



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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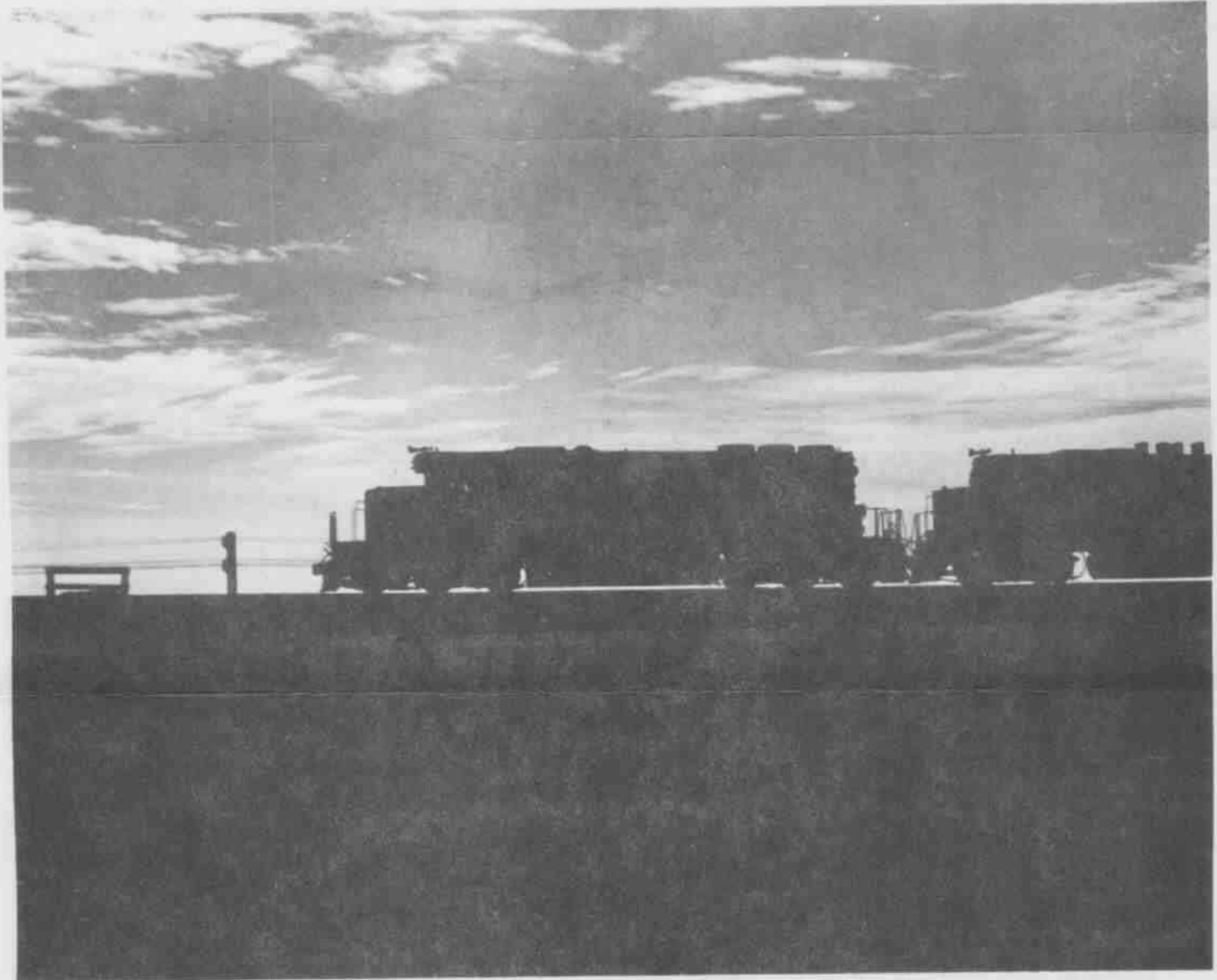


A SOUTHBOUND COTTON BELT manifest passes the last signal out of Pine Bluff Yards and onto the Main Line to Texarkana. The heavy power consists of G.E. U33C #8733 a sister U33C, and an EMD SD-45, a total of 10,200 horsepower, leading loads towards the great Southwest. Photo in the Fall of 1981 by John M. Martin

Ken W. Ziegenbein - Editor, 905 West Valerie Drive, North Little Rock, Ark.
John M. Martin - Asst. Editor. (501) 758 - 1340

THE ARKANSAS RAILROAD CLUB is a non-profit organization. This Month, instead of our Regular meeting (the second Sunday of each month at 2:00 p.m. at Union Station) we will have a show and sale in connection with the convention of the MISSOURI PACIFIC HISTORICAL SOCIETY. Details on the Show and Sale are found elsewhere in this issue. We Strongly encourage all to participate and extend a big welcome to the visiting conventioners.

Splitting across the flat delta lands under a spectacular sunset, a Missouri Pacific SD-40/2 leads a northbound freight between Poplar Bluff and Dexter, Missouri on Thanksgiving Day, 1979. Photo by John M. Martin.



Southern Pacific's Official Last Steam Run



Into the last leg of the eastbound portion of its farewell trip over the Sierra Nevada Mountains, GS-6, 4460 pauses at Boca, California on October 18, 1958. A crossing of Donner Pass was now behind the 4-8-4 which was given the honor of powering Southern Pacific's official last steam run. At Sparks the entire train would be turned around and serviced overnight for a return to Oakland the next day where this historic steam train had an appointment with a Boy Scout who would play taps from the pilot as the steam pressure was allowed to die on the system's last active locomotive ending a form of motive power more than one hundred years old.

FROM: THE RAILROAD EVANGELIST
JULY-AUG. 1982

Contributed by: Bill Merck



May we suggest that no photograph could better explain the 30 years of development of the diesel locomotive on the Missouri Pacific Lines, from the 50's thru the 70's, than this line up at the North Little Rock, Ark. Service Track. In the 1950's, utilitarian power of modest horsepower. The Missouri Pacific, coming out of years of receivership purchased the high hood Geep's, with the technology advancing from the carbody type locomotive to exposed walkways of the Road Switcher. Then, in the 1960's, the second generation - low hood era. Offering more visibility and a turbocharged engine. Then the 'State of the Art 1970's'; the Dash-Two era with high horsepower and solid state electronics. The paint schemes progressed also. From the simple Buzzsaw, to the Screaming Eagle on the long hood, to the melting of both to form a new cab emblem. Notice also how the 'whiskers' are also swollen! Even the sounds have progressed from the growl of the 50's, to the high pitched turbocharged sounds of the 60's, to the low, muffled whine of the 70's. Three locomotives from three eras. Makes one wonder if the 3232 will be around in the ninties to form a similar comparison. Photo in the Summer of 1978 by John M. Martin.



