



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



A warm, sunny Spring afternoon and a Race Track Special, lead by Alco PA #8036 with a pristine cast of blue and creme modernized heavyweight cars begins it's roll away from the long, gracefully curved platforms of Missouri Pacific's Hot Springs, Ark. station. Returning with coach loads of weary Horse Race fans from the furlongs of Oaklawn Park, the boiler pops, the characteristic black smoke belches from the Alco and a rotating 'Mars' lite clears the way. She will soon glide behind the depot at Benton, onto the double track main line and soon ease into the waiting sheds at Little Rock Union Station. Photo By Boyd T. Pyle.

THIS MONTH'S PROGRAM will be a retrospective of MoPac Passenger Service in the later 1960's and early 1970's presented by Dr. Bill Pollard. We all look forward to this fine presentation.

The ARKANSAS RAILROAD CLUB is a non-profit organization. We usually meet the second Sunday of Each Month at 2:00 p.m.. The September Meeting will be held at Union Station, Markham & Victory Sts., Little Rock, Arkansas. Anyone interested in trains and railroading is invited to attend. Bring those freinds!

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Ken W. Ziegenbein -- Editor
905 Valerie Drive
North Little Rock, AR 72118
(501) - 758 - 1340
John M. Martin -- Asst. Editor

★ MISSOURI PACIFIC LINES - Extensive track rehabilitation in the Little Rock - North Little Rock area has had trains creeping thru town... Crosstie and Welded Rail gangs have been changing out rail from the Arkansas River Bridge to Alexander, on both main tracks, followed by fresh ballast & tamping and lining gangs. Missouri Pacific has also increased the maximum speed of freight trains from 45 mph to 60 m.p.h. after recent inspection trips. Work is continuing on the North Little Rock Yard rebuilding while business remains slow. Most of the work is being concentrated in the '200 yard'.

MoPac LOCOMOTIVE ORDERS FOR 1982:

30 - GP-15(AC's) Nos 1715 - 1744
 20 - MP-15(DC's) Nos.1376 - 1395

NEW POWER -

1356 - 1375	MP-15 DC's	Delivered	January of 1982	
1376 - 1395	MP-15 DC's	Expected	Late 1982	From Gen. Motors-
1665 - 1704	GP-15-1	Delivered	February & March 1982	
1705 - 1714	GP-15-1	Delivered	March & April 1982	
1715 - 1744	GP-15-1 AC	Expected	Late 1982	E.M.D.
4835 - 4854	B30-7A	Delivered	January thru March 1982	(G.E.)

★ KANSAS CITY SOUTHERN - The KCS has leased 19 Ex- Illinois Central Gulf GP-40's from Central States Equipment Group by outbidding the ICG when their lease expired in May of 1982. These units had Dynamic Brakes which are being inactivated by the KCS.

