Season's Greetings
HOGTRAIN SPECIAL CANCELLED -- Due to the lack of sufficient advance reservations, Hugtrain is forced to cancel the Special Amtrak Train going to the Arkansas-Texas game to have departed Little Rock December 3, 1982. Arkansas' loss to Baylor and General Economic Conditions contributed to the cause.

Meanwhile... -- Hogtrain did operate the Private Car Cynthia along with a group of passengers to Dallas for the Arkansas-Southern Methodist Univ. game. Unfortunately, the Train was operating over two hours late at Little Rock (enough to anticipate missing the kickoff) but Fortune smiled as the train made up over 30 Minutes and the group arrived at the field with Two minutes to spare before kickoff. A possible trip to the Bluebonnet Bowl is in the works.

ANNOUNCING -- The availability of an Index for the first Ten Volumes of the Arkansas Railroader, compiled by John Martin. Now you can be able to go directly to an article or event using the Index instead of thumbing thru Ten years of issues. They will be available at the Next Club Meeting at cost for $1.50.

Significant Dates -- Here are the dates so far significant in the Merger proceedings of Missouri Pacific-Union Pacific-Western Pacific. The I.C.C. issued it's formal Written Order Approving the consolidation, October 20, 1982. The I.C.C. had announced it's approval September 13, 1982. Formal Consummation of the consolidation is being delayed by legal appeals thru the Federal Courts.

MoPac Takes Delivery -- Twenty New MP-15 DC general purpose locomotives have been delivered by the Electro-Motive Division of General Motors to complete MoPac's order for this year. The locomotives, numbered 1376-1395, are slowly being put into service because of economic downturns on the Railroad. Many may be seen at Pike Ave. shops where they are being set up for service, however they are slow to work since there is already a large number of units still in storage.

Rumors... -- In the wind is a rumor that if MoPac gets Biddle Yard, and IF the deal works out soon the following changes will occur. The main line crossover near the Baring Cross Bridge, known as Low-Water Crossover, will be relocated in front of Union Depot. The Riverfront track from Union Depot to Rock Street will be pulled up (under the new Statehouse Convention Center), and MoPac's NS Tower will operate the CTC board from Biddle, to be moved after the deal on Biddle is consummated.

Trains Run at 60 M.P.H. on BN (EX Frisco) Too! -- The Burlington Northern's Springfield Division also has 60 m.p.h. maximum speeds for designated trains. BN Trains KCX, DNM, MDN, FSE, NFW, PBF, and MSP are allowed to run 60 m.p.h. between Ft. Scott, KS and Springfield, MO. Also between Thayer, MO and River Jct., Ark. Trains QLA, DNM, MDN, NFW, FSE, OBX, BFX, PBF and MSP are allowed to operate 60 m.p.h. This was effective August 1, 1982. A program is currently underway, beginning November 22nd, 1982 and running thru February 1983, requiring all locomotive engineers to attend a symposium on fuel saving train handling. Also to assist in fuel conservation, BN locomotives are being converted from 130-139 p.s.i. to 115-125 p.s.i. main reservoir pressure, thus air pumps will cut off sooner.

MoPac Train Featured -- The September-October 1982 Issue of Prototype Modeler features an excellent article on MoPac Trains #21 and #22 between Ft. Worth and New Orleans, including photos of the trains and equipment.

COVER PHOTO:
Silence envelopes the entire town. The Temperature is dropping and a cold wet snow mounds itself to everything. In the midst of this storm, Rock Island Train #39 climbs Iron Mountain Hill with a quartet of new GP-38/s.'s. The 4304 leads nos 4302, 4306 and 4300 pulling 110 cars in weather that Brakemen dread. Photo By John Martin.
Hot Time in the Sandhouse -- About 2:30 a.m. Monday, November 29th, a explosion ripped the roof section of Missouri Pacific's Service Track Storeroom, setting fire to the rest of the service track structure. It seems a propane-fueled forklift truck was stored in the storeroom over the Thanksgiving weekend and fuel has seeped and vapor accumulated in the roof area of the storeroom. Something ignited the propane and blew a section of the roof off. The entire building was evacuated and North Little Rock firemen quickly extinguished the fire.

