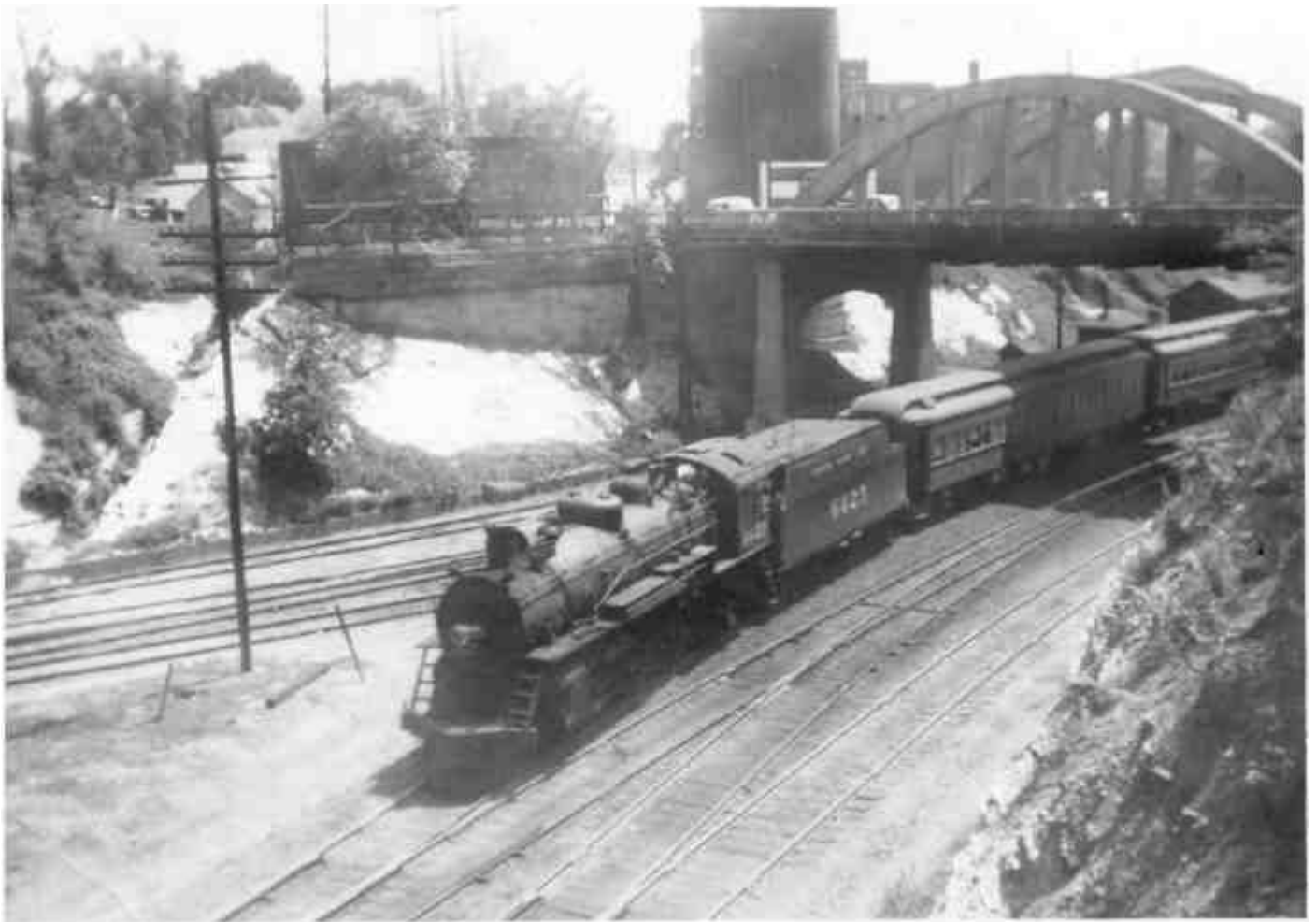




ARKANSAS RAILROADER



VOLUME 38 NUMBER 9 SEPTEMBER 2007



During the Korean Conflict the military still depended on the railroads to move large numbers of recruits and members of the military. Here 4-6-2 Pacific #6423 leads train No. 220 north and east from Little Rock to Memphis. Due in Memphis at 7:00 PM the locomotive and the first two (2) dead-heading chair cars will start their return trip to Little Rock. The T&P cars are non-air conditioned cars and it will be a hot miserable trip. Departing Memphis at 8:30 PM the three (3) pieces of equipment previously mentioned will complete their quick 300 mile journey to Memphis and back. The two (2) T&P cars will continue south from Little Rock on train No. 31, the last remaining segment of the railroads famous Sunshine Special which is now superseded by the Texas Eagles. The recruits will likely be headed for Fort Hood, Texas. (*John A. Mills photo - see inside for John's story on Parlor Car service on the Missouri Pacific from 1939 to 1962*)



PARLOR CAR SERVICE 1939 TO 1962

Missouri Pacific Lines

By: *John A. Mills*

As I look back and reminisce – at the age of 77 years and confer with my many railroad enthusiast friends, I have come to the conclusion I have witnessed the GOLDEN ERA of rail passenger service in these United States. Born into a railroad family in 1930 and myself retired from Amtrak in 1994, I have traveled over one million miles by passenger trains. At least one hundred thousand (100,000) miles were on the MoPac.

I remember many trips my mother and I took from Little Rock to Corning, Arkansas on old Train No. 4, The Ozarker, which was the “Slow Train Thru Arkansas” making many scheduled stops and several “flag” stops which departed Little Rock at 8:30 a.m. We would be met at Corning by Uncle Carl Hastings, ----- who would drive us over to Piggott, Ark on highway #62 which is a distance of 26 miles, he often covered in 25 minutes in his 1934 Ford on gravel roads. By the time we got to my grandmother’s house in Piggott, mother was a nervous wreck.