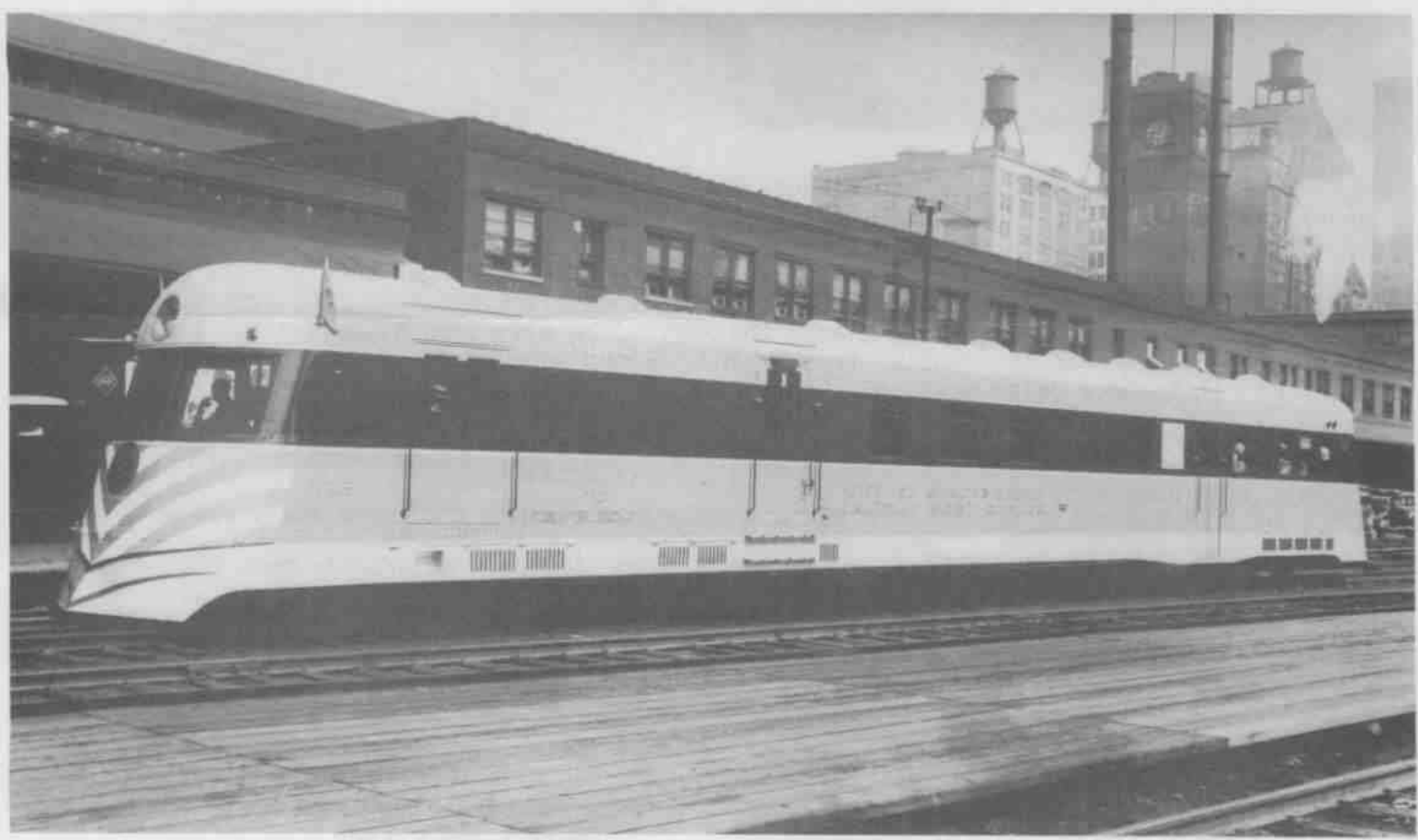
I.C.G Nos 3040-3042,3044-3059 have become KCS 777 thru 795.

