



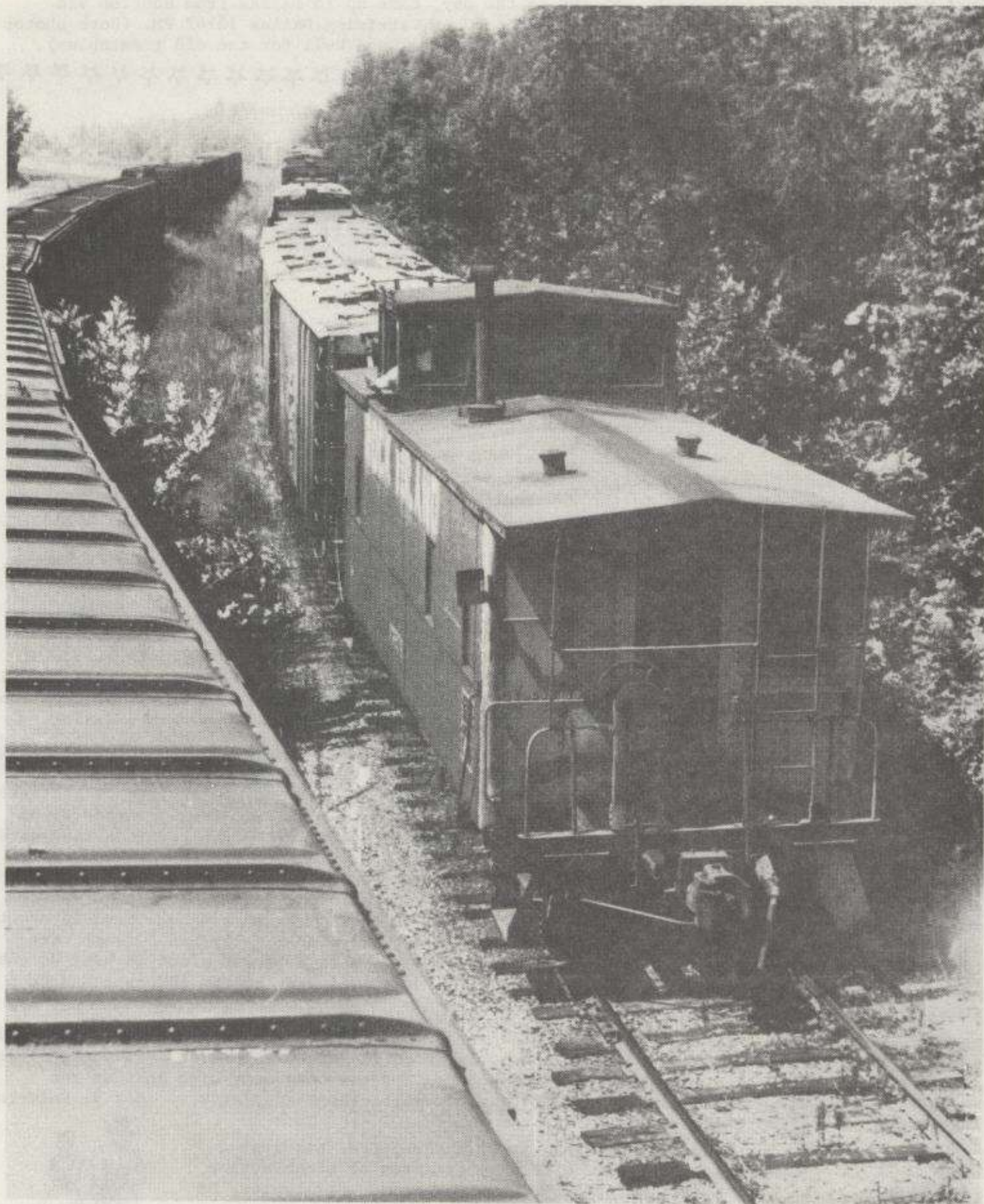
ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