PROGRAM



★ There will be NO REGULAR MEETING in October, Instead, the Arkansas Railroad Club will sponsor a show for the Missouri Pacific Historical Society at the North Little Rock Holiday Inn October 23 from 9am to 4pm. There will be no outside dealers but anyone from our Club can bring railroad items to show or sell. Try to have mostly MOPAC items.

Let Bill Baily know if you want a table as soon as possible. Cost: FREE. The Club will pay for the room.

That same Saturday (October 23), the Model Railroad Club will also have a 2 hour operation for the MOPAC Historical Society from 2 to 4pm.

Looking ahead - The November program will be Narrow Gauge all the way with Gene Hull showing some slides of the Silverton and Toltec Narrow Gauge Railroads in Colorado and New Mexico as well as yours truly showing sound color movies of the Silverton operations of last winter in the snow.

Looking farther down the line - our annual Christmas party will be held Thursday night, December 9 at 6pm at the North Hills Country Club on JFK in North Little Rock. The Model Club is again invited. This will be an open buffet where you can get what you want.

Our Club also will have a show at Stephens, Arkansas on December 4.

Bill Baily also tells me that our big National Show and Sale will be held in March 1983 with advertising to begin in November. There will be around 80 tables available for this show.

All in all, the ARKANSAS RAILROAD CLUB will be very active this year. Come join us!

WANT TO JOIN? Here's how:

Dues are \$10 a year in state, \$7.50 out of state. Send your dues and request for membership to the Club Secretary, George Holt, P.O. Box 1692, Pine Bluff, AR 71613. You will receive a membership card in return, along with a years subscription to the ARKANSAS RAILROADER. (You can also send your dues to the editor, I'll make sure it gets to the right place). Make checks payable to ARKANSAS RAILROAD CLUB.

★ ANOTHER DONOR OF ENVELOPES!!! Danny Henderson makes the 19th person to send me stamped envelopes. Many thanks. This saves the Club over \$80 in postage fees a year and adds years to my life! ALSO THANKS to R.E. Files for giving envelopes.

One more thanks is due. I want to thank Dick Byrd for allowing the Club to use the offset printer at his business, Enmar. If it weren't for this, the newsletter could not be nearly as long.

★ NEW OFFICERS ELECTED - The officers for the 1983 year are as follows:

PRESIDENT - Bill Merck	VICE-PRESIDENT - Randy Tardy
SECRETARY - Ross Holt	TREASURER - Dick Byrd
NRHS NATIONAL CHAIRMAN - Walter Walker	

★ WANTED - Consist of KCS's FLYING CROW passenger train. If you know it, please contact Bill Baily (224-6828).

★ Also, James R. Fair is preparing an article on the Little Rock/North Little Rock streetcar system and needs an important date: when the old carbarn at White City burned. The year was probably 1930, possibly 1931. A number of the old open cars were stored in the barn and were destroyed. If someone knows the date, it will save the labor of going through newspapers, day by day. Contact Jim Fair at 2804 Northwood Road, Austin, Texas 78703. He will reciprocate with an early version of the article.

(This barn, according to Mr. Fair, was a large and impressive wooden structure, neatly painted and with several rusty tracks disappearing underneath the barn doors. He suspects that the trackage drawings, etc., are available somewhere in Little Rock).

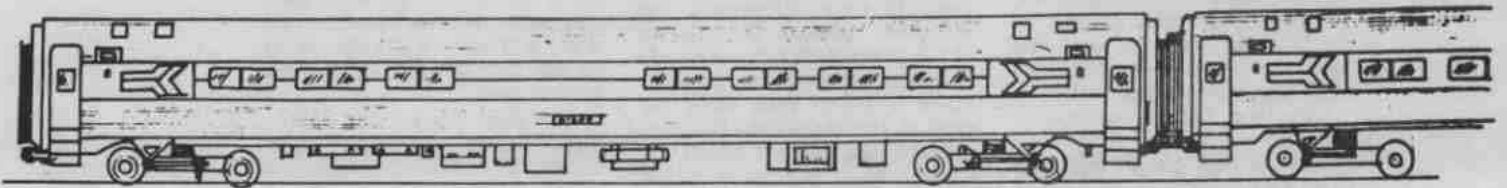
★ Regarding Kansas City Southern's purchase of several rail passenger cars recently, Bill Pollard sends the following information:

He saw these cars in Kansas City recently: KCS #19 (ex Auto-Train #809, ex UP dome diner), KCS #21 (ex Auto-Train #701, ex UP dome coach), KCS #22 (ex Auto-Train #709, ex UP dome coach), KCS #23 (ex Amtrak Regal Dome (not a dome car), ex ATSF-- the name on this one may be inaccurate since the Passenger Car Annual shows Regal Dome wrecked in 1979), and he saw KCS #24 (ex Amtrak Regal Isle, ex ATSF).

According to personnel at the car repair shop in Kansas City, the dome diner will be restored and one of the 2 dome coaches will also be restored. The other car will provide parts. There are apparently a total of 4 Regal sleepers, and one of them will be used for parts. It has been assumed that these cars would be repainted into the standard KCS passenger scheme, although some rumors now indicate paint will be the Deramus-white scheme.

The above cars have been renumbered as shown above, but have not been repainted from their previous scheme.

★ While on the subject of old cars, the newsletter for Central Oklahoma Railfan Club (THE DISPATCHER) reported that faded Rock Island cabooses are mounted alongside civic buildings in El Reno and Hessessey, Oklahoma. It also said that the former El Reno yard contained maroon and yellow RI switcher 830. The pitifully desecrated unit was covered with white spray paint graffiti from El Reno high school students. Also found were 2 faded black NCTR GP-7's (1508 and 1506) in their original NYC paint scheme.



AMTRAK NEWS

★ BLE STRIKE THE NATIONS RAILROADS - Early Sunday morning, September 19, engineers walked off their jobs across the country, halting all Amtrak trains west of Chicago and south of Chicago. The EAGLE was stopped

at Del Rio Texas with passengers given alternate modes of transportation. The Amtrak office at Little Rock was closed. At presstime, rumors had it that the strike would be over by September 22 or 23 due to Congressional action. Hopefully it will.

Otherwise, the House approved the full \$788 million requested by Amtrak back in August with the Senate yet to vote. A somewhat smaller amount will result. However, apparently no routes are threatened.