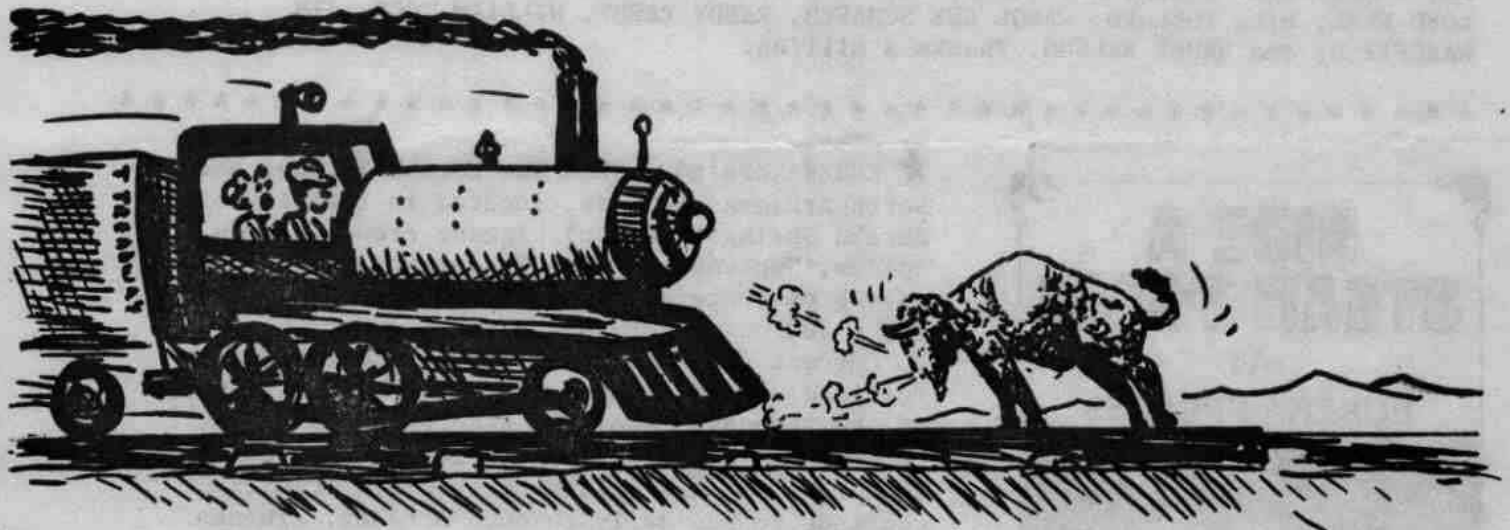
Also the KCS has acquired Ex Milwaukee Road Nos 668, 670, 671 and Soo Line Nos 300 and 2108, which have become KCS 4227 thru 4237. All are EMD NW-2 switchers.

Many rumors are flying that the KCS has purchased or leased four ex-Santa Fe "Regal" Series sleepers. We are seeking more information on this if anyone can help us. Perhaps the KCS is looking ahead to excursion service when the World's Fair comes to New Orleans.

Information from John M. Martin

In Cavernous Chicago, along the platforms of Dearborn Station, in a land where the Santa Fe, Erie, Monon and Grand Trunk Western usually supply the color, a bright new splash of blue eases along the platforms. The year is 1938, and a proud bunch of American Car and Foundry Salesmen launch a publicity tour with the newly built motor car. They departed the Berwick, Pa. plant by June 19th and from there went on display to the railroad community. Imagine the looks as people boarding the likes of the Super Chief glanced over to see the *THOMAS C. MCRAE* and *Missouri and Arkansas Railway Company* in black outlined yellow letters on the bright blue sides of the motor car. To boost sales a few short demonstrations runs were taken, as seen in this photo, but it would not be until crossing the river at Helena and entering service between Neosho and Kensett on June 26, 1938 that a mail hook would grab the first bag on the #705. Photo from the collection of Ken Ziegenbein, information researched by John Martin.





ANOTHER MESS OF BUFFALO CHIPS COMING UP.

(Many thanks to Tommy Treadway for drawing the picture above. Mr Treadway works at my office)

★ ★ ★ PROGRAM ★ ★ ★

★ The meeting this month will be held Sunday, September 12th at 2pm in the Train Station, Markham and Victory Streets, Little Rock. The program will be given by Dr. Bill Pollard who will give a talk and slide presentation on last decade of Missouri Pacific Passenger Service in Arkansas. Bill is the President of the Arkansas Association of Railroad Passengers and has great interest in passenger trains, both past and present. He has some unique slides of the MOPAC. The presentation should be very interesting.