RUMOR Mill Over-Active -- As of November 22, 1982, a verbal agreement was rumored to have been reached for the Missouri Pacific's purchase of Biddle Yard, to be formalized by New Year's 1983. Supposedly track material has been ordered for the rebuilding of the Little Rock Terminal Area with the following changes rumored:

1. Remove the Low-Water Crossover and move to the South End of the Baring Cross Bridge between the North End of Union Station and the Bridge.
2. Remove the 127 at Locust and move to 16th Street in Little Rock (Behind Central High), and rework access track to Rock Island main line at that point to handle long, heavy Coal Trains.
3. Construct a power switch and access track to Louisiana Division (Valley main) at 25th St. in East L.R. from Biddle - Port Lead.
4. Take over Rock Island Main Line from North Little Rock to Memphis and run all East Bound MoPac Trains over Rock Island, All Westbound Trains and Wabash River Div. Trains over Bald Knob Line. This will ease congestion at Bald Knob and on Memphis Branch.
5. Elimination of NS Tower (Locust St. Tower) and Control Operator and will move yard panel to Dispatcher's Boards at 4th St. Office. Under this, Trick Dispatchers will handle all the main lines thru the yard. South end Dispatcher will handle to Crest, North End Dispatcher from Crest North.
6. Elimination of Valley (Junction Bridge) over Arkansas River and move Bridge structure to either New Augusta or DeValls Bluff to upgrade existing bridges.

7. Remove Power switch from Bottleneck to Valley Line and Smith Yard and replace with a hand throw switch. Smith yard will be just an industry spur with the removal of Valley Bridge.
8. Elimination of HH Tower crossover completely.
10. Rework Vinegar Spur to connect with the Little Rock & Western Main to Pulaski.
11. To retain Rock Island Arkansas River Bridge.
12. Rework Rock Island Memphis Main to a 60MPH railroad for freight service.
13. Remove riverfront trackage completely, except for spur to serve Terminal Warehouse and Beer Distributors. They want to stay completely away from the New Riverfront Park.

Biddle Yard will be used primarily as thru track for Unit Coal Trains going from Central Division to Louisiana Division (Valley), thus avoiding current backup move in Yard. A Coal Train from the West would round the South Leg of Ft. Smith Wye, change crews at New Pine Ave. Service Track (now under construction), cross river on West Main, crossover to East Track at South End of Baring Cross Bridge or at 16th St. and Thru Rock Island main to Biddle Yard. From Biddle's Sweet Home Crossing they will head down Port Lead to 25th St. and enter Valley main with new connection track.

John M. Martin

ARKANSAS SHORTLINE & INDUSTRIAL RAILROAD MAY BE ON SHORT TIME -- The announced closing of Reynolds Metals Hurricane Creek Plant next August will spell the death toll for another Arkansas Shortline Railroad and an in-plant Industrial Railroad, the Bauxite & Northern, which claims 19 miles of track from Bauxite and the Reynolds and Alcoa Metals plants and the Missouri Pacific Interchange and Bauxite Jct. depends solely on these Aluminum refining industries for all it's revenue. Reynolds Metals owns a Light Blue G.E. 80 ton Centercab locomotive #500 at it's Hurricane Creek Plant (G.E. 2/53 #31448). It spots cars and does switching in that plant.

The Current BAN Roster is as follows:
Alcos #12 & #13 (both RS-3's were replaced by #15 & #16. RS-3's sold to Union Equity Co-Op at Deer Park, TX in 12/74. Purchased New #15 & #16 both MP-19's (11/74, 74621-1 & 2) currently handle all BAN traffic.

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### HOXIE SUBDIV. — ARKANSAS DIVISION

#### SOUTH FIRST CLASS

<table>
<thead>
<tr>
<th>Route Communication via Clarksdale, MS or Tex.</th>
<th>NORTH FIRST CLASS</th>
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<tbody>
<tr>
<td>21</td>
<td>Page</td>
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#### LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

<table>
<thead>
<tr>
<th>Route Communication via Texarkana or Tex.</th>
<th>NORTH FIRST CLASS</th>
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### HOXIE SUBDIV. — ARKANSAS DIVISION

#### MAXIMUM SPEED

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<tr>
<th>Route</th>
<th>Maximum Speed</th>
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<tr>
<td>822</td>
<td>10 mph</td>
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#### BUSINESS TRACKS

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<th>Route</th>
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<td>MB 60-70</td>
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</table>

### REMOTE CONTROL SWITCHES

Remote control switches are No. 15, 16, 20 except: Poplar Bluff — MP 165-22 crossover East Main — To south end Poplar Bluff yard.

House — 3 switches north end of siding.

Newport — West main track to south end of yard.

Bald Knob — All switches coal chute crossover — siding and Memphis Subdiv. conn.

Little Rock Terminal Division

Jurisdiction includes Little Rock, East Little Rock and North Little Rock.

