between St. Louis and Tyler in connection with the removal of the general office from St. Louis to a brand new general office building in Tyler.

(Photo by R. S. Plummer from the collection of Bill Merck).

ALASKA RAILROAD — LISTING OF PASSENGER TRAIN EQUIPMENT — SEPTEMBER 1953

CAR NUMBER	CAR TYPE	CAR HISTORY	DEPARTMENT NO.
A-3	Business Car DEMALI	Ex-SP A-30; Ex-AMHERST GUTHRIE	A-3
P-4	Power Car	Thought to be Ex-Bagg. Car 74 (Ex-Troop Car)	74
P-6	Power Car	Ex-Antrak ESB Unit	---
P-7	Power Car	Ex-Antrak ESB Unit	---
9	Buffet-Bar-Lounge	Ex-Army Hospital Car	9
10	Buffet-Bar-Lounge	Ex-Army Hospital Car	10
P-30	Power Car	Ex-100 ESB Unit	---
87	Passenger-Baggage	Ex-Army Hospital Car	87
89	Passenger-Baggage	Ex-Army Hospital Car	89
100	Baggage	Ex-Union Pacific 6310	6310
101	Baggage	Ex-Union Pacific 6325	6325
200	Chair	Ex-Union Pacific 5104	5104
201	Chair	Ex-Union Pacific 5108	5108
202	Chair	Ex-Union Pacific 5113	5113
203	Chair	Ex-Union Pacific 5120	5120
204	Chair	Ex-Union Pacific 5124	5124
300	Cafe-Lounge	Ex-Union Pacific 5012	5012
400	Diner	Ex-Union Pacific 4806	4806
500	Dome Chair Car	Ex-Union Pacific 7013	7013
4002	Cafe-Lounge	Ex-Union Pacific 4002	4002
4815	Diner	Ex-Union Pacific 4815	4815
4816	Diner	Ex-Santa Fe 1191; Antrak 8036	---
4817	Diner	Ex-Santa Fe 1197; Antrak 8042	---
5004	Cafe-Lounge	Ex-Union Pacific 5004	5004
5013	Cafe-Lounge	Ex-Union Pacific 5013	5013
5014	Cafe-Lounge	Ex-Union Pacific 5014	5014
5100	Chair	Ex-Southern RR 816; Antrak 5278	---
5201	Chair	Ex-Southern RR 817; Antrak 5279	---
5202	Chair	Ex-Southern RR 819; Antrak 5270	---
5203	Chair	Ex-Southern RR 820; Antrak 5281	---
5204	Chair	Ex-Southern RR 821; Antrak 5282	---
5205	Chair	Ex-Southern RR 822; Antrak 5283	---
5206	Chair	Ex-Southern RR 823; Antrak 5289	---
5220	Chair	Ex-Gofo 665; Prof McFERRISON; Antrak 5485	---
5103	Chair	Ex-Union Pacific 5103	5103
5115	Chair	Ex-Union Pacific 5115	5115
5116	Chair	Ex-Union Pacific 5116	5116
5124	Chair	Ex-Union Pacific 5124	5124
5137	Chair	Ex-Union Pacific 5137	5137
5141	Chair	Ex-Union Pacific 5141	5141
5143	Chair	Ex-Union Pacific 5143	5143
5715	Power Car	Ex-Union Pacific Postal-Storage 5715	5715
6306	Baggage	Ex-Union Pacific 6306	6306
6308	Baggage	Ex-Union Pacific 6308	6308
6331	Baggage	Ex-Union Pacific 6331	6331
6332	Baggage	Ex-Union Pacific 6332	6332
7009	Dome Chair Car	Ex-Union Pacific 7009	7009
7011	Dome Chair Car	Ex-Union Pacific 7011	7011
7066	Dome Chair Car	Ex-Great Northern 1326; Antrak 9466	---
7072	Dome Chair Car	Ex-SP 1332; Antrak 9472	---
7073	Dome Chair Car	Ex-SP 1333; Antrak 9473	---
7074	Dome Chair Car	Ex-SP 1334; Antrak 9474	---