Often we would get a Parlor Car Seat in a 10904 series Café-Parlor-Coach which operated at the rear-end of Train No. 4 and had a Solarium at the rear of the ten (10) seat Parlor section. On the “B” end or vestibule end of the car were 20 Coach seats. The front seats against the bulkhead of the car were smaller than the other sixteen (16) seats in the coach sections. The entry door opened right against two (2) of the seats on one side and the smaller seats were required so the door could be fully opened. These coach seats are pictured on Page 44 Vol. 29, No. 1 and 2 Spring-Summer 2004 edition of THE EAGLE. They were bucket-type and did not recline, but for daytime travel were comfortable. Behind the coach section were the Men’s and Ladies toilets and behind them was a small kitchen, followed by 2 tables seating 4 each for serving light meals. A partition separated the dining section from the Parlor section which had two tables for four (4) each and the ten (10) rotating type Parlor seats.

In addition to operating on Trains Nos. 3 and 4 from St. Louis to Little Rock and Texarkana until No. 3 was discontinued south of Little Rock, the same series cars were used on The Southern Scenic between Memphis and Kansas City. Number 4 and the northbound Southern Scenic made direct connections at Newport which resulted in being able to travel from Little Rock to Kansas City using the picturesque White River Division, north of Newport. I have watched this close connection being made at Newport many times as I visited Aunt Gladys Schratz who operated a laundry and cleaners two blocks from the Newport depot and rented rooms to White River Division crews above the laundry. A Ben Franklin Store on Front St., across the street from the depot, was owned by a guy named Sam Walton, who later became world famous.

For many years a distinctive Parlor-Observation Car operated in Trains No. 219 and 220 between Memphis, Little Rock and Hot Springs. Car number 10613 with open observation platform almost always on the rear of the train had eighteen (18) revolving Parlor Car type seats and a Day Drawing Room. When necessary to be substituted, car number 10612 of the same configuration except having 20 seats vs. 18 was utilized. The 10612 was 83 ft 4¾ inches in length and the 10613 79 ft. and ¼ inches, thus the two (2) additional seat capacity. Otherwise they were twins. Between Little Rock and Hot Springs the Chicago to Hot Springs Sleeper was attached at Little Rock and the view from the open platform was blocked off. After trains Nos. 17 and 18, The Hot Springs Special, were discontinued, the Chicago sleeper came down on No. 7 and went back on No. 8 which resulted in the Parlor Observation not being on the rear of the train as described. This was the case between Hot Springs and Little Rock where the Chicago sleeper was taken off the rear of No. 220 and placed on the rear end of Train No. 8. In the L. W. Baldwin reign --- this was the hottest train on the railroad due to a valuable mail contract and the lucrative Hot Springs to Chicago sleepers, which during the racing season may be as many as three (3) sold our Sleeping Cars. A late No. 8 resulted in phone call to the responsible parties from Mr. Baldwin, the road’s highly regarded President.

Until discontinued in 1947 or 1948, the MoPac provided both daylight and overnight service between St. Louis and Memphis in competition with the Frisco and Illinois Central Railroads. After the thru-train operation of Nos. 23 and 24, The Tennessean (a named used long before the Southern Railway’s Memphis to Washington, D.C. streamliner), was discontinued during the 1930’s, the MoPac stayed in the battle for this market with a unique operation.

The daylight service consisted of one (1) thru Coach Parlor Car protected by cars numbered 10630 and 10631. Containing twenty (20) coach seats, in the center of the cars were a Men’s and Women’s toilet and a Day Drawing Room with private toilet facilities. At the rear of the car were twelve (12) revolving Parlor seats. The cars had vestibules on both ends and

departed St. Louis on the rear end of Train No. 25, The Texan, and was dropped off at Knobel, Arkansas. Leaving St. Louis at 2:00 PM, No. 25 arrived in Knobel at 6:50 PM. Parlor Car utilization was very limited as I recall seeing few patrons.

Waiting at Knobel was usually a 5500 4-4-2 Atlantic type locomotive and always two (2) Baggage Coach combination cars. The cars operated with the baggage portion of the cars facing each other and the coach section of one of the two cars always against the locomotive tender. The Coach Parlor car off No. 25, The Texan, would be placed against the Coach portion of the second combination car and the train would head off south toward Wynne, Arkansas as Train No. 325. At Wynne the Coach-Parlor and the Baggage-Coach coupled to it were put on the rear of Train No. 224, the Southern Scenic, which operated from Kansas City to Newport, Bald Knob, Wynne and Memphis. Leaving Wynne at 9:10 PM as Train No. 224 it arrived Memphis at 10:30 PM.

The Memphis to St. Louis daylight service departed Memphis at 3:00 PM as Train No. 207 and contained only two (2) cars, the combination Baggage-Coach and the Coach Parlor Car. At Wynne it became Train No. 308 and picked up the other Baggage-Coach with the Coach portion next to the tender and continued on up to Knobel, arriving at 6:00 PM. When No. 8, the northbound Southerner arrived, the Coach-Parlor car was placed just ahead of the Diner-Lounge which behind it had two sleeping cars, one for St. Louis from San Antonio and the other the Hot Springs to Chicago sleeper which had to be on the rear of the train in order to make the Alton's Midnight Special to Chicago.

The overnight St. Louis to Memphis and return service consisted of usually three (3) and sometimes four (4) cars. The fourth (4) car was a Baggage-Express car which did not run all year, but was seasonal. The other three (3) cars were in this order: A Baggage-Coach combination of the 3600-series, a Coach-Club-Café numbered 10908 and 10909, and a 10-1-2 Pullman Sleeping Car. This operation utilized Trains Nos. 17 and 18, The Hot Springs Special, north of Knobel and the Coach-Club-Café provided limited food service in and out of St. Louis late at night southbound and early morning light breakfast northbound. These cars did not operate on the rear of Nos. 17 and 18 but were spliced into the consist right behind the head-end cars and just ahead of the coaches. Switching at Knobel was handled by the road crews off the Wynne to Knobel trains, using the road power, which could be turned on a short wye track at Knobel.