Before occupying Highway 365 crossing, Big Rock Lead Spur X-8 Little Rock, crews must know crossing gates are down to afford protection.

### LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

#### Yard Limits: Sig. 4882 at Texarkana and SSW crossing.

At Texarkana between power crossover at MP 488 pole 30 and SSW Crossing the following will apply:

1. Southward or Westward main track is designated as No. 1 main and Eastward or Northward main track is designated as No. 2 main.

2. There is no superiority of trains on No. 2 main and all trains eastbound must move at speed prescribed by Rule 90 for second and inferior class trains and engines.

3. Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main and Rule 90 will not apply.

4. On No. 1 main, all trains and engines must clear the schedule times of No. 22 as prescribed by Rule 90 except they may be scheduled to occupy the track times scheduled by the operator at Texarkana.

5. No. 22 must not pass southward signal at MP 488 pole 30 and No. 22 must not pass eastward signal at National Jct. without permission from the operator at Texarkana regardless of indication displayed by those signals.

#### Remote control switches are No. 15, 16 or 20 except:

• Poplar Bluff — MP 165-22 crossover East Main — To south end Poplar Bluff yard.

• House — 3 switches north end of siding.

• Newport — West main track to south end of yard.

• Bald Knob — All switches coal chute crossover — siding and Memphis Subdiv. conn.

• Little Rock — crossover CRIP 60, switch entrance north end Amtrak Depot.

• Bauxite — siding switches.

• Sheridan Jct. — Switch to Benton Yard.

• Gordon — Gordon Subdiv. conn.

• Ark. River Lift Bridge is remotely controlled by operator at Locust St. If signals governing movements above bridge display stop, contact operator.

#### BUSINESS TRACKS

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<tr>
<td>822</td>
<td>MB 60-70</td>
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</table>
Train orders originating No. Little Rock and Texarkana must be cleared through Hot Box and Dragging Equipment Detectors located at *MP 372-35, MP 403-02, *MP 437-37 and *MP 462-00.

**HOT SPRINGS SUBDIV. — ARKANSAS DIVISION**

**Radio communication via Channel One.**

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<tr>
<th>STATIONS N/A</th>
<th>MP</th>
<th>1396.9</th>
<th>1422.2</th>
<th>1606.9</th>
<th>1626.2</th>
<th>1636.1</th>
<th>2156.9</th>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
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<tr>
<td>224 FORF</td>
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Maximum Speed MPH
(Except as below) 50

**SOUTH STATIONS NORTH**

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<th>STATIONS N/A</th>
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**VAN BUREN SUBDIV. — CENTRAL DIVISION**

APL in effect from northbound limit at No. Little Rock, MP 381-25, to southbound limit at MP 258-84, at Little Rock.

Northbound absolute signal at Mayflower is controlled by the control operator at Hot Springs.

Southbound absolute signal at Mayflower is controlled by the control operator at North Little Rock.

Northwestern trains and engines must run north absolute signal MP 315-12 North Little Rock, regardless of indication displayed at the Hot Springs control panel.

Before granting permission for a northbound train or engine to leave North Little Rock, control operator must observe movements on the south track. Control operator must also observe movements on northbound absolute signal North Little Rock and Mayflower, and apply blocking devices as prescribed by Rule 317.1101.

Before permitting a northbound train to proceed beyond North Little Rock, control operator must receive permission from yard master, North Little Rock, and train dispatcher, North Little Rock, that there are no opposing trains between No. Little Rock and Mayflower.

Southbound trains and engines stopped by stop indication at south end of Mayflower must stand 500 feet from clearways point.

Within this territory trains, engines, and employees may be authorized to proceed, regardless of indications, to any point stated and move in either direction without train order authority or any other indication, as provided by rule 317.1011, when the speeds are not greater than those prescribed for the territory.

Before starting, train or engine must be stopped at a signal or post, and remain stopped at the signal or post for a time at least equal to the time mentioned in the signal or post, and not less than one minute (60 seconds), before starting, except where otherwise authorized by rule 317.1011.

All southbound trains, engines, and employees at low speed.

A train or engine granted Track Permit, after stopping, may raise a south signal indicating to stop or stop and proceed at low speed and then proceed at low speed. Before issuing permit, control operator must display some indication on northbound absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 317.1101 and must not permit other movements into APL territory unless authorized by Track Permit. Employees requesting Track Permit must personally identify themselves, report the limits granted and receive "OK" before acting upon the permit. Control operator will record the limits granted and time permit issued on the control operator's watch card, the time permit given must be reported to the yard dispatcher, the limits of or limits to which track switch must be left open if permit is to be released before time expires, all equipment must be in the limits of and fast coupled to control operator. If not clear by the time permit expires, permission must be achieved in both directions as prescribed by Rule 317.1011 and will be granted permission to proceed to more than one train, engine, or employee in the same limits, each must be notified. All blocking rules not modified by these exceptions will apply.