★ The National Association of Railroad Passengers (according to "Rail Travel News") has verified that Amtrak President Claytor is "extremely concerned" about the statutory food service requirement and its impact on dining car service, and reportedly he is working on the problem.

★ Also from "Rail Travel News": Transportation Secretary Drew Lewis recently completed a trip from Chicago to Seattle on the EMPIRE BUILDER and enjoyed it very much.

★ Two slumbercoaches to be purchased by Amtrak are 16-10 cars once belonging to the MOPAC. They were used on the Golden Spike Centennial train in 1969. Their numbers will be Amtrak 2057 and 2058.

★ John Kemple sent in the following from RAILWAY AGE: 100 years ago -- Jay Gould calculated that he should need about 70,000 tons of iron and steel rails during the ensuing 12 months. He accordingly purchased the quantity. A month or so ago, prices having begun to go down, Mr. Gould suddenly threw 40,000 tons of his recent purchases on the market, losing an average of \$1.50 on each ton sold. Immediately there was the biggest sort of tumble in prices and Mr. Gould was able to buy back his 40,000 tons at from \$3 to \$4 less per ton than he had paid last Fall, a net profit of about \$3 per ton through his late sales.

RECOLLECTIONS

By

Robert G. Winn



BUILDING THE RAILROAD BETWEEN WEST FORK AND WINSLOW

The accomplishment of building the railroad through the Ozark Mountains with the very limited equipment available must be regarded as a stupendous achievement. Imagine surveying through these mountains where no roads at all were in existence; rough wagon ruts did enable travel across the mountains, but they followed pretty much the course of the river and across the Boston Mountain Divide - but along the side of the hills and across the hollows or ravines, the surveyors had nothing to guide their way and ease the task of scanning cliffs and crossing the narrow hollows.

The first bridges were constructed of wood - and each bridge of any length had side platforms where barrels of water were kept. This water was necessary to extinguish the fires set by the embers falling beneath the train. Fires along the right-of-way were common. These fires often caught the adjoining grass and brush and burned in the hollows below the bridges almost every season. Embers would fall from the engine and between the ties down to the timbered area below the bridge and spread up the canyons. It was not unusual for people living up the mountains and on top of the ridges to have to fight fires that burned up from the railroad.

Not only was no big equipment available to help the construction, but not even concrete and steel for culverts and bridges. The culverts were constructed of native stone and the precise chiseling and shaping of these huge stones testify to the expert skill of these masons. The smaller culverts were made of flat stones chiselled to fit most accurately together. One of the largest culverts of this type is back of the Anderson-Cafe and bus stop north of Winslow. This culvert is double; this was made necessary because of the great amount of water flowing from the deep hollow to the west. Struts large enough to span the roof or top of the culvert apparently were too large and heavy to get into place, so a center wall of stone was constructed and a culvert built on each side, with the center divider supporting the top. This culvert

is high enough for a man to walk through by stooping. When the first surveyed highway was being built by convict labor in the early 20's a number of convicts made their escape through this culvert.

Two larger culverts were constructed on the principle of the center arch or keystone that held the stones in place. These, also, are marvels of engineering. They were built high not only to carry the water, but to provide access roads

of the railroad. One such culvert is directly west of the Brentlow Cafe between Brentwood and Winslow. Before the building of the present highway, the main road ran close to this culvert, made a sharp turn along the side of the track, and the road through the culvert joined the main road at this point. This old road has now been abandoned and the approach to the culvert appears to be across private property. Nobody now lives in the hollow to the west. The second such culvert is directly back of the building that was formerly the Valley Grove School. This road was traveled frequently. The floor of the culvert is the creek bed and consists almost the full length of one solid flat rock. The approach to this culvert is now so overgrown that reaching it is difficult even on foot. No evidence of a road can now be seen.

The culvert behind the Anderson Cafe was not built when the railroad was first finished. This culvert runs under one of the deepest fills along this span of road. At first this hollow was crossed by a wooden trestle. This was before the tunnel was completed. When the tunnel was dug through the mountain much of the earth and rocks from the tunnel were used to help complete the fill across this hollow.

Most of the material to make the fills to lay the road across these hollows was available from the cuts that were necessary along the side of the mountain. Two of these cuts between Brentwood and Woolsey revealed very interesting fossils indicating that this mountain region lay many millions of years ago at the bottom of a sea. In both these particular cuts, one of which is known as the "Acorn Cut" are found small petrified fossils resembling acorns, thus the name given to the cut by the

★ Since this article was published 10 years ago, some of the references may have become obsolete. However, it still makes interesting reading.

Article contributed by Robert G. Winn of Fayetteville.

(Of course, as most of you know, the FRISCO is now the BURLINGTON NORTHERN).

boys who first collected these fossils. Geologists have determined that these are sea fossils resembling and probably related to the starfish. They are vaguely similar to a starfish with the tentacles folded around the main body. They are dark, almost black in color and quite smooth. Drilling into them is extremely difficult, but take a high gloss when polished. They are about the size of a small acorn. When the cut was first made and the "acorns" discovered they could be found by the handful, but over the years most of those exposed or near the surface have been carried away so that now it is necessary to dig into the side of the cut to find them.

The road was put into operation before the tunnel was finished. In order to cross the steep grade over the mountain, the tracks north of Winslow crossed from the west side of the hollow just south of the present laundry, over to the east side of the hollow. Traces of the