At Newport, Arkansas, Train Nos. 17 and 18 were part of another rare event. A Diner-Parlor Car numbered 10621 was placed on the rear end of Train No. 17 at 5:40 AM after being dropped off Train No. 18 at 12:01 AM from Hot Springs. This car had to be turned on the roundhouse turntable at Newport in order for the Parlor/Solarium to be on the extreme rear-end of the train. Upon arrival at Hot Springs, trains backed into the station off a wye arrangement. Car 10621 made a round-trip sever days per week between Hot Springs and Newport.

With a vestibule at the rear (Parlor Seat portion) of the car there was a two (2) window arrangement, which resulted in a Solarium type view out the rear of the car. The bulkhead had windows and the rear vestibule wall also had windows, on both sides. On the A-end of the car behind the small kitchen was seating for eighteen (18) at three (3) tables for four (4) and three (3) tables for two (2). A half-partition separated the dining room from the Parlor section which contained a table for four (4) card players, a small writing desk and chair and seating for twenty (20) passengers in lounge car seating. Classified as a Diner-Parlor, seldom were Parlor Car seats sold, but the area was used as a lounge for Pullman passengers. The car did not have the large windows as most other MoPac Diner, Parlor and Lounge cars had, but paired, smaller double paned windows. This one of a kind car appears to have been originally a chair car or coach. Records indicate it did at one time have a mate numbered 10620, but it was removed from service due to fire damage.

From November 1940 and January 1961 (OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT) is a breakdown of Parlor Cars operated by MoPac during a period from March 26, 1939 until about 1962 as I remember with MoPac Public Timetables as a reference:

CAR NUMBERS	BUILT	TRAIN OPERATED ON AND NAME OF TRAIN	NOTES
750-751 Parlor Observation (2 cars) -	1940	Nos 5-105 and 6-106 (Mo River	L/W

(Day Drawing Room)		Eagle)	
10201 thru 10206 (6 cars) -Diner-Parlor-Observation Platform	1929-30	Nos 116-117-124-125 (Rainbow Special-Southerner) 101-102-103 202-225 (Louisiana Sunshine Special Memphis section-Texan	
10222 Diner-Parlor (Solarium)	1930	General Service, sometime as Diner-Lounge Nos 109-120 and 110 Kansas City to Omaha	(A)
10223 Diner-Parlor (Vestibule B-end)	1930	Nos 101-102 Louisiana Sunshine Special 202-225 Memphis section Texan	(A)
10610-10611 (2 cars) Parlor (Day Drawing Room)	1915	Nos 14-15 Sometime called The Royal Gorge, St. Louis to Kansas City and return	
10612-10613 (2 cars) Observation Platform (Day Drawing Room)	1925	Nos 219 and 220 Memphis to Hot Springs, 10612 used between St. Louis, Kansas City and Omaha when 750, 751, 10610 or 10611 in shop	
10621 Diner-Parlor (1 car) (Solarium and Vestibule with see-thru windows out of the B end of car. Car turned on turntable at Newport nightly and at Hot Springs on wye daily)	1915	Nos 17 and 18 Newport to Hot Springs	(A)
10630-10631 Coach-Parlor (2		Nos 25-325-232 --- 224 S/B St. Louis to	

cars) (Day Drawing Room)		Memphis Nos 207-308-8 N/B Memphis to St. Louis	
10904-05-06-07-10 Café-Parlor-Coach (5 cars)	1926-27-29	Nos 3 & 4 The Ozarker Nos 219 & 220 Mps/Hot Springs Nos 25 & 26 The Texan at various times after 1948 Nos 231 & 232 The Southern Scenic Mps to KCY	
10908-10909 Café- Club-Coach (2 cars)	1927	Nos 17-27-228 18- 28-201 Tennessean/Hot Springs Special St. Louis to Memphis (via Knobel) Nos 219 and 220 Mps to Hot Springs after 1948	
490-493 Parlor Cars (4 cars) – Purchased from C&O in 1959 (ex C&O 1800 thru 1803)	1950		L/W (C)

After Trains Nos. 17 and 18, The Hot Springs Special, was discontinued the Club section of Café-Club-Coach 10908 and 10909 were converted to coach seating. One of the cars then ran on Nos. 219 and 220 as the food service car as long as the Parlor Observation Cars remained in operation between Memphis and Hot Springs. Sometime prior to May 1955 one of the five (5) Café-Parlor-Coach (10904 thru 10910 series) cars began operation on number 219 and 220 providing both food and Parlor Car service. Train No. 3 had been discontinued and No. 4 operated with a Grill Coach from Little Rock to St. Louis. The Southern Scenic was by now down to a coach only operation between Kansas City and Newport. In addition, Trains Nos. 25 and 26, The Texan (which no longer had sleeping cars) was down to a coach train. Between St. Louis and Little Rock, Café-Parlor-Coach service was provided over this portion of their St. Louis to Texas runs utilizing the freed up 10904 series cars. These trains were now mostly mail and express trains.

The arrival of D. B. Jenks put an end to all Parlor Car service between St. Louis and Kansas City and for a short time during this era to Omaha. Service to Hot Springs no longer had Parlor Car service and only a 6400 Grill Coach (later a lightweight car) provided food service. All cars with Observation platforms and/or Solariums (heavyweight) had long been put out to pasture and lightweight Grill Coaches provided all food service except on the Eagles. *(See Note B on the last page)*

Just prior to Jenks arrival (I am sure it would never have been thought of had he been in charge) in 1959, MoPac purchased the four (4) Parlor Cars from the C&O Railroad. They were given numbers 490-493 and it appears that only two (2) were ever used as Parlor Cars. All four (4) cars were later converted to coaches and renumbered again. For a short period in 1959 and until early 1961 three (3) trains in each direction per day between St. Louis and Kansas City had Parlor Car service. The Missouri River Eagle, Colorado Eagle and also Train Nos. 14 and 15 had Parlor Cars as well as Diner-Lounge cars.