The provisions of Rule 317.1111 with respect to track and time limits will also apply in issuing and controlling Track Permits.

The control operator must ensure that southbound train or engine will not block the through track. The control operator must ensure that all indication is indicated on the other than clear indication of signal as north end of Mayflower must be cleared of all the tracks for main street automatic crossing. The control operator must ensure that clear indication light on signal rate at MP 242 pole 23 is illuminated train may proceed at low speed.

**MORE ON SCANNING THE RAILS — Listed below are radio frequencies that are used for the following Arkansas Railroads. Ross Holt reports that the Cotton Belt has apparently changed some of their PBX frequencies "to keep raifans to listening in." If anyone has any additions or corrections please let me know.**

Ashley Drew and Northern Ry: 160.77 & 161.535. (We assume the Fordyce & Princess uses this frequency also.)

Arkansas & Louisiana Missouri: 160.44 & 160.980.

Bauxite & Northern: 160.50.

DeQueen & Eastern: 72.04, 75.70 & 160.23.

Kansas, Oklahoma & Gulf: 160.47, 160.41.

Louisiana & North West: 160.53.

Missouri Kansas & Texas: 160.590 & 160.32.


**BURLINGTON NORTHERN/Springfield Division:** 161.160, PBX & Channel 2: 161.130.

Little Rock & Western: 160.025.

**RIVER TRAFFIC:** 156.650 (This channel used be barges to call for bridge to be opened.)

Illinois Central Gulf: Ch #1: 160.950, Ch #2 160.660.

Compiled by John Martin
Amtrak's New Timetable -- Effective October 31, 1982 a new National Timetable was issued with a few notable changes. The Extension of "Metroliner" Express Train service to New England (Boston) by these new Express Trains from New York to Boston proved to be very popular, according to Amtrak. The other change: New Days of operation on the Eagle Route thru Arkansas. Train #22 now leaves Little Rock Sunday, Tuesday and Friday for St. Louis and Chicago. Train #21 leaves Little Rock Monday, Wednesday and Saturday morning for Texas and points West. Minor time changes occurred on many route also, including the Eagle.

EAGLE Consist Grows -- The Eagle now sports an additional 10-6 Heritage Fleet sleeping car from Chicago to San Antonio due to the constant demand for space on this train. The first consist Southbound departed Chicago November 19, 1982, passing Little Rock Saturday, November 20th with the following consist:

<table>
<thead>
<tr>
<th>Engine</th>
<th>Description</th>
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<tbody>
<tr>
<td>330-263</td>
<td>Superliner Sleeper (L.A.Car) 2130</td>
</tr>
<tr>
<td>33013</td>
<td>Superliner Cafe/Lounge (L.A.Car)</td>
</tr>
<tr>
<td>34000</td>
<td>Superliner Coach (L.A.Car)</td>
</tr>
<tr>
<td>38018</td>
<td>Superliner Diner</td>
</tr>
<tr>
<td>34005</td>
<td>Superliner Coach</td>
</tr>
<tr>
<td>39902</td>
<td>Hi-Level Transition-Dormitory-Coach</td>
</tr>
<tr>
<td>2439</td>
<td>&quot;Pacific Lodge&quot; 10-6 Heritage Fleet Sleeper 2129</td>
</tr>
<tr>
<td>1294</td>
<td>Baggage</td>
</tr>
<tr>
<td>330THIA</td>
<td>Private Car, On at Little Rock for Dallas</td>
</tr>
</tbody>
</table>

Test Dome Run -- Dome-Coach 9481 was released from storage in Beech Grove, Ind. shops for movement to Washington, D.C. performing a clearance test for future domes to run on Train #440/440 from Chicago to Washington on Wednesday, September 8, 1982. The route over the B&O from Pittsburgh to Washington will again see domes after the completion of H.E.P. power to the other cars.

Domes Out of Storage -- The following Amtrak Dome Cars were ordered out of storage and moved to Beech Grove Shops for rebuilding: From Oakland: 9478, 9479, 9482, 9485. From Los Angeles: 9480, 9483. A total of five cars are to be rebuilt with H.E.P. at Beech Grove for service in the East. Since the Test run, reported above, we have heard no reports of a car being de-domed. We will conclude the clearance tests were successful and the H.E.P. Program will continue.