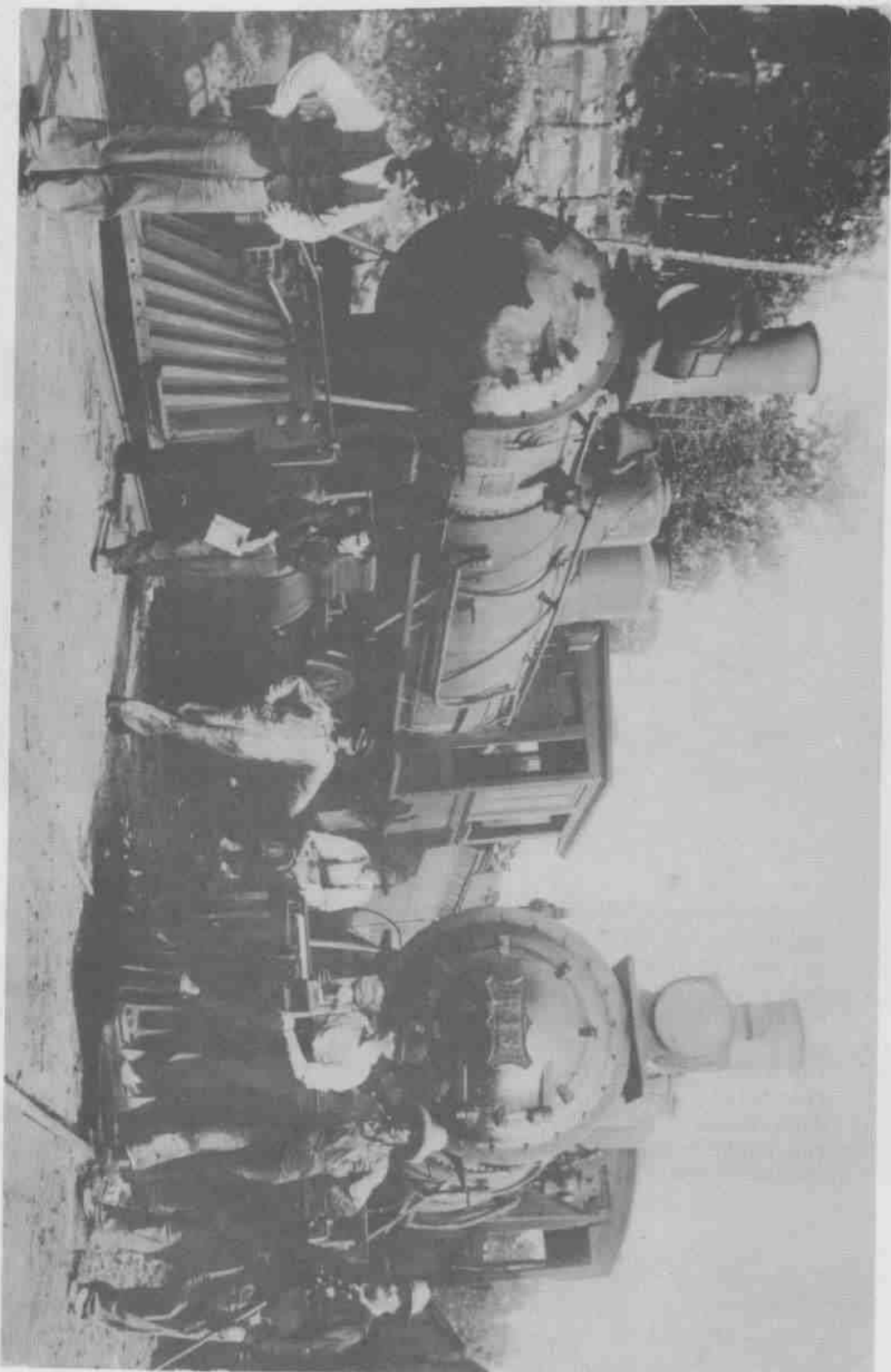
old road bed can still be seen by the careful observer. The level place where Mrs. Buck's house now stands is part of the old road bed. Following the side of the mountain from here the road passed where the Jarnagan house now stands - under Paul Stonesifer's front porch and under the next three houses to the south, (of course no houses were along here at that time) and emerged onto what is now the road between the Community Church and the Methodist Church. From here it veered to the east just north of the road that leads to Highway 71. The house on the corner stands directly over the road bed. Until a few years ago the shallow cut of the road was easily seen running through the corner of the yard second from the corner. This cut has now been filled. From here it angles southeast near the fire station and across the school grounds. Along here was a fill from which material was taken for several years after this road was abandoned and used on the county roads. The Summit which was previously the stage stop became the first railroad station, still using the name Summit. The road then crossed back toward the west following the present road that leads toward the Winslow city dump - and down the hill to connect with the present rail alignment.

The photographs on this and the next page were submitted by Robert Winn of Fayetteville, Arkansas. Mr. Winn has contributed a weekly column to the Washington County Observer (published at West Fort, AR) for the past 10 years. One of his columns is reproduced elsewhere in this newsletter.

The great railroad represented in the pictures is, of course, the FRISCO, which still is alive and well in the area.

Identification of the people in the picture at right L. to R. : Standing apart is James Lee Smith, long time resident of Winslow, Ralph Tapp, telegraph operator. Belta Furlow, fireman, Roy Kelton, J.A. Winn, FRISCO depot agent. Bill Stafford, engineer, Dan Murphy, Winslow City Marshal.

Date of the picture is established as 1908 because that was the year the Winslow Telephone Company was organized, with Mr. Winn as president. He lost no opportunity to "show off" the new phones.



HILL ENGINES - 1908

These hill engines on the tracks (FRISCO) at Winslow, Arkansas, have just completed the run from Chester, 12 miles to the south, where they were attached to a long freight laboring up the steep grade of the Ozarks to the crest of the divide. The engines soon will return to Chester to await the next train going north, when they will again make the run up the steep mountain. (Contributed by Robert G. Winn)



ENGINE EMERGING FROM THE TUNNEL

This unusual picture of Engine No. 1402 emerging from the south end of the tunnel on the FRISCO Line south of Winslow, Washington County, Arkansas was shot by Omer Winn some 50 years ago. Our expert on railroad history, Ben Ross of Fayetteville, says that the smoke is white because the engine is more or less coasting downward. Black plumes soared high into the air when engines climbed the mountain and firemen almost constantly shoveled coal into the firebox to keep up the steam power. The residence at the top of the hill is still occupied - greatly remodeled. The street runs directly over the tunnel paralleling it at this point. When these huge coal-burning engines from the south labored through the tunnel, the earth's vibrations could be felt in all the houses along this road. (Contributed by Robert G. Winn)

MORE THAN YOU'LL EVER WANT TO KNOW ABOUT RAILS

By John M. Martin

We have all, in standing for hours by railroad tracks waiting on trains, noticed the odd garble of markings that are stamped or rolled onto the sides of rails. Now you will be able to decypher these hyroglyphics.

BRANDING

The Brand is rolled onto the web of the rail in raised characters. CF&I Steel Corporation, a major manufacturer of rail uses the following coding:

1360 re CC CF&I 1965 ////

The first characters indicate the weight and section number of the rail. "RE" indicates the rail is AREA standard (American Railroad Engineering Standard). "CC" represents "Controlled Cool", the process by which the rail is tempered during cooling. CF&I stands for the mill where the rail was manufactured. CF&I's mill is in Pueblo, Colo.. Next the Year and sometimes the month that the rail was rolled appears on each rail. The four marks indicate that it was rolled in the 4th Month - April.

STAMPING

Additional information may be stamped in the web of the rial opposite the brand.