Parlor Car service on the Texas lines during this period was limited to New Orleans to Houston on Trains Nos. 303 and 304, The Orleanean, and appear to have been protected by I-GN 463 and 464 Diner-Parlor Cars built in 1917 and also by 475 and 476 built in 1926. Nos. 475 and 476 were similar to MoPac cars 10201-06 series and had Observation Platforms.

Seeing the butcher job Mr. Jenks had done on several L/W Diner-Lounge cars, converting them to Diner-Parlor and Diner-Coaches was unconscionable. Having no restrooms and requiring (First Class) passengers to go to an adjoining car to use the facilities prompted me to make the following statement at a MoPac ICC Train Off Hearing in Little Rock in 1968: "They would take the seats out of the coaches and make passengers sit on orange crates, if they thought they could get away with it." This was also in reference to the conversion of ten (10) 14-4 Sleepers into coaches, some seats with no windows nearby. This was later corrected on a few cars.

As a machinist apprentice I worked on MoPac steam locomotives as well as diesel-electric. I traveled thousands of miles on both heavyweight (standard) and lightweight (streamlined) passenger trains. This was to me the Golden Era of passenger trains in these United States. I must say, however, noting could compare to the elegance, serenity, quietness and sense of safety when one stepped into a Pullman Company heavyweight-standard sleeping car. Even a MoPac Parlor Car was second fiddle to Mr. Pullman's product.

NOTES: L/W Lightweight-Streamlined Car

A Toilet facilities in adjoining car. No toilets in these cars.

B Grill-Lounge Coach 870-874 L/W cars built by ACF in 1948 operated on Nos. 219 and 220 intermittently from 1948 till service ended.

C From Jan 1961 Car Register



Train No. 219 powered by 4-6-2 Pacific #6617 approached 10th St. Crossing (now closed) in the winter of 1946-47 with an all heavyweight consist. The train consisted of one (1) Baggage/Express car (Missouri Illinois car #20 – a Mail/Baggage car was frequently a part of the consist, but the Mail Compartment was not in operation), one (1) Divided Coach, (2) Deluxe Reclining Coaches, (1) Grill Coach and (1) Parlor Observation most likely #10612 or 10613. At this time the Chicago to Hot Springs sleeping car operated southbound on train No. 17, the Hot Springs Special. It would return north on train #220 from Hot Springs to Little Rock, behind the Parlor Observation car and blocking off the rear view. At Little Rock the sleeping car would be cut off and placed on the rear-end of No. 8, the northbound Southerner, for delivery (quick) to the Alton's Midnight Special in St. Louis.



In early 1947 new E7's begin to arrive from EMD. No. 7006 has come down from St. Louis on train No. 7 arriving at about 10:30 AM. It has been transferred to train No. 219 which you now see taking the County Hospital curve at the restricted speed of 65 mph. A 3600 Baggage/Coach Combine has replaced the Baggage/Express car shown in the winter 1946-47 scene. Following the combine is a 6100 chair car, followed by a brand new 870 series Grill/Lounge/Coach built by ACF in 1948. Behind it, still painted in Pullman green, is Parlor/Observation car #10613. Coming back from Hot Springs arriving Little Rock about 3:00 PM a 10-1-2 Pullman Sleeping car will be trailing #10613. The E7's will also be departing Little Rock on train No. 8 after fuel and water is supplied. The switch at the left is trackage serving MoPac patrons in southwest Little Rock and at one time ws the lead track to the Little Rock, Maumelle and Western Railroad. This track was also used to reach Fair Park in western Little Rock where a railroad traveling carnival wintered in the wintertime. MAX GOODMAN and His Wonder Shows (Carnival Midway March 2001) used a 25-car tran as its means of travel. (John A. Mills photo)



When I received a 116 Kodak box camera for my 10th birthday, the first place I headed was the MoPac Union Station in Little Rock. Taking the streetcar (fare .6 cents) I went alone and with no fear on my part or my parents, to take a full roll (8 shots) of trains and locomotives. This April 1940 picture was me standing on the rear platform on new EMD SW600 MoPac #9006, one of two diesel-electric switch engines assigned to Union Station. Only eight (8) years later, I became employed as a messenger at the North Little Rock roundhouse. I retired in 1994 after 46 years in transportation, of which 26 years was in railroading, the final 22 years with Amtrak.



The "Jenks" has arrived and his planned execution of passenger service by 1970 is moving right along. The locomotive fleet (both MoPac and T&P) has been renumbered. T&P E8 prepares to depart Little Rock with train No. 38 (formally #220) at 3:50 PM. The E-8 will depart Memphis at 8:30 PM with train No. 37 (formally #201) and arrive back in Little Rock at 11:30 PM with connecting passengers to combined trains Nos. 1-21, the Texas Eagle. Notice only one (1) coach is trailing the five (5) head-end cars. "Jenks Blue" has replaced the beautiful Eagle paint scheme on the T&P E8 #34. Within a few months, half of the Little Rock concourse and train sheds will be torn down. (*John A. Mills photo*)



Taken in the early 1950's, the MoPac was re-painting all passenger equipment to the Eagle paint scheme. Heavyweight coaches were being "modernized" with large picture windows and skirts added. Following the two E7 units on this train No. 220 coming around the curve formally called County Hospital, now a new Westinghouse plant occupies the grounds, is a 4100 Baggage/Express car, two (2) 6300 modernized coaches, one (1) 870 lightweight Grill/Lounge/Coach, one (1) 8-5 Clover Heavyweight-Standard sleeping car, one (1) 10-6 Eagle lightweight sleeper, and bringing up the rear is Parlor-Observation Car #10603, which in a few short years will be pulled out of service and rebuilt into Business Car No. 8 and named THE EAGLE. This picture made in late March is somewhat grainy, as sleet is just beginning to fall. The extra sleeping car is in route from Hot Springs to Chicago and reflects the increased patronage during the Oaklawn Park Race Track season. (*John A. Mills photo*)



