



Arkansas Railroader



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME ELEVEN NUMBER FOUR APRIL 1980 W. A. "BILL" MEROK EDITOR

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APRIL MEETING: Our meeting for this month will be held on the 13th starting at 2 PM at the Missouri Pacific office building in North Little Rock. Our program will be presented by Mr. Bob Bartholomew of the READER R.R. traffic department. Have been told that Bob presents a very interesting program so we are hopeful that we will have another good attendance. So far this year we have had wonderful turnouts for our meetings—lets stay with it and don't forget to bring these visitors.

WELCOME NEW MEMBER: We welcome into membership Randolph "Randy" Tardy. Randy is a feature writer for the ARKANSAS DEMOCRAT and a "dyed in the wool" rail fan. He has written several railroad articles for his paper. Welcome Randy.

NEW POSTAGE STAMP: In 1979 the Intermountain Chapter of the NRHS, Denver, Colorado, submitted a proposal to the United States Postal Service for a stamp to honor "RAILROADING IN AMERICA". The society has recently been advised by the postal service that their proposal has been accepted for consideration by the full Citizens Stamp Advisory Committee. This is an excellent opportunity for all Americans to be made more aware of the significance of our railroads. A stamp will be seen on countless thousands of letters and could provide a world of fine publicity and public relations at no cost. (This information contained in a NEWS RELEASE by the Intermountain Chapter) Editor's note: To our knowledge if this stamp is released it will be the first railroad stamp issued since the famous CASEY JONES stamp was issued several years ago.

ANOTHER DEPOT GONE: A feature article accompanied by a couple of photos, appeared in the ARKANSAS DEMOCRAT on Monday, March 17th pertaining to the demolition of the jointly owned FRISCO-COTTON BELT passenger depot in Jonesboro, Ark. This article would lead one to believe that it is all Frisco. The old depot had all the earmarks of Cotton Belt construction, not Frisco. It was of the same construction as Cotton Belt depots at Paragould, Camden, Fordyce and the old Cotton Belt depot formerly at North Little Rock which was destroyed by a fire several years ago. If records could be found of many years ago it might prove this to be a fact. Your editor stands to be informed that he is wrong if he actually is. Also, take a good hard look at the old Cotton Belt depot at England, Ark; it too looks just like the one at Jonesboro, only smaller of course. The depot brings back many memories of arrivals and departures on both lines at Jonesboro. An article entitled "Epitaph Of A Depot" will appear in the May issue of the newsletter. Am sure you will find it interesting. The article was submitted to your editor by Prez Bill Pellard.

ARKANSAS RAILROAD CLUB, A NON PROFIT ORGANIZATION. REGULAR MEETINGS HELD THE SECOND SUNDAY OF EACH MONTH EXCEPT JULY AND DECEMBER. REFRESHMENTS ARE USUALLY AVAILABLE AND VISITORS ALWAYS WELCOME. SEND ALL NEWS ITEMS AND EXCHANGE NEWS-LETTERS TO EDITOR AT 5007 HAWTHORNE RD. LITTLE ROCK, ARK. 72207.-

SUPPORT YOUR CLUB WITH REGULAR ATTENDANCE AND BRING THOSE VISITORS.

SOUTHERN RAILWAY STEAM EXCURSION SCHEDULE - APRIL 19TH THRU APRIL 30TH

		<u>ENGINE</u>
Sat. Apr. 19	Atlanta, Ga. to Chattanooga, TN. and return	
Sun. Apr. 20	each day. Atlanta Chapter, NRHS	2839
Thu. Apr. 24	Chattanooga to Nashville, Tn. one way	4501
Fri. Apr. 25	Nashville, Tn. to Columbia, Tn. and return each day	4501
Sat. Apr. 26	Ditto - Another of the same	
Sun. Apr. 27	Nashville to Chattanooga, Tn. one way	4501
	April 24-27 trips sponsored by Tennessee Valley RR Museum and Century III Celebration of Nashville and will run over the L&N RR.	
Wed. Apr. 30	Chattanooga, Tn. to Sheffield, Ala., one way. North Alabama RR Club.	4501

In the May newsletter we will give you the schedule for that month. This will include our closest to home trip sponsored by Sentimental Journey, Memphis to Corinth, Miss. and return on Sat. May 3 and Sun. May 4. At our March meeting, rates were quoted on a chartered bus from Little Rock over to Memphis and return. The rates were out of the question as we would not have that many people going; so carpools will be utilized. In connection with the trip from Nashville to Chattanooga, one way, using Engine 4501; this will be an interesting one in that those fortunate enough to make it will get to ride thru the famous Cumberland Mountain Tunnel behind steam again. This tunnel was made famous in photos, etc. by both the former NC&STL and now the L&N.