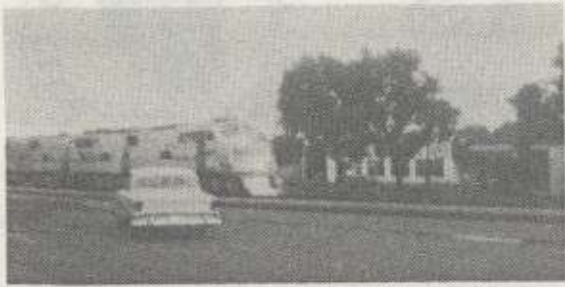
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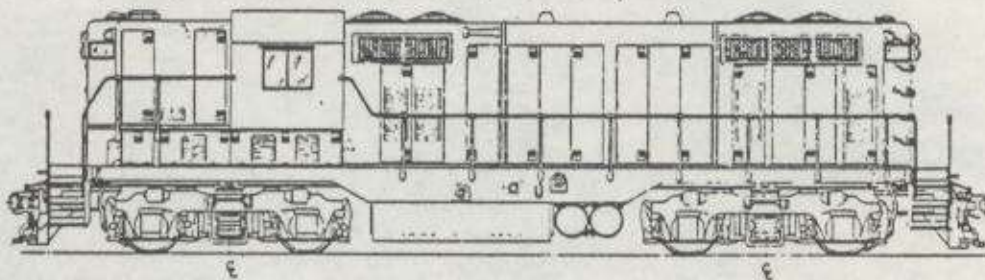


Heading South past Twin-Cen, Arkansas (Big Rock Quarry) , Train #871 winds south to work Berger, Brittain, Bauxite, Benton, Butterfield and Haskell. This Rock Island photo is by John Martin.

PASSENGER TRAIN OF THE MONTH



The "TEXAS ZEPHYR" arrives in Childress, Texas in the summer of 1964. Your editor rode it from Dallas the day before (left Dallas at 1:30 PM, arrived Childress 6:54 PM via the Fort Worth and Denver City Rwy). Earlier in the day, came up to Dallas from Houston via the "SAM HOUSTON ZEPHYR", leaving Houston at 8:30 AM, arriving Dallas 12:47 PM. (Both photos dusted off from Ken Ziegenbein, with special thanks to Gene Hull for the old timetables).



GENERAL NEWS

ARKADELPHIA STOP FOR "EAGLE" PERMANENT - Monday, October 26 was the first stop of Amtrak's "Eagle" in Arkadelphia, Arkansas. A large crowd was present, including Senator Pryor, who rode it from Little Rock, as well as Congressman Anthony and the wife of Governor Clinton. The "Eagle" still plans to go daily during the Christmas holidays. New times at Arkadelphia are arrivals Su-Tu-Fr at 11:18PM northbound and Mo-We-Sa at 7:51AM southbound.

HEAD OF UP TO SPEAK - John C. Kenefick, Chairman of the Board and Chief Executive Officer of the Union Pacific System will speak at the 98th meeting of the Little Rock Chamber of Commerce, December 4th at noon in the Governor's Exhibit Hall at the State House Convention Center. Mr. McCartney of Omaha, a native of Newport, Arkansas, will also be there. He is Director of Public Relations of the U.P. System. Cost for the event is \$20 for Chamber members and \$25 for non-members. You may order tickets from Little Rock Chamber of Commerce, 1 Spring St, Little Rock, AR 72201 or call 501-374-4871.

CHOCTAW ROCKET AVAILABLE IN HO - Cars of the "Choctaw Rocket", mentioned in the October ARKANSAS RAILROADER, are available now, but through Limited Edition Kits, currently. The Limited Edition has cars: Kit No. 7437, Diner-lounge-obs Little Rock and Memphis at \$20 per kit, Kit No. 7436 Divided Chair Cars Amarillo and Oklahoma City at \$17.50 per kit and Kit No. 4095 Pullman Cars Seminole and Wewoka at \$17.50 per kit. These prices are available from Martin Hobby Supply, 1412 South Taylor in Little Rock, AR or see you local hobby dealer.

LITTLE ROCK & WESTERN NEWS - LR&W is currently constructing an engine shop building behind the depot at Perry. A locomotive inspection pit was previously installed on the former 'house' track there, and the new building will provide a location to do routine maintenance and make periodic inspections. - Also, LR&W has located a new industry on-line. The W.R.Grace Co of Cambridge, Mass is leasing 200 feet of track at Maumelle siding. The firm receives tank cars of cement additives at that location, and pumps the material into trucks for delivery to cement companies in the area. -- In June 1984 the LR&W received 21 cars formerly assigned to the Helena Southwestern Railroad at Helena. These cars are bright red-orange with a yellow stripe midway up the car side. The HSW lettering and reporting marks have been removed and the cars are now lettered LRWN 1151-1171. The Helena Southwestern originally had 50 such cars (#1001-1050) leased for lumber shipments from the Chicago Mill & Lumber plant in West Helena. A large fire several years ago virtually closed the mill, and many of the HSW cars had been in storage since that time. (Thank to Bill Pollard).