“When the universe was in order and things were the way God intended” would be the way the late Dr. Dan Monaghan of Garland, Texas (who deceased in 2006) would describe this action photo. Dr. Dan (Interesting Railfan Number 172 – Railroad Magazine April 1977) as he was called by his friends and I agreed that a few Diesel-Electrics helped spruce up the railroad’s image. But we also agreed that the steam locomotive is what attracted the masses to “watch the trains go by” and even now are the main attraction at most rail events. The picture taken at the south or west end of MoPac Union Station in Little Rock in 1951 shows one train, No. 219 for Hot Springs, on the move as it passes E6 #7003 which will lead No. 7 out right behind No. 219 only to be followed by second (2nd #7) with Mountain 4-8-2 #5326 as its power. The MoPac Hospital building looms on the hill just behind the car shed and train concourse. Everything in sight is now history, except two (2) freight mains, one (1) passenger track (Amtrak) and a newcomer of late, the Little Rock and Western one (1) track which leads to the former Rock Island line that ran west out of Little Rock. This line still operates to Danville, Arkansas, a distance of 87 miles. (John. A. Mills photo)

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The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$22 a year more, bringing the total to \$42 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

WANTED - FOR SALE OR TRADE

Nothing this month.

The next **regularly scheduled monthly meeting** of the Arkansas Railroad Club will be **SUNDAY, SEPTEMBER 9, 2007** It will be held at Curtis H. Stout, Inc. off Cantrell in Little Rock, in the same complex that has Cajun's Wharf. Time will be 2 p.m. The program will be given by KEN ZIEGENBEIN. He will show digital photos of his trip to Salt Lake City in June to photograph all of Union Pacific's Heritage locomotives, which were there for a 'class photo' event. He will also have shots of trains in Nebraska and Wyoming on the way to Utah.

FUTURE PROGRAMS:

DEADLINE FOR OCTOBER 2007 RAILROADER is September 9, our next meeting date. From this point on, **send all news and information to our new editor, David Hoge, PO Box 1679, Little Rock AR 72203-1670, davidhoge@mac.com, 501-397-2552 or the Assistant Editor, Joe Roddy, PO Box 2495, Little Rock AR 72203, 501-221-9104, jroddy@WERarch.com.** There is also a common email address just for editors: arceditor@trainweather.com. This address is accessible by both David and Joe.

MINUTES OF THE AUGUST 12, 2007 ARC MEETING – The meeting started at 2 p.m. Visitor Frank Baughtman was introduced by Bill Bailey. He and Gene Hull, who was also present, were boyhood friends and hadn't seen each other in over 60 years. ** New Member Eric Grissom was there with his father Bob. Eric is 15 years old and our youngest member. ** David Hoge gave our treasurers report and we are ahead for the year. ** Robin Thomas gave the NRHS report, which included news of the NRHS's proposed dues increase of \$11 at their national convention in Chattanooga in late August. ** Bill Bailey said the Cotton Belt Rail Historical Society has a new webpage. ** Jones C. Jones gave a report on UP in the area. He had some of his photos of the circus train that was here last June published in the UP North Little Rock Service Unit newsletter. The UP office on 4th Street in NLR has been renovated. He said there will be some big changes in the command center and local dispatch office. ** Fred Fillers said that the Little Rock & Western RR has some new locomotives in Perry. ** Newsletter editor is changing to David Hoge and Joe Roddy effective after this September newsletter. ** Peter Smykla, Jr. said the CBRHS museum's RSD15 has been primed. ** Today was Peter Smykla, Jr.'s birthday and there was a cake presented by his wife Sylvia. ** UP 2008 calendars were for sale for \$10. ** John Hodkin showed slides from the Mark Silverberg collection.

CHRISTMAS PARTY SET – Our 2007 Christmas Party will be held SATURDAY, DECEMBER 8, 2007 at our usual meeting place. It will start at 6 p.m. We will have the meal catered but the cost has not yet been determined. We will NOT have a regular meeting in December. (*We'll have the usual traditional Christmas meal*). Mark you calendars now.



2008 UP CALENDARS FOR SALE BY CLUB - Since the Arkansas Railroad Club is legally able to sell UP merchandise, we've gotten 100 Union Pacific 2008 calendars to sell as a fund raiser. These calendars are collector's items since all they have are UP's Heritage locomotives and steam locomotives. Yours truly, Ken Ziegenbein, had one of my photos selected for the February photo (*it's of the 844 in Marshall, Texas taken last year in May*). We are selling them for \$10 each and you can pick them up at our club meetings. If you want them mailed to you, add \$3 postage and handling. Order from: Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119.

ARCHIVED RAILROADERS – The *Arkansas Railroader* is sent to the following institutions, where they are archived, either using microfilm or physically. Most have at least the past 15 years worth of monthly *Railroaders*.