Locomotive Set Out for Training -- Amtrak F40PH type Locomotive #303 was set out at Little Rock the morning of November 10, 1982. Normally such circumstances would indicate mechanical or electrical failure, but in this instance it was to prevent the occurrence of such. Amtrak is in the process of training on-line railroad mechanical personnel with the in's and out's of Amtrak's 400 volt Head End Power System which provides electrical power for the entire train. Classes were held at MoPac's Phase 2 shops for MoPac employees to get hands-on experience with Amtrak's unique Locomotives. Classes were conducted by Amtrak Road Foreman/Diesel Supervisor Mike Wilkman. Loco 303 then departed Little Rock via Train #21, Saturday, November 13th for Mineola, TX and additional training sessions for T&P employees. Classes were also conducted at Temple, Texas and San Antonio, Texas.

Vandalism Claims a Toll -- Amtrak Locomotives 220 and 291, both F40PH's and car no 21180 were recently damaged by fire in Los Angeles. All were extensively damaged and were shipped in freight service to Beech Grove shops for rebuilding.

Private Car Moves Thru Little Rock -- The Month of November 1982 saw the following private car moves:

- Private car "Venice" on Train #21 Chicago to San Antonio (Occupied)
- Private car "Venice" on Train #22 San Antonio to Chicago (Occupied)
- Private car "Cynthia" on Train #21 Little Rock to Dallas (Occupied)
- Private car "Cynthia" on Train #22 Dallas to Little Rock (Occupied)
R.E.A. Revived -- Amtrak is reviving the door to door Express Delivery Service, offered in years past by the Railway Express Agency. Amtrak has nationwide contracts with independent courier services to provide pickup and delivery service. Amtrak has been in the Retail Express business for some time, and the thrust of this new service will be in Amtrak's 50 Major Cities. A Promotional campaign will begin in January.

Station Rankings -- How do Amtrak's Stations rank (Outside the Corridor) in order of bustfre? Chicago Ranks #1 outside the corridor (#4 including the Corridor) followed by Los Angeles, New York Grand Central Station, San Diego, Albany-Rensselaer, Fullerton, CA, Santa Ana, CA, Portland, OR, Des Mar, CA, Milwaukee, Oceanside, CA, Seattle, Oakland, Champaign-Urbana, IL, San Juan-Capistrano, and New Orleans to run down the list a ways. What about Eagle Line Stations? With Tri-Weekly service here are the National Rankings (including the Corridor stations): St. Louis (37), Bloomington, IL (66), Joliet (83), San Antonio (147), Dallas (170), Lincoln, IL (198), Little Rock(231), Fort Worth (259), Austin (268), Longview (323), Temple (346), Marshall (364), Texarkana (380), Cleburne (427), Poplar Bluff (451), Malvern (453), San Marcos (454), Walnut Ridge (455), McGregor (456), Taylor (461), Newport (476). Out of Amtrak's 502 Stations these were the ranking for the 2nd Quarter F-Y 1981.

Silver Palm Means Florida in Railroad Business Saturday, November 20th marked the Inaugural run of Amtrak and The State of Florida's 4038 Train The Silver Palm, which runs from Tampa to Miami, including a bus connection to Orlando.

TAKE THE PEPSI CHALLENGE On The Rails -- The Pepsi Challenge recently took to the rails on the Eagle Route and in Chicago Union Station. On Train #21, November 19th from Chicago to Springfield, Ill., Amtrak Riders were able to Take the Pepsi Challenge in the Lounge of Amtrak's Superliner Equipped Eagle, and returning on Train #22 November 20th. Other trains included the Empire Builder and the San Francisco Zephyr.

Cotton Belt Detour -- From Late November thru the early part of December, Amtrak Train #21 detoured over the Cotton Belt from Texarkana to Big Sandy, Tx while programmed Bridge work was done over the regular route. This made #21 miss it's Marshall and Longview stops which were protected by bus from Texarkana.

1983 POLLS -- Figures released by Amtrak look for the Eagle to be the #4 heaviest traveled route in the country with an average Passenger Mile/Train Mile figure of 2501. First Place is New York to Philadelphia at 4220, 2nd the Coast Starlight with 3606, then Washington to Montreal followed by New York to Florida trains then the Eagle. Worst ridership was the 4038 train from Philadelphia to Pittsburgh via Altoona. In all, the corridor looked bad with the exception of the stong showing N.Y. to Philly. Next Lowest was New Haven to Springfield, Mass., then Philadelphia to Harrisburg.