CH X 0816 A 12 HiSi

"CH" - when any of the rails of a rolling are to be end hardened (for use in bolted track applications) "CH" is stamped on all rails of the rolling. "X" indicates which basic oxygen furnace produced the steel for this rail. If a number appears then it indicates which Open Hearth Furnace produced the steel. "0816" - This number tells which heat of steel this rail is made from. The first heat from each basic oxygen furnace is given the number 0001, the second 0002 and so on until 9999 is reached, then the cycle is repeated. The numbering is the same for open hearth furnaces but only three digits are used. "A 12" - approximately 20 ingots are teemed from each heat and are numbered in the order they are poured. An ingot will produce 5 or 6 rails depending on the section being rolled. Each rail is identified by a letter. The top rail of the ingot is letterd "A", the next "B" and so on thru F. This is Rail A from ingot 12. HiSi is a patented tupe of rail steel that is the trademark of CF&I rail steel.

Rail is graded in two classes: No.1 Rails - Rail that are absolutely perfect in every respect; and No. 2 Rails- Rails that may have some surface imperfections, or rails that come to the straightening presses at the mill with a sharp kink or which camber more than 6 inches in 39 feet. These are primarily used in yards, sidings, etc..

New rails are color coded. Rail manufactured for bolted track are marked by painting both end faces of the rail. Rail manufactured for welding are marked with paint at or near the center of the rail section.

This will give you a working knowledge of some of the marking used in identifying and classifying rails.

From the March, 1928 ROCK ISLAND MAGAZINE, From the Collection of John M. Martin

A new industry on the Rock Island lines at Little Rock is the Merchants Transfer Company. They are constructing a coal unloading trestle and bins adjacent to the right of way near East 6th Street, and will deal in coal from Kentucky and Oklahoma mines.

The Dixie Golfers on their Third Annual Pilgrimage Chicago to Miami, numbering 60 in three Pullman cars, were handled by the Rock Island for a side trip, Memphis to Hot Springs and return. Traveling Passenger Agent Charles H. Rohrey accompanied the party.

Observation/Sleeping cars have been placed in service on Trains #111 & #112, there by improving service offered by the Memphis-Californian and affording an observation car the entire daylight ride between Memphis and California.

A second Section of #42 was operated for the accomodation of the "Kings Henchmen" company, 100 people, from Mansfield to Little Rock. They were handled the following day on Train #42 from Little Rock to Memphis.

BACK IN THE DAYS

by W.M. "Mike" Adams

FLIGHT OF THE TEXAS LIMITED EXPRESS

"The Texas Limited Express and Fast Mail leaves St. Louis in its daily flight for the Lone Star State over the Iron Mountain Route, at 8:00 p.m.; flashing along the banks of the Mississippi, at the water's edge; saluting the slow-going crafts on the river, the fallen monarch of rapid transit; whirling away among the Ozarks, waking a thousand mountin echoes, and outstripping them in its flight; scaring the timid deer from its covert; plunging into dark forests; emerging again, and darting over the plains with the speed of the wind. Fields and farms appear, dash past, and are left far in the rear; across swamps, by meadows and through hills. The night is passing, daylight breaks, and we are far into the state of Arkansas. Another hour, and the train comes to a stop in the Union Depot, at Little Rock. Here an excellent breakfast is waiting, and ample time is given for refreshments, when, with a fresh engine, we are soon on our way to Texas. We arrive at Texarkana, the gateway to the Great Empire of the Southwest, at 3:00p.m., having traversed the entire distance from St. Louis in nineteen hours."

This flowery prose is lifted ver-batim from the August 1, 1887 public timetable of the St. Louis, Iron Mountain and Southern and describes Trains 5 and 6 which had just been placed in service and which come to be known over the years as the "Cannon Ball". These trains cut three to four hours off existing schedules and were the first "fast" trains in Arkansas. According to the Arkansas Gazette, "back in the gay nineties *** the old "Cannon Ball" was just about the fastest thing on wheels in Arkansas. This train, in its dash over the St Louis,Iron Mountain and Southern railroad from the Missouri metropolis to Texarkana, made the natives sit up and take notice. They were not accustommed to trains that stopped only at county seats and not all of them either, that had such huge locomotives, such brilliant red plush in the coaches and that roared along the rails at such a hair raising clip".

Harry M. Williams was a locomotive engineer on the old Iron Mountain having entered service in 1875. In the March, 1928 issue of the Missouri Pacific Lines magazine, Williams recalled some of the features of the new trains. He remembers the equipment of the "Cannon Ball" as the very best (Pullman Buffet Sleeping Cars and Free Reclining Chair Cars according to the timetable). It had the FIRST (capitals mine) coal burning locomotive on the line. The train of five cars was so long for that day that heavy freight engines were rebuilt for passenger service and hauled it. According to Harry when the snow was deep in the hills north of Poplar Bluff the Iron Mountain had to put two, three or even four locomotives on the head end of the train to surmount Gad's Hill and Tip Top. Williams recalled that dining cars had not yet come into service on the Iron Mountain and Arcadia, Missouri and Walnut Ridge and Little Rock were regular meal stops between St. Louis and Texarkana.

When the famed SUNSHINE SPECIALS were placed in service in 1915, Trains 5 and 6 lost their identity except as locals south of Little Rock and their services were divided between the SUNSHINES and Trains 17 and 18, the HOT SPRINGS SPECIAL. The "Cannon Ball" was never officially given that name by the railroad but the Arkansans who rode the train applied the descriptive name and it stuck and for thirty years was the most popular train in the state.

XXX

This addition of the ARKANSAS RAILROADER is earlier than usual because of work schedules and vacation time on the part of your editor.

★ COMING NEXT MONTH - Remember the Cotton Belt Depot in North Little Rock? If not, you will in November.

CONSIST OF THE REXALL TRAIN - NATION-WIDE TOUR - MARCH TO OCTOBER 1936 - COMPILED BY JIM BENNETT - STUTTGART, ARK.