- 1) Oklahoma Railroad Museum, Enid OK 405-233-3051
- 2) University of Arkansas Serials Section, Fayetteville, AR
- 3) Greene County Library, Paragould, AR 870-236-8711
- 4) Arkansas Historic Preservation Program, Little Rock (no archive)
- 5) Central Arkansas Library System, Main Library, Rock Street, Little Rock, AR 501-918-3000
- 6) Arkansas State Library Development Collections, 1 Capitol Mall, Little Rock, AR
- 7) Arkansas History Commission Microfilm Department, 1 Capitol Mall, Little Rock, AR
- 8) North Little Rock History Commission, North Little Rock, AR
- 9) William F Layman Library, North Little Rock, AR 501-758-1720
- 10) Torreyson Library Serials Department, Conway AR 501-450-3173 (has most of the published *Railroaders*)
- 11) State Historical Society of Wisconsin, Madison, WI
- 12) Morgan Memorial Library, Kalmbach Publishing, Waukesha, WI 414-796-8776
- 13) Allen County Public Library, Acquisitions Periodicals, Fort Wayne, IN 260-421-1224
- 14) Tennessee Valley Railroad Museum, Chattanooga, TN
- 15) Kalmbach Memorial Library, Chattanooga, TN 615-894-8144

RAILROAD ABANDONMENT PROPOSALS

MASSACHUSETTS - BOSTON AND MAINE CORPORATION – Boston and Maine Corporation (B&M) and Springfield Terminal Railway Company (ST) (collectively, applicants) jointly have filed a notice of exemption under 49 CFR 1152 Subpart F–Exempt Abandonments and Discontinuances of Service for B&M to abandon, and for ST to discontinue service over, approximately 1.47 miles of railroad known as the Georgetown Branch, extending from milepost 4.66 to milepost 6.13 in Haverhill, Essex County, MA. Effective on August 8, 2007. (STB Docket No. AB-355 (Sub-No. 5X, decided June 29, served July 9, 2007)

OREGON - BNSF RAILWAY COMPANY – To abandon a 0.48-mile line of railroad between milepost 1.88 and milepost 2.36, near Portland, in Multnomah County, OR (the line). Effective on August 11, 2007. (STB Docket No. AB-6 (Sub-No. 454X, decided July 3, served July 12, 2007)

MISSISSIPPI - ILLINOIS CENTRAL RAILROAD COMPANY - To abandon a 2.10-mile line of railroad between milepost 70.20 and milepost 68.10, in Flowood, Rankin County, MS. Effective on August 21, 2007. (STB Docket No. AB-43 (Sub-No. 179X, decided July 10, served July 20, 2007)

FLORIDA – CSX TRANSPORTATION, INC. - To abandon a 0.69-mile rail line on its Southern Region, Jacksonville Division, Sanford Subdivision, from railroad milepost ST 815.88 to railroad milepost ST 816.57, known as the “Mills & Nebraska Lead,” in Orlando, Orange County, FL. Effective on August 28, 2007. (STB Docket No. AB-55 (Sub-No. 681X, decided July 23, served July 27, 2007)

NEBRASKA – BNSF RAILWAY COMPANY – To abandon an 8.41-mile line of railroad, extending from milepost 193.60 to milepost 202.01, near Red Cloud, in Webster County, NE. A final decision will be issued by October 29, 2007. (STB Docket No. AB-6 (Sub-No. 460X, decided July 25, served July 31, 2007)



ARKANSAS RAIL NEWS



Photo by Will McFadden on June 30, 2007

Fordyce & Princeton 101 was moved to Fordyce in early August to display at the Cotton Belt depot. Here's a news item on in from this website:

<http://kbjtkq.com/news/080307a.htm>

“Steam Engine 101 pulled into town on a large flat bed trailer on Thursday night and is parked on her final resting place in front of the historic Cotton Belt Depot, on Main Street in Fordyce. With a brief history of the train and how she made her way back to Fordyce, here Chamber of Commerce Director Barbara Finely. Dallas County Judge Jimmy Jones wanted to thank the many people and agencies that had a part in transporting the train back to Fordyce.

Fordyce Mayor William Lyon said it was another example of what can be accomplished when the community works together. Steam Engine 101 was rolled off the flat bed truck and onto the static track at the depot where it is to remain while the Friends of the 101 Committee begins restoration work.”

CALL FOR ANTI-TRUST LEGISLATION

There is a railroad anti-trust bill in the US House of Representatives that would start to re-regulate the railroads regarding rates and services. Electric cooperatives and utilities say rail delivery of coal, used in plants to make electricity, is unreliable and has contributed to higher electric costs. But railroads say that shipping rates are 61% lower now than in 1980 and that freight rail companies are spending ten billion dollars this year to expand infrastructure on the nation's clogged rail network.

SOLID YELLOW VS. FLASHING YELLOW SIGNALS

Ever wonder that the difference of these two signal systems mean? **Solid yellow** is Approach, must pass the signal at no more than 30 mph prepared to stop at the next signal. Next signal will be no more restrictive than Stop (red). **Flashing yellow** is Advance Approach, pass the signal at no more than 40 mph prepared to stop in 2 signals. Next signal will be no more restrictive than Approach.

Both have the same priority as you cannot display both aspects together for the same train, however you will not always see Advance Approach available on signals depending on the rules of signaling for the line and operating strategies of the railroad. The advent of Advance Approach was mainly for large trains (like Coal Trains) which take a long time to stop, so there was a need for a signal to give an extra bit of warning (i.e. 2 blocks instead of 1) so that the engineer could safely stop the train without undue wear on the brakes. (*I found this on a railroad email list and if anyone has anything to correct, let our new editors know*).

TEXAS STATE RAILROAD SHUT DOWN DUE WASH-OUT

The Texas State Railroad near Palestine, Texas was shut down July 8 because of heavy rains and a 30-foot-deep wash-out along the line (*Thanks to ARC member Winfred 'Pick' Vick for this information on the washout*). The line is not expected to open until September 1, but it will be under the new management of American Heritage Railways, also operators of the Durango & Silverton and the Great Smoky Mountains Railway tourist lines. So the last train has come and gone on the TSR under state control.

The railroad had about 72,000 passengers last year, pulled along by locomotives dating as far back as 1903, general superintendent Robert Crossman said. But that generated only about \$1 million, far less than the line's \$2.3 million annual operating budget, which did not include long-range maintenance, Crossman said. "Like most state parks, we were flying the airplane downhill," he said.