PROGRAM -- No regular program will be held in December. Instead, our club will hold its annual CHRISTMAS PARTY on Thursday, December 9th at the North Hills Country Club on JFK Blvd in North Little Rock, the same place we had it last year. Be there by about 6:00pm for fun and fellowship in the railroad tradition. Cost, including tip, will be $8.33 per person, also including tax. You must buy your own drinks. Thanks again to former club president Bill Alessi for setting this up.

The club also went to Stephens for a railroad show and sale December 4th. This was mainly to help that town in southern Arkansas celebrate its 100th anniversary and to also help out the Cotton Belt Railroad, which asked us to substitute for them in this celebration.

DUES ARE DUE for 1983 (what, already?). The regular rate is $10 per year for in-state members and $7.50 per year for out-of-state members. This includes monthly copies of the ARKANSAS RAILROADER. (Many thanks for those of you who have given me stamped envelopes and paper!). Mail your dues to any of the club officers mainly club treasurer Dick Byrd, 12 Fieldwood Dr., Little Rock, AR 72207.

Or, you can mail them to me, Ken Ziegenbein, 903 Valerie Dr., North Little Rock, AR 72118. I'll see that they get forwarded to the right people.

Also, if you are not yet a member and wish to join, there's a handy coupon (application blank) printed elsewhere in this newsletter. SEE YOU AT THE PARTY!
The pictures on the previous page, all donated by Gene Hull, relate to the story that follows, on the wreck of the "Hot Springs Special" in 1921.

WRECK OF THE HOT SPRINGS SPECIAL

BY CLIFTON E. HULL

The morning of February 10, 1921 dawned clear and crisp at Little Rock, a typical late winter day. There was an eye-squeinting brightness to the sun, and the night chill soon would be driven from the air. Down at the Missouri Pacific Railway depot steam from the switch engines condensed into billowing clouds, creating a dramatic scene as they carefully moved cars about the yard. Activity proceeded at a leisurely pace, which was normal for that time.

Train No. 35, southbound for Texarkana, had departed on time at 6:30 a.m., and southbound Train No. 17 from St. Louis, the HOT SPRINGS SPECIAL, wasn't due to arrive until 7:45 a.m., so nobody was in a hurry.

The train rumbled over Baring Cross bridge spanning the river, swung smoothly around the curve through the rock bluff on the south bank of the river, and rolled to a gentle stop at Union Depot. There was a few minutes of flourished activity as the switch engine removed a 12-section, drawing-room Pullman sleeper from the rear of the train — it would be sent south to Pine Bluff on Train No. 105 at 9:00 a.m. A similar car had come into town on Train No. 201 from Memphis at 3:35 a.m., and would be gently coupled to the HOT SPRINGS SPECIAL so as not to awaken any of the passengers who may be still sleeping. A companion Pullman sleeper, which arrived from Kansas City on Train No. 117, the RAINBOW SPECIAL at 7:25 a.m., would be just as carefully coupled onto the HOT SPRINGS SPECIAL. To serve the passengers, a dining car, from which came the tantalizing odor of fine coffee, also was coupled into the train.

While this busy scene was taking place, a 17-year-old Consolidation-type (2-8-0 wheel arrangement) locomotive from the Brooks Locomotive Works was coupled to the head end of the train. All this was accomplished in only 20 minutes. There were nine heavy steel cars in the train — one baggage car, and four Pullman sleepers. The train was in charge of engineer Jack Sullivan and conductor Graves. Fireman Felix Blackburn was busy getting the engine's fire in good shape to lift the heavy train up the steep slope of the track, which began a short way out of the depot.

At 8:05 a.m. the HOT SPRINGS SPECIAL, one of Missouri Pacific's prime trains, rolled smoothly away from Union Depot at Little Rock on its run of two hours and fifteen minutes to Hot Springs National Park. Just 23 miles south at Benton, a leisurely run of 35 minutes, the train rolled onto the rails of the old Little Rock, Hot Springs and Western railroad, which was purchased in 1909 by the Missouri Pacific's predecessor, the St. Louis, Iron Mountain and Southern. At this point the penetration of the Ouachita Mountains began. Over the next 30 miles there was a succession of right and left curves, and up and down grades. The timetable called for one hour and fifteen minutes to cover that 30 miles, including a possible stop at Lonsdale.