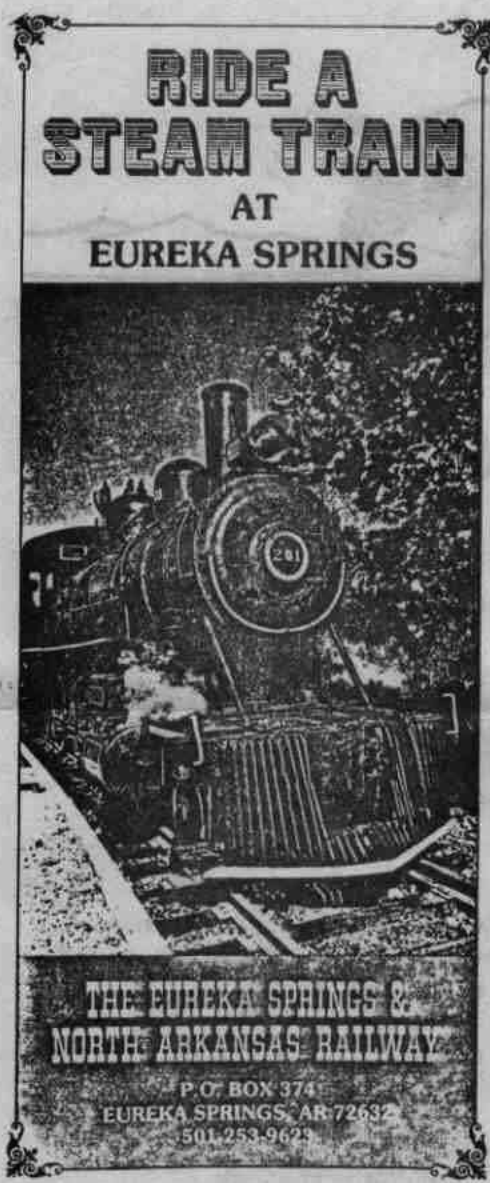
We may also have a lady from Jacksonville, AR who possibly will give a brief talk on the history of the Iron Mountain and Southern RR (now MOPAC) through Jacksonville as well as other historical facts about Jacksonville. This lady (name unknown at presstime) is a direct descendant of Mr. Jackson himself, the founder of the city of Jacksonville.

By the way, does anyone else out there know anything about railroad history in Arkansas? (Just kidding of course - I know several of you are historically minded). If you'd care to share that knowledge with others, write it down and I'll gladly publish it in the ARKANSAS RAILROADER. Then your knowledge will be forever written in stone for generations to come!

★ Does anyone know anything about Missouri Pacific steam engine #6439? It's picture is on the wall in Wendy's on Camp Robinson Road in North Little Rock.

By the way, envelopes donated to your editor to mail copies of the ARKANSAS RAILROADER are greatly appreciated. Not only does this save the club money, it also saves wear and tear on us preparing the newsletter. So far, 18 of you have given me envelopes (your names are on the next page). 8½ x 14" paper also welcome!!

★ As promised, here are the names of club members who have graciously donated stamped envelopes to me for mailing the newsletter: MIKE ADAMS, JIM BENNETT, E.S. CONKLE, MAHLON FISKE, L.N. GAINES, MR. & MRS LYNN GAINES, JR, SAM GRAY, MR. & MRS. E.A. HILLE, MR. & MRS. C.E. HULL, W.A. MERCK, BERDENE MULLEN, LOYD NEAL, BILL POLLARD, CAROL SUE SCHAFER, RANDY TARDY, WILLIAM VOGT, JIM WAKEFIELD, and BRUCE NELSON. Thanks a million.



★ EUREKA SPRINGS, AR - The Eureka Springs and North Arkansas Railway, located in the city of Eureka Springs, had its biggest crowd ever on Sunday, September 5 when it carried 1,098 paying passengers. It has been averaging between 700 - 900 passengers a day all Summer.

Current plans are calling for the tourist railroad, which runs along the old right-of-way of the abandoned Missouri & North Arkansas RR, to build an additional 1/2 mile of track north of Eureka Springs during the Winter. It will continue to run daily through October. (Thanks to Boyd Pyle - fireman - for the information).

★ REMEMBER WHEN? Effective January 1 of 1969, the Pullman Company stopped manning their sleeping cars, turning over those duties to the carrier railroads.

Another bit of trivia, this donated by Bill Pollard:

Oct 6, 1910: E.A. Robbins of Searcy has visited St. Louis and purchased a combination motor car which will operate between Searcy and Kensett over the North Arkansas Ry. The lease has been made for trackage rights, now ready connections with the Iron Mountain will be assured. (From Osceola Times "News of Arkansas" column. See related picture on page 2 of this newsletter).