READER RAILROAD TRIP GREAT - Your editor's recent trip to ride the Reader Railroad with good friends on November 3 was great. They ran two trains on the night excursion this year, saving a lot of time. The apples and cheese were great, too. It was sold out, with another run now expected on November 10 for the overflow crowd. Write the Reader at P.O. Box 9, Malvern, Arkansas 72104 for more details.

CALENDAR FOR SALE - The Central Oklahoma Railfan Club, Ltd. has its 1985 railroad calendar ready complete with many pictures of steam action in this area. Send \$4 + \$1 p&h to L. Gibbs, 623 McFarland, Stillwater, OK

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club, editor is Ken Ziegenbein, 905 Valerie Dr. North Little Rock, AR 72118. Dues (also to receive the newsletter) are \$10/year in Arkansas and \$7.50/year out of state. WHY NOT PAY YOUR 1985 DUES NOW! AVOID THE LAST MINUTE RUSH! It'd be a Christmas present to the club.



Thanksgiving Day

JUST NOT A GOOD DAY!

By John M. Martin

Back on December 2, 1966, one of those situations occurred that confirms our belief in the Domino effect... one thing leads to another and another and sometimes another!

MoPac Train #67/63 consolidated connection had been called at North Little Rock for 11:45 p.m. with a string of F-units, namely 831-A, 878-B, 398-A, 919-A, split by a geep. The train consisted of 90 loads, 50 empties totalling 4782 actual, 8422 gross and 9832 adjusted tons. The train was made up of 7 loads of sand & ore, 6 empties then 13 more loads of Ore, 6 empties, 8 loads of ballast, 13 empties, then 28 loads including 21 loads of ballast & stone, 7 empties, then 36 loads then 18 empties, 3 load and finally 4 empties.

The train was by Union Depot at 1:45 a.m. and going up Iron Mountain Hill lost lead unit 831 with low oil pressure. Braking the train at Malvern for an inspection, the engineer stated that the train did not handle as it should have so he stopped the train before releasing the brakes, which was the first time the brakes had been used. Departing Malvern engine 398 began kicking the ground relay so it was taken off line. Now the first and third units were off line and the second and fourth units, rated at 1500 hp each, were working leaving Malvern. As the train passed the approach signal for RR Jct, displaying the approach aspect he figured that he was going to be held at RR Jct for other trains and knowing that he was over the rating for two 1500 hp engines he planned to stop back short of RR Jct which would enable him to make a run at the hill starting at MP 421 Pole 20. At this time his speed was 33 mph and not having the power or speed to properly brake his train he began to bunch his slack with the independent brake valve on the locomotive. When he felt the slack bunched in against him he made an 8 to 10 lb brake pipe reduction, applying the train brakes. The exhaust ceased at the automatic brake valve, with the valve in maintaining position when an emergency application occurred. The train stopped at MP 421 Pole 10 at 4:50 a.m.. A red signal ahead at RR Jct was due to the Gurdon switch engine on track and time on the West main track. Trains #4, #130 and #2/66 occupied the East Main track at RR Jct.

Brakemen dropped off and began to walk the train, finding a broken knuckle on an empty covered hopper 27 cars behind the engine. The knuckle was dropped off the engine and train pulled ahead, picked up knuckle, shoved back, replaced the knuckle and made a joint. During this time the engineer began having radio trouble in communicating with the caboose. Finally with the aid of the crew on train #130 relaying the radio conversation, he began to understand that air was coming up on the caboose. He waited 10 minutes to give the brakes time to release then he attempted to start the train. Just beginning to move the brakes made an emergency application.

Walking the train again found broken knuckles at the 45th and 61st car. Having no more spare knuckles on either the locomotives or the caboose a search was made to find a spare E-50 knuckle on either #4, #130 or #2/66. Finally finding one on the cab of #130 and the engines of #2/66, #67/63 pulled ahead to pick them up and shoved back to their train, replaced the knuckles and coupled up. When joint was made and waiting for brakes to release, it was discovered that a drawbar failure had occurred on the North end of the 61st car!