The crest of a hill occurred at High Point, 10 3/4 miles before reaching the fine red brick depot at Hot Springs. At Lonsdale the train was 19 minutes late. Past High Point the downhill grade was almost 1.5 percent, considered moderately steep on the railroad. Just 8 1/2 miles from Hot Springs, the train was rolling down the 2-mile grade and approaching a left-hand curve 979 feet long, slightly more than three city blocks. On the curve speed was limited to 30 mph. The track was made up with rails 30 feet long, weighing 75 pounds for each 3 feet of length. Each rail was supported by 18 white oak ties, with an iron spike on each side of the rail. Beneath the ties was a layer of ballast of cinders and gravel 12 inches thick.

The train had traveled 300 feet on the curve when the train on the outside of the curve turned on its side. The heavy locomotive was instantly rolling across the ties and ballast. It miraculously stayed upright 345 feet, passing a stretch of embankment 30 feet high!

Finally, momentum and gravity caused the locomotive to turn onto its right side, with the coal tender twisting around and coming to rest on past the engine. The baggage car followed the tender. Then the combination smoker-chair car slammed into the engine, smashing the cab. The next three cars and the front of the first Pullman sleeper derailed. The remaining three Pullmans stayed on the rails. 

- 9 -
For a few moments the roaring, crashing sound of the wreck rolled and reverberated through the pine forest - then there was a heavy silence. Then came a flurry of excited movement. Some of the car doors were jammed shut. In moments of panic passengers began breaking windows and climbing to freedom. The panic soon passed, and ambulances and several doctors were immediately on their way.

Doctors found 61 passengers with cuts, bruises, and abrasions, but no major injuries. Also, three employees were shaken up a bit. A hobo, Pat Costello, who had been riding on the heavy truss rods beneath one of the cars, had a broken leg and assorted cuts and bruises.

The engineer, Jack Sullivan, and fireman, Felix Blackburn, were not so lucky. They were found crushed to death in the mangled locomotive cab, beneath the end of the smoker-chair car.

A subsequent investigation produced statements from Conductor Graves; Brakeman Dillon; Flagman Edwards; General Master Mechanic Cunningham, who was riding in the first Pullman car; Division Master Mechanic Whalen; and Assistant General Passenger Agent, unknown, who were also in the first Pullman. They all agreed that Engineer Sullivan was running the train at an excessive rate of speed. Section Foreman McDougal was working along the track a short way from where the train derailed. He said the train passed him at about 50 mph.

Just two days previously this engineer had been cautioned by the conductor and a roadmaster about running too fast down the hill from High Point.

Three photographs in the author's collection brought about the research of details of the wreck of the HOT SPRINGS SPECIAL at High Point that bright winter morning more than 60 years ago.

END

Clifton E. Hull, 3507 E. Washington, 31, North Little Rock, AR 72114

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MR. W. A. MERRY - President
5017 HAWTHORNS
LITTLE ROCK, ARKANSAS 72207

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FOR INFORMATION REQUEST:
ARKANSAS RAILROADER
KEN W. ZIEGENBATH - EDITOR 501-758-1340
905 VATER'S DRIVE
NORTH LITTLE ROCK, ARKANSAS 72118

FOR FAST SERVICE CALL US BY PHONE AND SAVE TIME, ENERGY.
### SOME NAMED ARKANSAS PASSENGER TRAINS OF THE PAST

In the year 1948 Arkansas had quite a few named passenger trains. These are shown below with names, road on which operated, equipment and power:

<table>
<thead>
<tr>
<th>NAME OF TRAIN</th>
<th>ROAD ON WHICH OPERATED</th>
<th>EQUIPMENT</th>
<th>POWER</th>
</tr>
</thead>
<tbody>
<tr>
<td>DELTA EAGLE</td>
<td>MISSOURI PACIFIC</td>
<td>STREAMLINE</td>
<td>DIESEL</td>
</tr>
<tr>
<td>HOT SPRINGS SPECIAL</td>
<td>&quot;</td>
<td>&quot;</td>
<td>ELECTRIC</td>
</tr>
<tr>
<td>RAINBOW SPECIAL</td>
<td>&quot;</td>
<td>&quot;</td>
<td>STEAM</td>
</tr>
<tr>
<td>THE SOUTHERNER</td>
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<tr>
<td>THE OZARKER</td>
<td>&quot;</td>
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</tr>
<tr>
<td>SOUTHERN SCENIC</td>
<td>&quot;</td>
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<td></td>
</tr>
<tr>
<td>SUNSHINE SPECIAL X</td>
<td>&quot;</td>
<td>&quot;</td>
<td>STEAM-DIESEL ELEC.</td>
</tr>
</tbody>
</table>

X - This train usually ran in three sections

| THE TEXAN              | "                      | "           | STEAM-DIESEL ELEC. |
| TEXAS EAGLE X          | "                      | "           | STEAM-DIESEL ELEC. |