CAR NAME & DESIGNATION	FORMER CAR NAME & TYPE	BUILT	PULLMAN PLAN	PULLMAN LOT	REMARKS:	DOWNEY PAGE	WAYNER PAGE	KRAVITZ PAGE
KANTLEEK - DYNAMO & WORK ROOM	"WHITNEY" BAGG-CLOD	SEPT. 1910	2415	3834	- TO PLAN 2415B 2/36 -	-	82	97
FIRST AID - STAFF OR CREW CAR	"HALDEMAN" 16 SECTION SLEEPER	DAN-MAR. 1918	2410	4531	- BECAME TOURIST CAR 4278 4/39	-	79	10
ADVANTAGES - EXHIBIT CAR NO. 1	"LANESVILLE" 36 SEAT PARLOR	1916	2916	4389	- SODA FOUNTAIN EXHIBIT -	15	-	110
RESEARCH - EXHIBIT CAR NO. 2	"NORWICH" 36 SEAT PARLOR	1916	2916	4389	- SCALE MODEL DRUG STORE -	15	-	110
DISMA-REX - EXHIBIT CAR NO. 3	"BOLTON" 36 SEAT PARLOR	1916	2916	4389	- REXALL PRODUCTS -	15	-	110
CARA-NOME - EXHIBIT CAR NO. 4	"HALIFAX" 36 SEAT PARLOR	1916	2916	4389	- GRPE-SQUEEZING MODEL -	15	-	110
KLENZO - 88 SEAT LECTURE CAR	"HADLYNE" 36 SEAT PARLOR	1916	2916	4389	-	15	-	110
SYMPHONY - LUNCH COUNTER DINER	"DUNIN" 16 SECTION SLEEPER. [No. 19 (22) DINING CAR	DAN. 1916	2412C	4352	[BECAME DINER NO. 19 ASSIGNED TO A.C.L.R. - RETURNED TO 22.	-	76	9
ADRIENNE - LECTURE CAR	"HINGHAM" 36 SEAT PARLOR	1916	2916	4389	-	15	-	110
* MI-31 - LOUNGE CAR	"MONWAIT" 36 SEAT PARLOR	1916	2916	4389	- BAR & DANCE FLOOR -	15	-	110
JOAN MANNING - 10 ROOM SLEEPER	"RIDGEVILLE" 10-Comp. SLEEPER BECAME "JOAN MANNING" MARCH 1936 - RENAMED "RIDGEVILLE" DEC. 1936 - SOLD TO ROYAL AMERICAN SHOWS 11/58	AUG. 1910	2505	3833	-	-	83	44
PURETEST - PRIVATE CAR	"WASHINGTON" PRIVATE CAR USED IN "THE REXALL TRAIN" AS PRIVATE CAR OF PRES. OF UNITED DRUG CO.) LIGGETT	1914	2502A	4211	-	-	-	137

* RAILROAD BROADCASTS WERE ORIGINATED IN THIS CAR IN CONNECTION WITH ORCHESTRAS DURING OVERNIGHT STOPS FOR CIVIC LEADERS, OTHER DISBURTIARIES AND REXALL SALESPEOPLE.

REFERENCES: TOM DONNELLY LISTING OF PULLMAN CARS
WAYNER'S "PULLMAN PANORAMA" - VOL. 1
KRAVITZ'S "PASS. CAR CATALOG"

COMPILED BY - JIM BENNETT
1502 STRAIT PLACE
Stuttgart, Arkansas 72160
JULY 5-1982



★ Following is a history of the REXALL TRAIN furnished by Gene Hull (see the consist on previous page):

THE REXALL TRAIN

The United States was staggering from the onslaught of the Great Depression of 1929. Companies large and small were sinking into the abyss of financial bankruptcy. Men of former wealth and prestige were only statistics in a long, and lengthening, list of suicides. One company refused to give up and sink into economic failure. They had the resources to weather the storm. It was the United Drug Company, whose products were sold under the brand name of Rexall.

The idea of a REXALL TRAIN was conceived. This would give the company the opportunity to take their many products directly to their hundreds of dealers and salesmen all over the country. This would help to restore confidence and enthusiasm. The company would attempt a "selling job".

There was plenty of passenger train equipment not being used on the country's railroads. A 4-8-2 "Hudson" locomotive, number 2873, was chosen from the New York Central. The engine was covered with a streamline shroud, and she looked a great deal like her famous sister with a man's name, the COMMODORE VANDERBILT, which pulled the equally famous train of the same name. The company also outfitted her with an oil burner, so there would be no problems in those parts of the country where coaling facilities were not convenient. (Just for the record, the engine was a Class L2C with cylinders 27" x 30", drivers 69", steam pressure 225 pounds, tractive effort 60,620 pounds plus 12,400 pounds from a booster, weight 367,200 pounds, and built by American Locomotive Works in 1929).

The New York Central also supplied 12 heavyweight cars for the train. They were taken to the Pullman Company shops, where they were rebuilt and painted to match the engine. Brand names of United Drug products were assigned to the cars.

KANTLEEK was formerly the baggage-club car "Whitney". It became the dynamo-workcar, and supplied all the electrical power for the train by using a pair of 75KW generators.

FIRST AID was next. It was a sleeping car with 16 sections to accommodate the management personnel who traveled with the train.

AD-VANTAGES was exhibit car number 1, having a full-size soda fountain in operation. It had run on the New York, New Haven and Hartford as parlor car "Lanesville".

RESEARCH was exhibit car number 2, showing a scale model of a complete drug store. It had been a New Haven parlor car "Norwich".

BISMA-REX, New Haven parlor car "Bolton", became exhibit car number 3. Here were shown all the Rexall-brand products.

CARA-NOME, exhibit car number 4, was parlor car "Halifax" on the New Haven. It supposedly had a model of a grape squeezer.

KLENZO, a former parlor car, became an 88-seat lecture car.

SYMPHONY, run by Pullman Company under the same name, became a lunch counter-diner.

ADRIENNE was a lecture car, a former parlor car.

Mi-31 was an entertainment car, with a bar and an area for dancing. The train carried its own band and spirits. There was a connection provided so that local radio stations could broadcast directly from the train.

JOAN MANNING was a 10-room sleeping car.

PURETEST brought up the rear. It was the private car of United Drug Company President Louis K. Liggett. This car once was the Pullman Company private car "Washington".

(CONTINUED NEXT PAGE)

The REXALL TRAIN rolled out of Boston on March 29, 1936, and covered 29,000 miles on a goodwill tour of the United States and Canada until October. Then the shroud was removed from the engine, and it was returned to regular service on the New York Central. This probably was the least known streamlined locomotive in America.

CLASS I RAILROAD ADDRESSES

Below are addresses of several Class I railroads of the country plus their respective mileage and number of locomotives and freight cars (4th Quarter of 1981). This list was compiled by your editor Ken Ziegenbein using The Pocket Guide of Railroad Officials.

Class I railroads are those with average annual operating revenues of \$50 million or more. There are 39 such railroads.

I also listed the addresses of some smaller railroads in and around Arkansas.

If you write to any of these lines, it would be wise to include a 20¢ stamp and also indicate "ATTN:PUBLIC RELATIONS" on the envelope.