Thought you might like the following, author unknown:

THE DYING HOBO

Beside a western water tank on a cold November day
 Inside an empty boxcar the dying hobo lay
 His partner stood beside him with sad and drooping head,
 Listening to the last dear words his dying comrade said:

"I'm going to a better land where everything is bright,
 Where handouts grow on bushes and you sleep out every night.
 Where you never have to take a bath nor even change your socks,
 And little rills of whiskey come trickling down the rocks".

The hobo stopped, his head fell back, he had sung his last refrain.
 His partner stole his hat and shoes and caught the eastbound train.

We will not attempt at this time to get into the Rock Island situation. All one has to do is read the daily newspapers and find out about it. Its very sad indeed and it looks now that it won't be long before The Rock becomes another "Fallen Flag" insofar as Arkansas is concerned. At this moment it looks like what will remain of the trackage in Arkansas will be operated by Cotton Belt and Missouri Pacific. Either or both of these lines will upgrade the track and who knows, one of these days we might see some fast running again on the remaining trackage.

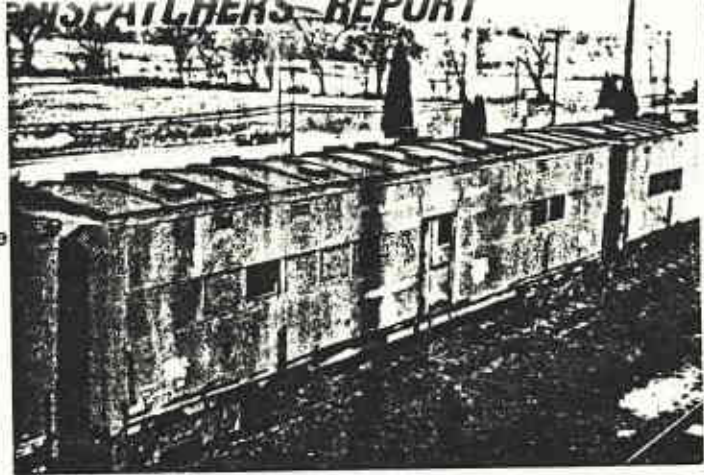
It is our thought that the BN-FRISCO merger will take place soon so--all of you collectors (and that includes your editor) better trying to get those FRISCO mementos NOW. We may soon see those BN 'green' diesels traversing sections of Arkansas instead of Frisco. Frisco has been around a long time. Will it become another Fallen Flag?

Some very interesting and historical supplements or attachments are being made to the newsletter each month; so watch for them.

Forgot to mention under paragraph of ANOTHER DEPOT GONE. The one at Jonesboro was of same construction as one at Stuttgart (still standing)

This attachment credited to associate member Dave Briggs, Warren, Michigan.

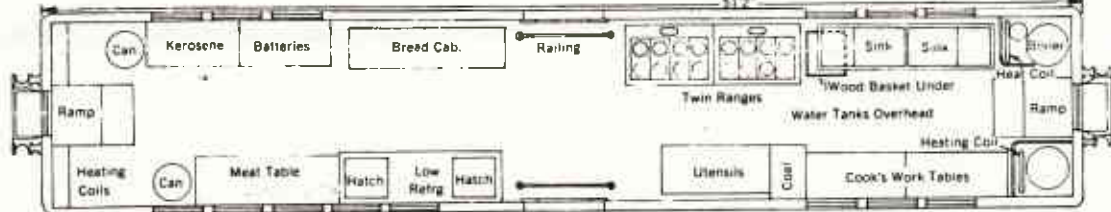
Am sure most all of you remember this equipment used in World War II. Even on the best of roadbeds these cars rode rough and were awfully noisy. However they served their purpose well and the only traces of them still around can be found in railroad M. of W. equipment. Also some were converted to baggage cars.



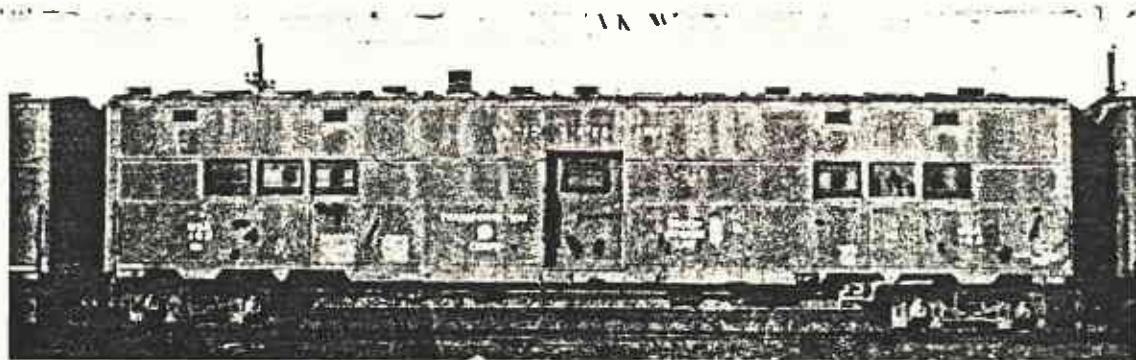
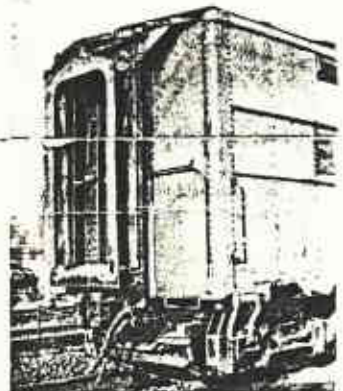
Another view of the U.S. Army Troop Kitchen Car (plans for this type car may be found on Page 43), roof details show clearly. Though car 179 has been cut up, several railroads purchased identical cars for non-revenue and other uses.