X - Inaugurated in 1948

| CHOTAW ROCKET          | ROCK ISLAND            | STREAMLINE  | DIESEL ELEC.   |
| HOT SPRINGS LIMITED    | "                      | "           | STEAM          |
| MEMPHIS-CALIFORNIAN    | "                      | "           |                |
| KANSAS CITY FLORIDA SPECIAL FRISCO | "              | "           |                |
| THE MEMPHIAN           | "                      | "           |                |
| THE SUNNYLAND          | "                      | "           |                |
| THE LONE STAR          | COTTON BELT            | "           |                |
| THE MORNING STAR       | "                      | "           |                |
| THE FLYING CROW        | KANSAS CITY SOUTHERN   | "           | DIESEL ELEC.   |
| THE SOUTHERN BELLE     | "                      | "           |                |
| THE SHREVEPORTER       | LOUISIANA & ARKANSAS   | "           | STANDARD       |

The majority of the above named trains ran thru Arkansas; a few either originated or terminated in the state.

Since our subject is named passenger trains in Arkansas, it may be interesting to note that back in the early thirties Arkansas had two named passenger trains that were "out of the ordinary". One of these operated on one of Arkansas' most famous short lines, The Prescott & Northwestern. It carried the name ELBEKTA ZEPHYR. (See Gene Hull's SHORTLINES OF ARKANSAS for photo). The train looked somewhat similar to the RIO GRANDE SOUTHERN'S famous GALLOPING GOOSE although perhaps not quite as large. The other train consisted of three former highway busses converted to rail use by the addition of flanged wheels, etc. by the COTTON BELT for use in round trip daily local service between Texarkana and Pine Bluff. These trains were purely depression era trains, were highly advertised and were so popular they were given two names, SOUTHWESTERN FLYER AND EAGLE OF THE RAILS, both names painted on each side of the train. They were certainly no flyer or eagle but they did attain speeds of up to 65 miles per hour and proved to be very popular with Cotton Belt patrons between Texarkana and Pine Bluff. They were in service only a short time until replaced with standard equipment steam trains.

Wish we still had all of the above named trains, don't you?

**INFORMATION ON NAMED TRAINS FROM ASSOCIATION OF AMERICAN RAILROADS INFORMATION SERIES No. 4 DATED 1948**

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**TO:** ARKANSAS RAILROAD CLUB

**WE INVITE YOUR PARTICIPATION**

**RETURN APPLICATION FORM NO.**

<table>
<thead>
<tr>
<th>NAME OF APPLICANT</th>
<th>Phone (                      )</th>
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<tbody>
<tr>
<td>HOME ADDRESS</td>
<td>Street City State Zip</td>
</tr>
<tr>
<td>SIGNATURE OF APPLICANT</td>
<td>DATE</td>
</tr>
</tbody>
</table>
Photo shows STL SW (COTTON BELT ROUTE) Observation-Cafe-Lounge heavyweight car No. 361 with Lone Star Limited lettering taken at Texarkana in 1928. Also shown is the young steward and colored porter standing beside the car.

Car was built by A.C.F in 1910 and was converted to M. of W. service in 1941. In that day and time it did not contain roller bearings or other mechanical features found in modern day passenger equipment. Its riding qualities however were superb and the interior was a thing of beauty. The parlor-lounge section contained wicker chairs with black leather cushions, green carpeting on the floor and mahogany paneling throughout. A swinging door separated the lounge from the dining section. It was primarily used on Trains 1 and 2, the LONE STAR between Texarkana and Dallas but also sometimes used on Trains 5 and 6 between Texarkana and Jonesboro.

The observation platform contained the usual folding chairs for the pleasure of those passengers who wished to view the passing scenery and watch the roadbed unfolding. Most trips I made on this car and sister cars the observation platform was my favorite riding place.

Although I have no record on same, understand that two sister cars of No. 361 were sold by the Cotton Belt to the New York, Ontario and Western and later sold by that line to the Seaboard Air Line where they ran out the remainder of their days.

Car 361 is long gone but certainly not forgotten.

Photo from the collection of Harold K. Vollrath. Commentary by Bill Morck.

How Many of Us could have realized that Ten Years ago, in 1973, when this little fellow sat atop the Rock Island herald proclaiming "Accident Free in '73" that ten years later there would be no Rock Island.

WISING YOU ALL A HAPPY NEW YEAR WITH HOPES FOR GROWTH AND PROSPERITY IN THE YEAR 1983.

KEN ZIEGENBEIN
JOHN MARTIN