The decision was made to run to Gurdon with the bad order car and back it in the set out track just North of town between the main tracks. This was accomplished and was in the clear at 9:15 a.m.. Train #61, which had been sitting behind the crippled #67/63, coupled to the rear of the train and shoved the rear end to Gurdon through the crossover and cut the rear of the train off on the East Main Track. Then No. 61 backed up and departed with only a 2 hour and 40 min delay. This opened the West track for the passage of trains. It was decided that after #61 cleared Boughton and #64 could get to Gurdon to give #67/63 unit 856-A off #64 to help with the tonnage. When #64 arrived at Gurdon, while the hostlers were making the swap both crews decided to go eat since they had been on duty over 8 hours. No. 64 was delayed at Gurdon 1 hour and 5 minutes to eat, set out engine and meet #63/67. After #64 was gone it was necessary for #67/63 to get track and time, pull out of the set out track, go through the old pass at the south end of Gurdon, back to the east main and then back to the rear end of the train that #61 had shoved to town.

While the crews were eating, Trainmaster R. L. Brewer had found yet another broken knuckle on a load of ballast 62 cars from the head end. After getting the train back together, getting brake test, letting #63 by, ill-fated No. 67/63 departed Gurdon with a delay of 3 hours and 30 minutes. Just Not a Good Day!!!!

"BUMPING POST et al"

FROM: "My Love Affair With The Blue and Gold", BY: William Church, retired MOPAC Conductor

There were two breeds of passenger conductors that piloted trains into the cavernous train shed of St. Louis Union Station, the young and foolish and the mature and wise.

Usually all passenger conductors were once in the first group, but bumping posts et al usually shifted them from that group to the latter.

St. Louis Union Station, constructed in the 1890's, was a back-in station, with three throats and forty-three tracks. Each track at the station end had a steel and concrete post to stop a train in case it's conductor could not stop the train after backing it in.

For years the 100 scheduled arrivals from the Major Trunk Line Railroads all backed into the station using one of these three throats, signals being controlled from a signal tower in the wye between the first and second throat. The only exception being the "Pacific Plug", the Missouri Pacific commuter train from Pacific, Missouri, which to save time, headed into the station.

While the bumping posts were singular, the et al were legion, ranging from hidden signals to close encounters with trains of baggage wagons that were pulled by tractors, their drivers often darting across tracks in front of incoming trains, not to mention mis-aligned switches that sometimes put an in-bound train on top of an out-bound.

But bumping post et al were the spice that made the life of a passenger conductor running into Union Station a delicacy or a delirium in those halcyon days of the 1940s and 50s.

The engineer always had his moments of glory by dashing into and out of local stations along the line, but the arrival at Union Station was the conductors show from the Alpha to the Omega.

Usually after departing Broadway the conductor would make his way through the train to the rear coach, so as to be in a position to pilot his charge into the station after the train had passed 14th street, where the signal was located that governed the movements of trains from the west and south into the station. The conductor from a position in the rear car would stop his train by the use of a tail hose that was connected to the rear air hose, after the rear car had passed the 14th Street signal.

Standard procedures were for the conductor to stop the train using the tail hose, and after receiving a yellow signal, the conductor would signal the engineer by three pulls on the communicating whistle cord to make a reverse move.

In response to the conductor's signal, the engineer would put his locomotive in reverse motion and shove the train up to a speed of about 25 MPH, which was enough speed to allow the conductor to make a running brake test.

After a running brake test was made, the engineer worked enough power to maintain the speed that the conductor desired who would make additional reductions of speed as necessary by the use of the tail-hose.

When the rear car of the train was about 200 feet from the bumping post, the conductor, by one long pull on the communication signal, would signal the engineer to shut off power and let the train roll free. After giving that signal the conductor would make the necessary reduction of the train line pressure, setting up the train brakes as hard as necessary to enable him to stop the train short of the post.

The arrival of any train in Union Station was a public event. The Information Center, located in the middle of the block long concourse, and in front of the telegraph office, would announce departures and arrivals from the board that was marked by the telegraphers.

The majority of early arrivals were in the morning hours between 7:00 and 10:00 AM, thus making Union Station a bee hive of activity, each window facing the track on which a train was to arrive filled with people, thus putting the conductor into the limelight as he made the final approach. The conductor usually made a smooth stop of his charge just a few feet short of the steel and concrete bumping post, spotting for steam, as the car inspectors usually would ask the conductor to do.