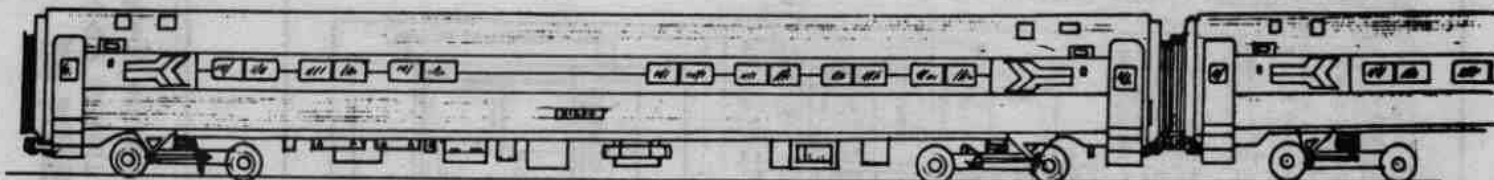
★ MODEL CLUB NEWS - The scenery is coming along fine and there are now regular operating nights, more or less. The club still meets every Monday night about 8pm. New members are welcome.

Upcoming events for the Model Club (NO, not "MODEL" models, but railroad models) include a special one afternoon Open House on October 23 for the Mo Pac Historical Society, which is holding its annual meeting in North Little Rock that weekend.

Another Open House for the general public (often attended by 500 or more people) will be held in November possibly.

THE DISPATCHER (Newsletter for Central Oklahoma Railfan Club, Ltd) tells of an upcoming Train and Miniatures Show to be held in Oklahoma City November 20-21. This show will be full of hobby dealers, manufactures, railroad and hobby group booths together with lots of operating model railroads. Door prizes will be given each hour. It has been called the biggest model railroad show in Oklahoma ever. Perhaps some of us could attend??

★ COMING NEXT MONTH - Robert Winn remembers the Frisco in Washington County, AR; Jim Bennet remembers the consist of the "Rexall Train"; a listing of addresses and milage of most Class I railroads, plus other features. FUTURE ISSUES - Bill Baily on the KCS "Flying Crow"; rail branding by John Martin; new Amtrak timetables.



AMTRAK NEWS

A Transition-Dormitory-Coach car (Hi-level to low level Ex-Santa Fe Cars) and a full 70' baggage car have been added to the regular consist of AMTRAK's EAGLE. The first southbound appearance of the new equipment was August 31st. With the addition of the dormitory section for the service crews, all space in the Superliner Sleeper is open for revenue sales. The equipment came as the result of high ridership figures for the summer of 1982.

Private Car Moves: On Train #22 August 5th cars "EAGLE CLIFF" and "City of Chicago" ran enroute to the Private Car owners convention in Denver, Colo.. The Eagle Cliff being an Ex-MoPac 5 Bedroom-lounge car (in Eagle Colors) and the City of Chicago in Nickel Plate livery. The City of Chicago is the 'sister' car to the Hogtrain's CYNTHIA, and is also a 5 bedroom-lounge.

Amtrak's \$225.00 "ANYWHERE FARE" remains in effect thru the 30th of October, which allows a person to go ANYWHERE in the United States on the AMTRAK System for this one low price. It is every bit as much a bargain as the U.S.A. Rail Pass that was offered two years ago.

HOGTRAIN has requested AMTRAK to operate a special train this year for the ARKANSAS RAZORBACK--Univ. of TEXAS football game in December. Information on this special train and fares may be obtained by calling HOGTRAIN at 565-4056, in Little Rock

Speaking of HOGTRAIN, the private car "CYNTHIA" arrived back in Little Rock August 23rd from a 4000 mile +... excursion thru the Northeastern United States. The Arkansas Railroader will feature an account of the journey in an upcoming issue.

If the "Sunset" goes daily in 1984 for the World's Fair in New Orleans, chances are good that the Eagle will become daily also. Rumor has it that a daily "Eagle" would alternate days of service through Arkansas, operating on alternate days to Chicago via Oklahoma. In essence, the train would remain tri-weekly through Arkansas (from NARP NEWS).