COTTON BELT 624 Scott St Kansas City, KS 66105	Miles:2,448 Locos:309 Cars: 19,085	SOO LINE 222 West Adams Bldg Chicago, IL 60606	Miles:4,589 Locos:235 Cars: 11,600
SOUTHERN RAILWAY P.O. Box 1808 Washington, DC 20013	Miles:10,200 Locos:1,324 Cars: 74,099 Pass Cars:128 Cabooses: 497	WESTERN PACIFIC 526 Mission Street San Francisco, CA 94105	Miles:1,486 Locos:146 Cars: 5,990
SANTA FE 80 East Jackson Blvd Chicago, IL 60604	Miles:12,195 Locos:2,036 Cars: 69,059	BURLINGTON NORTHERN (ask for Frisco data) 3253 East Chestnut Exp Springfield, MO 65802	
BURLINGTON NORTHERN 176 East 5th St St. Paul, MN 55101	Miles:27,361 Locos:3,294 Cars: Unknown Pass Cars:208	SEABOARD COAST LINE 500 Water St Jacksonville, FL 32202	Miles:8,850 Locos:1,240 Cars: 63,460
SOUTHERN PACIFIC SP Bldg, One Marken Pl San Francisco, CA 94105	Miles:10,966 Locos:2,384 Cars: 63,342 Pass Cars:82 Cabooses:987	UNION PACIFIC 1416 Dodge St Omaha, NE 68179	Miles:9,460 Locos:1,413 Cars: 68,540
AMTRAK 400 North Capitol St NW Washington, DC 20001	Miles:26,144 Locos:505 Cars: 60 Pass Cars:2,231	CHESSIE SYSTEM P.O. Box 6419 Cleveland, OH 44101	Miles:11,142 Locos:2,088 Cars:118,793 Pass Cars: 8
CLINCHFIELD RR 229 Nolichucky Ave Erwin, TN 37650	Miles:275 Locos:98 Cars:5,819	E, J & EASTERN RWY P.O. Box 880 Joliet, IL 60434	Miles:199 Locos:101 Cars:10,865 Cabooses:64
GRAND TRUNK WESTERN 131 West Lafayette BL Detroit, MI 48226	Miles:1,221 Locos:200 Cars: 9,408	KANSAS CITY SOUTHERN 114 West 11th St Kansas City, MO 64105	Miles:882 Locos:261 Cars:8,183 Cabooses:86
LOUISVILLE & NASHVILLE P.O. Box 32290 Louisville, KY 40232	Miles:6,569 Locos:1,212 Cars: 56,965	MISSOURI PACIFIC 210 N. 13th St St Louis, MO 63103	Miles:11,329 Locos:1,479 Cars: 53,363

CHICAGO & NORTHWESTERN 400 West Madison St Chicago, IL 60606	Miles:8,817 Locos:1,082 Cars: 38,803 Pass Cars:18	CONRAIL Six Penn Center Plaza Philadelphia, PA 19104	Miles:15,624 Locos:4,025 Cars:112,731 Cabooses:2,056
DENVER & RIO GRANDE P.O. Box 5482 Denver, CO 80217	Miles:1,848 Locos:282 Cars: 8,879 Pass Cars:19	ICG 233 North Michigan Ave Chicago, IL 60601	Miles:8,180 Locos:1,107 Cars:41,353
MKT RR 701 Commerce St Dallas, TX 75202	Miles:2,175 Locos:195 Cars: 7,567	NORFOLK & WESTERN 8 North Jefferson St Roanoke, VA 24042	Miles:7,448 Locos:1,361 Cars:86,019 Pass Cars:23

MISCELLANEOUS & SMALLER ROADS

ALASKA RR 280 N Cushman Fairbanks, AK 99701	Miles:536 Locos:59 Cars: 1,556 Pass Cars:46	ARKANSAS & LA MISSOURI RY P.O. Box 1653 Monroe, LA 71201	Miles:53 Locos:4 Cars: 350
ASHLEY, DREW & NORTHERN P.O. Box 757 Crossett, AR 71635	Miles:41 Locos:7 Cars:2,076	CANADIAN NATIONAL CN Headquarters P.O. Box 1800 Montreal, PQ H3C-3	Miles:22,518 Locos:1,782 Cars:92,031 Pass Cars:1,061
CANADIAN PACIFIC P.O. Box 6042, Sta A Montreal, PQ H3C-3	Miles:15,407 Locos:1,238 Cars:56,868 Pass Cars:58	COLUMBUS & GREENVILLE 201 19th St North Columbus, MS 39701	Miles:168 Locos:19 Cars:1,160
DeQUEEN & EASTERN RR 810 Whittington Ave Hot Springs, AR 71901	Miles:46 Locos:4 Cars:18	EAST CAMDEN & HIGHLAND RR P.O. Box 3180 East Camden, AR 71701	Miles:43 Locos:4 Cars: 696
EL DORADO & WESSON P.O. Box 46 El Dorado, AR 71730	Miles:6 Locos:2 Cars:None	FORDYCE & PRINCETON RR P.O. Box 392 Fordyce, AR 71742	Miles:57 Locos:3 Cars:370
LITTLE ROCK & WESTERN RWY CORP P.O. Box 386 Perry, AR 72125		LA & ARKANSAS RWY CO 4601 Blanchard Rd Shreveport, LA 71107	Miles:746 Locos: Unknown Cars: Unknown
NAT RAILWAYS OF MEXICO Ave Central No. 140, Piso 13 Mexico, DF	Miles:15,927 Locos:1,639 Cars:44,948 Pass Cars:1,417	PRESCOTT & NWRN RR CO P.O. Box 579 Prescott, AR 71857	Miles:31 Locos:3 Cars: None
WHITE PASS & YUKON CORP P.O. Box 4070 Whitehorse, YT Y1A-3	Miles:110 Locos: 19 Cars:420 Pass Cars:30		

★ Concerning the the READER RAILROAD'S Annual Fall Night Run November 6 advertised on the next page, Richard Grigsby adds that it has already been about half sold out, so if you're interested in taking this trip, don't hesitate. He also told me that they built a long tail on the Y and are building a new shop building at Reader. Other entertainment during this special run include a slide show at Reader telling the history of the road and possible Bluegrass music or a Senior Citizens Brass Band at the turnaround point in Reader. Sounds great! Shall some of us carpool from Little Rock? (I also appreciate Mr. Grigsby sending me, at my request, 100 of his announcements concerning this trip).