But not all trains stop short of those barriers, some like the C&A's "Ann Rutledge", arriving from Chicago, who lost both signal and train line while backing into the station. When such operating failures occur on an incoming train, the TRRA Book of Rules instructs the conductor to make the necessary arrangements for his crew to use hand signals to bring the train into the station.

Alas, sometimes the instructions are never carried out or maybe they are misunderstood by those who are to execute them.

As required, the Alton conductor sent a trainman to the engine to inform the engineer that he would be governed by hand signals to complete the move into the station account they had lost both signal and train line on the rear coaches. But somehow the engineer misunderstood the message. It came out to him they would use hand signals to back up and he did not understand that he was to stop the train himself when given the hand signal to stop.

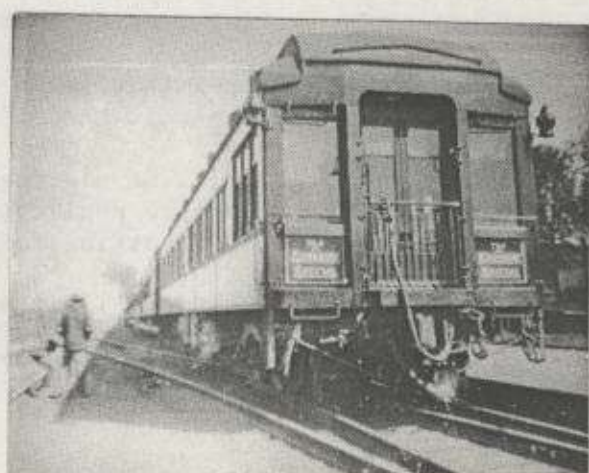
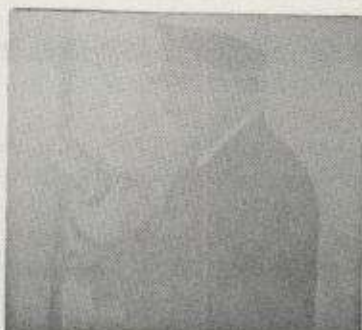
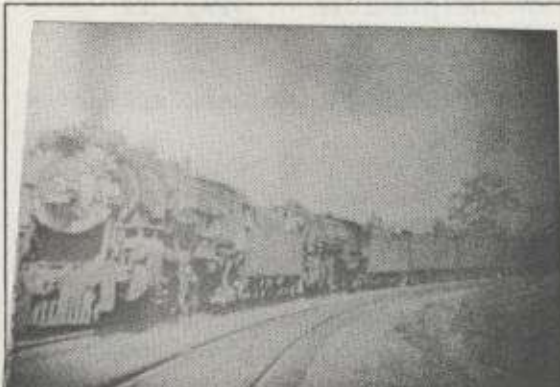
The result, the engineer kept shoving into the station, awaiting for the conductor to stop the train. The rear coach struck the bumping post as an estimated speed of ten miles per hour, putting the rear two coaches in the concourse and derailing several back in the train before the train was stopped by the emergency application of the brakes from the parted air hoses on the derailed cars.

As with human nature, all of these trials and tribulations are often forgotten by the young and foolish until they, the young and foolish, like the Alton conductor, shakes hands with a bumping post, become the mature and wise.

For me, after a few years of close calls with baggage wagons, backing into tracks filled with equipment, and one time meeting an out-bound train while backing in, the et al's made my life interesting. But bumping posts usually as the rule were just close encounters that happened to others.

But the rule of thumb is, "that if you go to the well often enough, some day you will drop the bucket". Well, that came true that fine summer morning, when in charge of the First Section of No. 32, the "Sunshine Special". And the bumping post on Track 27 nearly became my Waterloo.

Because of a heavy consist of extra Pullman sleepers that morning, our consist was made up of the R.P.O. car, the Lake Charles-St Louis Express, and the Texarkana-St Louis Baggage, the usual day coaches and the Lake Charles, Hot Springs, El Dorado, Shreveport and several military sleepers from San Antonio, plus the usual Poplar Bluff-St Louis Dining Car and for this one trip only, the Private Car of Mr. P. J. Neff, the MoPac's President, bringing up the rear. Our train of 16 cars was all our 5300 class 4-8-2 could handle and make time, so as an additional insurance that we would not lose time over the Mountains, the "Shine" would receive a helper from Piedmont to Bismarck.