Meanwhile, the "Eagle" will change its days of operation through Little Rock beginning in October, as well as a slight change in its times. Southbound will arrive Saturday mornings instead of Fridays (at 5:33am instead of 5:41) while the northbound will arrive on Friday nights instead of Thursdays (at 11:45pm instead of 11:57pm).

★ Club President Jim Bennett sent in the following diagram (on next page). See picture of a later addition of the "Valley Eagle" in August 1982 RAILROADER:

'Stateroom Chair Cars' Nos. 850-855 were built by AC&F in 1948 for VALLEY EAGLE service between Houston and Brownsville, Texas, connecting at Houston with the TEXAS EAGLE. These cars included a Stateroom at the forward end and had windows on either side on the non-vestibule rear end so that each car could serve as an Observation Car when properly placed in the train. Two of these cars were used with a Grill-Coach between, and when these three cars were combined with head-end cars and a diesel, became an Observation-equipped streamliner that needed no turning, except for the diesel and the head-end cars. These cars became MP 494-499 in 1963 and lost their rear-observation windows, these being plated over with sheet-steel. Car No. 850 is preserved at the South Texas RR Historical Society, Corpus Christi.

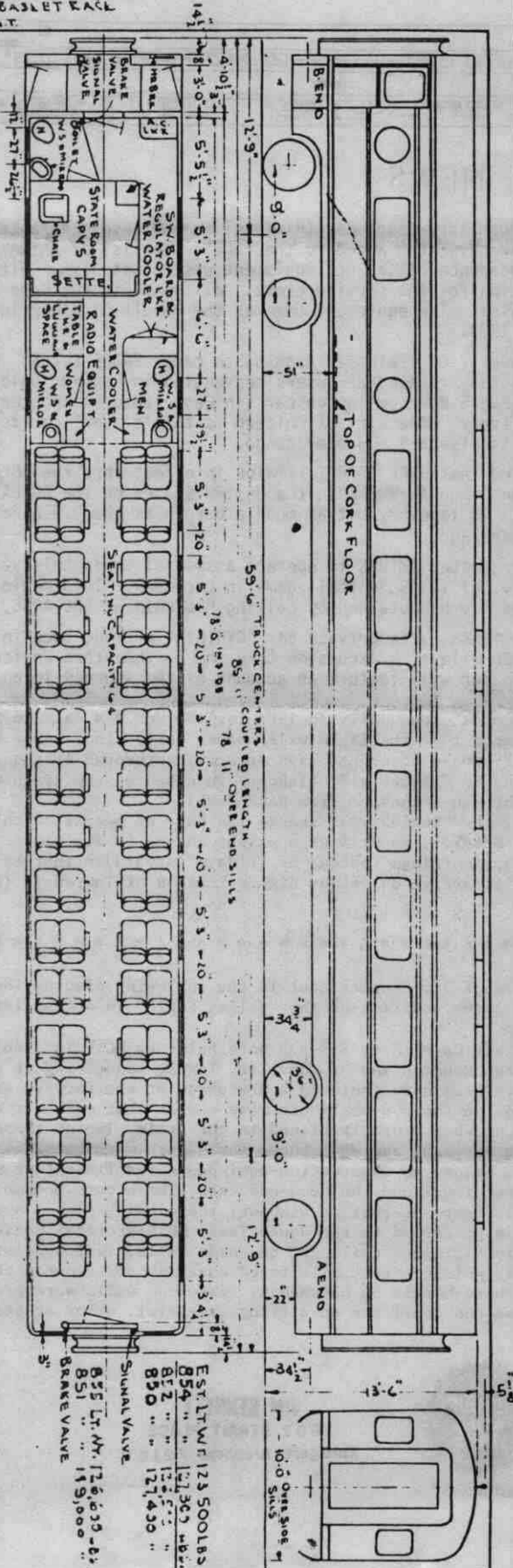
Car interiors: Yellow ceilings, tan side walls, rust upholstery, deluxe reclining seats, gold-colored, silk-faced curtains and two-ton turquoise carpeting throughout. Photo-murals on bulkheads. Stateroom walls were green. Two round windows in the end door; one at sitting eye-level, other at standing eye-level.