HOMER BEDLOE OF THE OLD PETTICOAT JUNCTION TV SERIES DIES

(*Steve Goen, the railroad book publisher and writer, sent out this interesting essay on a computer email list in July*) - After all these years, Homer Bedloe, the vile, crotchety, underhanded, mean-spirited, anti-varnish - and quite funny! - Vice President of the C&FW RR of the TV series "Petticoat Junction" died Monday, July 2, 2007 at 102 years of age. Actually, of course, the man who

passed from this life to the next was none other than the versatile and talented actor, Charles Lane.

In the popular 1960s U.S. TV "Petticoat Junction," Mr. Lane played a recurring role as the archetypal railroad executive Homer Bedloe, enemy of Kate Bradley (the incomparable Bea Benaderet), her lovely Shady Rest Hotel (a flag stop along the railway's route) and all that was proper and good!

One of Mr. Bedloe's primary goals in life was the abandonment of C&FW's branch line between Pixley and Hooterville and, by natural extension, its dearly loved train, the Cannonball Express, played by Sierra Railway's famed # 3 (probably the most photographed Ten Wheeler in existence) and a lone combine.

Sam Drucker's General Store could at least be reached by road (as could the Hooterville Depot, itself); but, not the Shady Rest! It was totally dependent upon the railroad for communication with the outside world. Naturally, that didn't matter to Homer Bedloe, any more than it would have to someone like Bill Deramus or Lou Menk. Mr. Lane certainly didn't need to look very far for his inspiration!

Once, Homer Bedloe promised to rebuild the line and replace the Cannonball with a new diesel-powered "streamlined job" (in the words of Uncle Joe)...at the same time removing all of the support facilities for steam locomotive operation. He knew, once the figures were reviewed, a capital outlay for modern equipment would be deemed excessive and the new consist would be squelched. That would spell the end of service along the Hooterville Branch, since, without water tanks and turntables, the Cannonball couldn't be brought back.

Another time, Mr. Bedloe was plotting to take the Cannonball to the C&FW's main shops for rebuilding - ostensibly in order to keep her in tip-top working condition for years to come - and replace the train with an interim "motor coach service". Naturally, once the Cannonball was in the shops and completely disassembled, it would be decided the engine could not be economically rebuilt, thus ending its operation.

He helped underwrite planning efforts for a new reservoir in the valley, even buying land for investment purposes. This recreational lake would increase business and tourism, help control flooding (which had never been a problem before) and bring myriad modern conveniences to Hooterville...while inundating a major portion of the branch and destroying the Shady Rest, itself.

Every time he would develop the ultimate plan; every time it would come unraveled. Kate, her brother and her three girls would save the valley, that wonderful little train - and their way of life. Homer Bedloe and the bad ol' railroad would be held at bay. Later, they'd return, guns blazing, running over everything in their path in an unending quest for greater profits and a world free of pesky branch lines, antiquated steam locomotives, and passengers.

To me (*author Steve Goen, who wrote this essay*), the show serves as a fairly unique time capsule, accurately indicating the general public's feelings toward our industry during the second half of the 20th century. Still, I so desperately wanted to like Homer Bedloe! Certainly, I was fascinated by his shenanigans. Knowing he was ultimately destined to lose helped keep my interest a safe one, I'm sure. Besides, if nothing else, his appearance meant the railroad would take centre stage for half an hour!

I suppose my ultimate hope was that Mr. Bedloe could, in the process of his endless scheming and conniving, finally come to see

the error of his ways. Mr. Bedloe (I can't quite bring myself to think of him as Homer!) would have an epiphany, repenting of his sins and pledging to work from that day forward on breathing new life into branch lines. He'd learn to forge partnerships with the communities his railroad served, understanding the importance of family and tradition and honour. Faithful employees would be recognized; depots refurbished. The railroad would be a better place because of Homer Bedloe - a safe haven for steam power...and the occasional "diesel-powered 'streamlined job'," or two.

Perhaps, in the railroad renaissance that is even now in progress, there is room within the carpeted offices for a kinder, gentler Homer Bedloe: a man who knows that a company cannot survive without making a profit, yet cannot live without a heart. - R.I.P., Homer Bedloe.

TEXAS STATE RAILROAD FALL SEASON

When American Heritage Railways takes over the Texas State Railroad on Sept. 1, The name "Texas State Railroad" will not change, although AHR is using the slogan, "A Texas Treasure," instead of "The official state >railroad of Texas." American Heritage Railways unveiled a new logo for the TSR, featuring a Texas star and a diesel and steam engine. A new web page lists a fall-

winter schedule, including special event excursions. For each of the weekend dates in September, AHR qualified the schedule as "pending," and asks customers to confirm the updated schedule, the Herald said. Heavy summer rains caused up to \$700,000 of damage to the tracks, and the Texas Parks & Wildlife Department is trying to make repairs in time for the transfer.

October, November, and December train dates do not have a "pending" notation, and AHR is pressing forward with plans to bring Thomas the Tank Engine to the TSR during two weekends in October. Confirmed dates are Oct. 19-21 and Oct. 26-28, and all trains will depart from the Rusk depot. As many as 20,000 visitors are anticipated over the two weekends. Polar Express train rides during the evening will begin Nov. 23 and continue on select dates through Dec. 23. Those excursions will originate from the Palestine depot.

Tickets for regular train rides and other special events require a reservation agent's assistance. The 2008 schedule begins Jan. 5 and includes scheduled dates through Aug. 31 on the new Web site, which is <http://www.texasstater.com>. Reservations can also be made by calling 888-987-2461

AMTRAK NEWS

RAIL RETURNING TO IMPORTANCE

Across the country, the overall use of public transportation has shown considerable gains. According to the American Public Transportation Association, an industry trade group, **Americans took more than 10 billion trips on buses and trains in 2006, the first time that's happened in nearly 50 years.**

The strongest growth in ridership was for "light rail," which includes streetcars and trolleys, the likes of which have been proposed in Atlanta for the Peachtree Street Corridor and the Belt Line. Some cities with existing light rail systems saw double-digit increases in ridership, including San Jose, Calif. (37 percent), St. Louis (16 percent) and Salt Lake City (14 percent). Even Amtrak is attracting new riders and more investment. A private company will partner with the rail agency to retrofit coach cars with luxury amenities for three-day trips. Also, 14 high-speed rail corridors for Amtrak are being studied.