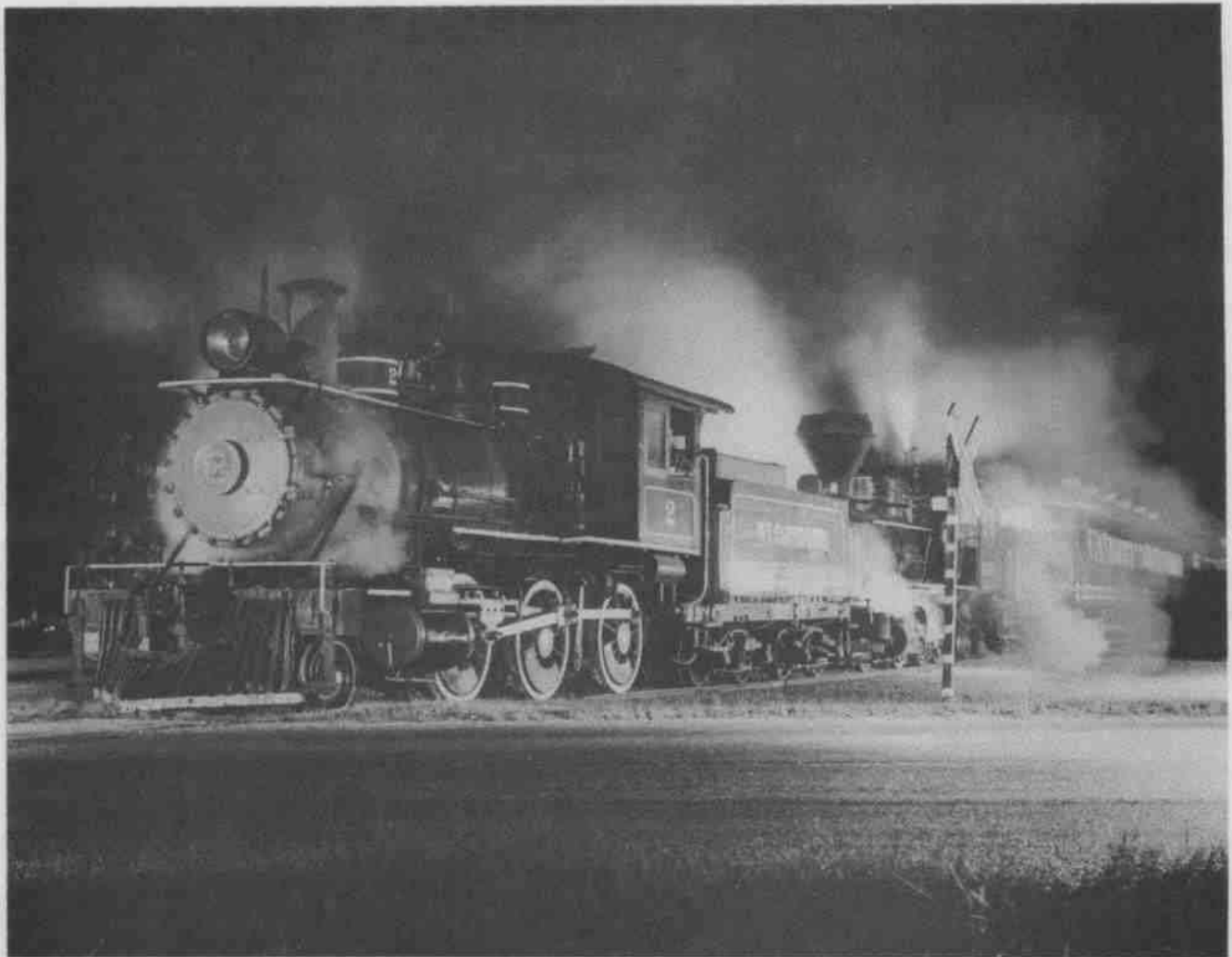


PHOTO BY: W. D. CAILEFF, JR.

READER RAILROAD ANNOUNCES THE ANNUAL FALL NIGHT RUN SET FOR NOVEMBER 6, 1982.

THE TRAIN WILL DEPART CAMP DEWOODY, ARKANSAS AT 7:00 P.M. FOR ADAMS CROSSING, ARKANSAS VIA HENLEY BRANCH, POSSUM TROT, AND SAYRE JUNCTION.

THERE WILL BE A LAY OVER AT ADAMS CROSSING ON THE RETURN TRIP FOR AN OLD FASHIONED CRACKER BARREL, FEATURING HOOP CHEESE, CRACKERS, ARKANSAS APPLES, ASSORTED CAKES, COFFEE, AND HOT CHOCOLATE. THE TRAIN WILL BE DOUBLE HEADED BY TWO STEAM LOCOMOTIVES, #7 A PRAIRIE 2-6-2 WOOD BURNER, AND #2 A MOGUL 2-6-0 OIL BURNER, BOTH BUILT IN 1907. THE CARS AND STATIONS WILL BE LIT BY KEROSENE LANTERNS AND HEATED BY WOOD BURNING STOVES.

THIS IS A SPECIAL TRAIN WITH ADVANCE RESERVATIONS REQUIRED. THE FARE FOR THIS TRAIN WILL BE \$8.00 FOR ADULTS AND \$5.00 FOR CHILDREN AGES 4 THROUGH 11. NO PASSES, HALF FARE COUPONS, OR SPECIAL FARES WILL APPLY, DUE TO THE EXPECTED DEMAND AND LIMITED SEATING CAPACITY OF THE TRAIN.

MAKE YOUR RESERVATIONS EARLY, WE EXPECT THIS TRAIN TO BE A QUICK SELL OUT! RESERVATIONS WILL NOT BE ACCEPTED AFTER OCTOBER 29, 1982.

YOU WILL PICK UP YOUR TICKETS AT CAMP DEWOODY, UPON YOUR ARRIVAL ON NOVEMBER 6, 1982.

CAMP DEWOODY IS LOCATED ON HIGHWAY 24 HALF WAY BETWEEN PRESCOTT, ARKANSAS AND CAMDEN, ARKANSAS.

SO COME ALONG AND ENJOY A FALL MOON LIT TRAIN RIDE THROUGHOUT SOUTHWEST ARKANSAS'S SCENIC WOODS ON THE HISTORIC READER RAILROAD.

 Reservation and ticket order - November 6, 1982 Annual Fall Night Run.
 Please reserve the following:

_____ Adult @ \$8.00 = _____	Name: _____
_____ Child @ \$5.00 = _____	Address: _____
Total = _____	City: _____ State: _____
	Telephone: _____ Zip: _____

Enclose check or money order payable to: Reader Railroad, P. O. Box 9, Malvern, AR 72104. You will receive a card confirming your reservation. No refunds will be processed after October 22, 1982.



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