The photo at left was made in 1941 at Tip-Top, MO on the DeSoto Sub., Mo. Division of MoPac. No. 26 being helped over Hogan Territory between Piedmont, MO and Bismarck, MO. Photo by W.T. Church was unpublished till now. Middle photo is of Conductor Church. Right Photo is of MoPac Train #2, the "Sunshine Special" departing Bismarck, MO ca. 1930. This is a Missouri Pacific photo from the Mike Adams collection.

As I remember, nothing out of the ordinary happened prior to backing into the station. I received the usual greetings of respect from Mr. Neff and his guest as I went from the sitting room of the Private Car to the open air observation platform so as to be in position to take the train into the station.

Although sometimes, with a pre-arranged plan with the engineer, a conductor often would fore-go the duty of stopping the train by using the tail hose and allow the engineer to stop the train at a pre-determined location, known by him by long years of experience. But this morning no pre-arrangements had been made with the engineer and so it was a foregoing conclusion that the conductor would comply with the TRRA's rules and stop the train himself at 14th street.

After the rear coach passed the 14th street signal I opened the tail hose, setting brakes on the train and brought it to a stop several coach lengths east of the governing signal.

Almost immediately the signal went from red to yellow and all signals from there to the station's east throat were lined for our movement into the station.

In response to my signal, the engineer put our huge 4-8-2 in reverse motion and gave our heavy consist a hefty shove, reaching a speed of about 25 MPH before I started my running brake test, which reduced speed down to about 10 MPH, a speed he would hold as we backed through the maze of switch points, crossovers into the east throat of the train shed.

Like the daring young man on the flying trapeze, I had my act all together, exchanging salutes with the TRRA cut off men who gave me the signal to "spot for steam". Additional salutes and beeps from the air whistle on the tail hose to out bound hoppers and mail and express employees on the station platforms. This was my show, and I was living up every minute of it.

At the usual spot I gave the engineer one long pull of the communication signal as a notice for him to shut off power and that I was going to make my reduction of air and stop in the station.

From this point on, the bottom dropped out of a beautiful day, and not unlike the Alton conductor, I passed over that magical line between youth and maturity.

About 200 feet from the bumping post with the speed reduced to about 10 MPH, I made my first reduction of air. But much to my surprise, instead of the rushing of air from the train line, nothing came out. I immediately moved the brake handle from the quarter turn to a half turn. Still no blow from the air line. As a last resort I gave it the emergency position. Still no blowing of air and no brakes were being set up on the train.

I was going the spot the train in the middle of the concourse, and maybe in Fred Harvey's Dining Room.

Fools rush in where Angels fear to tread. I gave my situation a hasty appraisal and decided I did not want to be an Angel just then, and I would be a fool to stay on an open observation platform and ride into the depot, so I decided to join the bird gang.

With a sick feeling in the pit of my stomach, I watched my fan club in the station scatter to the four winds as they saw the star of the show walking on the platform of Track 27 and his train rushing towards them out of control.

That guardian Angel that takes care of the young and the foolish must have been asleep at the switch and awoke in the nick of time to come to my rescue.

I had no sooner hit the platform and one-half of the Private Car passed me when the air brakes made an emergency application and the train made a smooth professional stop short of the bumping post, "Spotting for Steam".

"Yes," bumping post et al, were all in the days work for a passenger conductor in those halcyon days of passenger trains, but if I could, I would not change one second of those memories of that beautiful love affair with the blue and gold.

- END -

Found the following in a fortune cookie recently, which sort of goes with above story (Ed.):

Man can cure disease but
not fate.

☆☆☆ PROGRAM ☆☆☆

MIKE ADAMS will give the next program of the Arkansas Railroad Club. He will have a slide show about the history of the Missouri Pacific White River Division, which extends some 250 miles from Diaz, Arkansas to Carthage, Missouri. This route includes scenic bluffs of the White River and has some of the best scenery on the entire Missouri Pacific system.

The program will begin at 2 PM, Sunday, November 11 at the usual place, the Twin City Bank (TCB) Building on Main Street in North Little Rock (just across the river from Little Rock). Go up to the 3rd floor, in the Community Room.

CHRISTMAS PARTY



Remember the Club's Annual Christmas Party, to be held this year on Friday, December 7 at the Coachman's Inn in Little Rock. Cost will be \$9 per person, which includes an excellent meal. As many of you as possible should make reservations and payments at the November 11 meeting!