JIM BENNETT
1602 STRAIT PLACE
Stuttgart, Arkansas 72160

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MISSOURI PACIFIC LINES
 "STATE ROOM" CHAIR CARS 850-855
 ORDERED FOR "VALLEY EAGLE" SERVICE



INITIALS - ST. L. B. & M.
 BUILT BY - A.C.F.C. LOT NO. 1906
 DATE BUILT - 1948
 CENTER SILL - AIR X R. 31 3/4" 4 1/2" 8 P
 UNDERFRAME - L.A.H.T. STEEL
 END POST - 8 BEAM AL. EST. 17-31
 FEMING - ALUMINUM
 END CASTING - G.S. C. CO.
 COOL. & REFRIG. UNIT - FOLGARD AIR. 8 TON
 HEATING SYSTEM - VAPOR ZONE SYSTEM
 COUPLERS - TIGHT LOCK
 DRAST RIGGING - WYABR. MATS W/ 6. DP
 AIR BRAKES - WYABR. CO. HSC

CONTROL VALVE - D. Z. B. R.
 BRAKE CYLINDER - 4. VAN'S 1 1/2" x 10"
 HAND BRAKE - PHIBERDOR HANDLE TYPE
 LIGHTING - BLUETT & INCANDESC. T
 LIGHTING FITURES - S.C.H. AL. CALUMINATOR
 BATTERIES - KALD. 25 31 CELLS GONUB
 GENERATOR - SCHMAL. Co. 25KW
 INSIDE FINISH - ALUM. & PALMIST.
 FLOOR - 1/2" CORK
 DRAPES - SCHUMACHER CACOA-ANST
 BASKET RACK - LUMINATOR
 SEATS - WEYWOOD WAREFIELD
 LOUNGE SEATS - BECKER BLATCHEFORD
 SEATING CAPACITY - 64 COACH STATE RM
 UPHOLSTERING - COLLING & ALKMAN (EUS)
 WINDOWS - ARW. BREAKER TYPE

CURTAINS & SAFETY PULSERS INSIDE. SOLIX OUTSIDE
 CURTAIN FITURES - ARW. CABLE TYPE
 WATER SYSTEM - AIR PRESSURE
 WATER COOLER - 2. G. S. TYPE RM-181-C
 HOPPERS - 3. DUER. SOLU' 1
 WASHSTAND - 3. CERAMIC
 TRUCKS - 4. WHEEL CAST STEEL
 WHEELS - 5. 24" x 10"
 JOURNAL BEARING - 3. 24" x 10"
 ROCKER BEARING - 3. 24" x 10"
 TRUCK BRAKE - A. S. F. CLASP
 SIDE BEARING - DREW'S TYPE F
 SHOCK ABSORBERS - HOUSE VERTICAL
 FANS, EXHAUST - A. S. C. H. R. L. CO.
 BRAKING POWER - 2500 @ 1000
 AIR DISTRIBUTION - MULTI. VENT. RAREMUSTAT

RADIO EQUIPT
 TABLE
 WASH. SINK
 WASH. MIRROR
 WATER COOLER
 MEN
 WOMEN
 STATE ROOM
 CAPY 5
 CHAIR
 W/ 5 SMILE
 SIGNAL VALVE
 GRAVE VALVE
 REGULATOR LIKE
 WATER COOLER
 W/ 3" MIRROR
 MEN
 WOMEN
 WATER COOLER
 RADIO EQUIPT
 TABLE
 WASH. SINK
 WASH. MIRROR
 SEATING CAPACITY 64

EST. LT. W/ 123 500 LBS
 854 " " 122 500 lbs.
 852 " " 122 500 "
 850 " " 127,400 "
 SIGNAL VALVE
 855 Lt. W/ 176,000 lbs.
 851 " " 149,000 "

MISSOURI PACIFIC LINES
 PALESTINE TEAS. AUG 30 1948
 DELUX COACH WITH STATE ROOM
 850-855