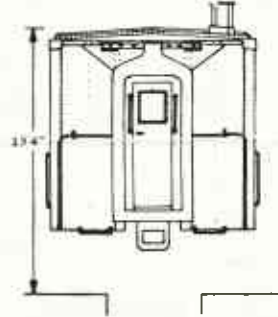
Interior view of kitchen car shows standard layout of cooking facilities. Large upright refrigerator found in some cars was a modification of the original floor plan. Floor is dark red; walls, tables, cabinets, etc., are a yellowish tan; ranges black.



End details of kitchen car 103. Note unusual truck design found on all cars of this type; brake rigging is clearly shown.



Side view of troop kitchen car shows the side opposite that indicated in the plans. Note stack on roof which appears above ranges inside. Roof vent arrangements differ from that shown on some cars.



UNITED STATES ARMY TROOP KITCHEN CAR

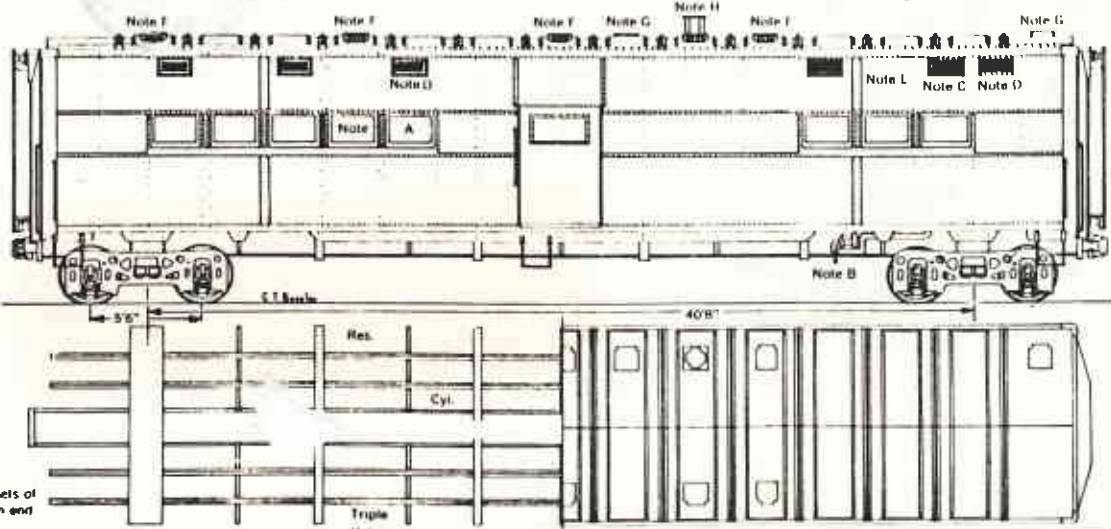
Drawn by
Craig Bossler

- Note A - These windows appear only on this side.
- Note B - Plumbing arrangement appears also on other side, diagonally.
- Note C - Location of vent this side only.
- Note D - Location of vent this side only.
- Note E - Location of rivets this side only. Rivets also across location.
- Note F - Roof vent also on opposite side.
- Note G - Roof vent locations, opposite side only.
- Note H - Stack on other side mounts directly on roof.

During World War II, Pullman constructed 1200 troop sleepers to move troops across the country. To feed these men, American Car & Foundry built 440 troop kitchen cars. The design of both cars was based on the 50'6" boxcar, and the average weight for the kitchen car was around 77,500 lbs.

Through the years, most of these cars stood in storage, probably awaiting further use. However, as advances were made in air travel, massive troop movement by air became practical and the sleepers and kitchen cars became obsolete. Between 1961 and 1964, the Official Register of passenger Train Equipment carried 161 troop kitchen cars numbered 100 to 264. By 1967, there were only 65...and they were gone altogether from the 1968 edition. Some of these cars were sold to railroads for use in maintenance of way service as well as steam generator and baggage car conversions.

The drawing shows the side which has five windows left of the door and three to the right. The opposite side has three windows both left and right of the door. Paint is traditional army green with white lettering.



NOTE: These cars equipped with two sets of brake equipment, one at each end.

July 1969

PA ROAD M. DILL CRAFTSMAN