Even Amtrak, the nation's perennially underperforming passenger rail service, is attracting new riders and, more important, new investment. Despite intractable delays and other service problems, Amtrak has had a steady uptick in ridership for each of the last four years. Amtrak serves about 800,000 passengers during weekdays, mostly in the heavily traveled Northeast corridor between Washington, D.C., and Boston.

Fourteen high-speed rail corridors have been proposed, including a line connecting Atlanta to Washington. Preliminary environmental impact studies for the Southeast high-speed line are under way. In a recent hearing of the House Transportation Committee, chairman James Oberstar (D-Minn.) complained the U.S. had "regressed instead of progressed" compared with Europe and Asia, where high-speed trains capable of going faster than 100 mph have complemented commercial air travel.

SUNSET LIMITED STRANDED DUE TO FLOODING

(Knippa, Texas – late July 2007) Storms dumped more than a foot of rain on parts of Texas in July stranding more than 170 passengers on the Sunset Limited for hours and forcing rescue crews elsewhere to pull at least 50 people to safety. Water covering the tracks in Knippa, about 75 miles west of San Antonio, stopped the Sunset 9 a.m. CDT on July 21. Buses arrived around 7:30 p.m. to take passengers to El Paso. There they were to board another train. The train never lost power, but buses could not reach it earlier because of flooded roads. *(Via Daryl Stout)*



Ross E. Rowland, Jr., Founder-American Freedom Train Foundation, Inc.-Yellow Ribbon Express Foundation, Inc. is trying to put together the Yellow Ribbon Express to run in 2008. If you would like to contact them, they have provided an email address: yellowribbonexpress@verizon.net. Or you may use our snail mail at, The Yellow Ribbon Express Foundation, Inc., PO Box 700, 401 W. Main Street, Sackets Harbor, NY 13685. Here's part of their press release in early August.

"Our nation is now engaged in a Global War On Terrorism which is, by its very nature, taking us into uncharted waters, and demanding of us commitment, ingenuity and perseverance at levels never before experienced. Some things are already crystal clear, including the facts that, in order for us to win this war, the continued patriotism, sacrifice and bravery of our young men and women will be required to capably fill the ranks of our all-volunteer military, and the American people must remain steadfast in their support of this critical mission. I believe that there exists today a deep national appreciation for the job being done by our military forces, and a desire on the part of a large majority of our citizens to express this gratitude in a personal way. From my past experience, I envision "The Yellow Ribbon Express" (YRE) as an appropriate vehicle to facilitate such expression of national support, while simultaneously acting as a very effective fundraising instrument to concretely demonstrate to our wounded veterans that their sacrifices will not be forgotten.

"The Yellow Ribbon Express" (YRE) should act as the prime torch-bearer for the American people during its 3 year, 150-city display run: uniting us all in our gratitude to those who have served the nation in harm's way, in our military services. Hundreds of original artifacts from our nation's history will be on board its ten display cars, which will employ all available state-of-the-art display technologies, to tell the story of our 230 year old fight to protect freedom. As was amply shown by the success of the 1976 "American Freedom Train", these priceless artifacts will ensure the train's "must-see" status throughout the nation.

By raising the approximately \$50 million required to build the train, fabricate its displays, and pay its operating costs for the 3-year tour – from a select few corporate co-sponsors -- we will be able to dedicate all of the projected \$100 million in revenues generated during the YRE's 3-year tour from admissions, benefit dinners, and concerts to the Wounded Veterans' Trust Fund. These monies will be used in the years ahead to provide assistance to those Vets who come home severely wounded, and their families.

On February 12, 1974, President Richard M. Nixon wrote a strong letter of support for the AFT (copy attached). His letter proved to be an important tool in securing our corporate sponsors; obtaining the loan of 512 artifacts; plus obtaining operating cooperation from the railroads over which the AFT ran. I firmly believe that a similar letter from President George W. Bush, coupled with the proven, past success of the AFT, will give us the impetus we require to secure our sponsorship commitments for the YRE.

From the time we receive President Bush's supportive letter, it should take approximately 6 months to finalize the display program, design the interior and exterior displays and secure the requisite corporate sponsors. After the corporate sponsors are secured, an additional 18 months will be required to build the YRE and begin its epic journey across America. Despite the negativity so rampant in our nation in the early 1970's, I believed at the time that there was a strong desire on the part of the American people to join together in celebration of our nation's 200th birthday. The success of the AFT proved me correct. Today, I believe that the American people will be similarly supportive of the YRE and its mission, with particular emphasis on gratitude to those now serving in our armed forces."

MODEL RAILROAD CORNER by Joe Musgrove will return in the next Railroader.



At Ashley, Drew & Northern engine house in Crossett, Ark., 26 Oct. 1975.

Gene Hull collection.



RLIX 5911 at the UP yards in North Little Rock on July 3, 2007. It was on its way to Panama City. *(John C. Jones photo)*

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Little Rock Chapter NRHS
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Well gang, it's been a fun 26 years! I've enjoyed being editor of the infamous *Arkansas Railroader* and will continue to enjoy reading it under the leadership of our new editors, David Hoge and Joe Roddy. Have a good story or news to share? Send it to them. If you have a long railroad history story, send it to me and I'll type it and give to the new editors. I will also continue to share my current and past train photos on my website, trainweather.com. See you all and thanks for all the support. *(Ken Ziegenbein)*

