Heading thru the Interchange at Pulaski Siding, Little Rock & Western #305, with Office Manager Bob Sandage riding the head end, backs to pick up four Amtrak coaches. The freshly lettered chop-nosed RS-3 will run as the "Riverfest Express" the next few days, transporting hundreds of people from the old Razorback Drive-In to Murray Lock & Dam for the Riverfest Festivities. Sister Loco #307, still lettered for parent Green Bay & Western would make a good project for the Arkansas Railroad Club. The #305 was lettered for Riverfest by the Amtrak Crew (Randy Cookus, John Martin, Richard Finch) and Bill Pollard and Joe Pollard, in cooperation with the Little Rock & Western. The club could promote a design-a-loco contest, subject to the approval of the Little Rock & Western to letter the remaining loco. Photo in May of 1981 by John Martin.
Fuel Consumption Tests — Missouri Pacific conducted fuel consumption tests using Train CH and two SD-40/2's Nos. 6070 and 6071, on Friday, December 10th, 1982. Train CH departed Chicago at approximately 6:00 a.m. and ran over it's regular route: Yard Center (Chicago) via Villa Grove, Salem, Poplar Bluff, North Little Rock, Texarkana, and Palestine to Houston's Settegast Yard. Both locomotives were specifically equipped with mechanical fuel metering devices to measure fuel consumption and were operated at normal speeds. Industrial Engineers rode the train from Salem, Ill. to Houston to gather data on fuel, speeds and delays enroute.

Flood Causes Major Damage to Missouri Pacific -- The recent storms that pelted Central Arkansas and major amounts of rainfall that occurred in Arkansas, Missouri and Illinois caused major damage to the regions railroads. Among the damage the following reports were made:

Van Buren Subdivision...When the levy at Point Remove Creek gave way this flooded Interstate 40 near Morrilton and came close to being above the rails of MoPac's Main Line, with water seeping thru the ballast.

White River Subdivision...A hole near Calico Rock was created by flood waters measuring 70 feet long and 30 feet deep, requiring 45 cars of rip-rap. Many other large holes in the roadbed were found that left the Division out of service from December 4th thru Sunday December 12th. Missouri Pacific Freight trains that normally use this division were detoured from Memphis to Little Rock to Van Buren (Central Div.) to Kansas City. These included the KLY, MK, SMU, UMS and several Coal Trains. Numerous work trains originating out of Newport, Bentonville and Hot Springs dumped rail cars into the washed areas.

Augusta, Ark.........The River created at the low point about 2'4" from the top of the rail, all bridges held.

DeSoto Subdivision......Numerous washouts along the Black River requiring Amtrak to Detour over the Chester Subdivision (East side of Mississippi) December 4th thru December 7th.

A.A.R. Power Picture -- The Association of American Railroads has reported that 31 new and rebuilt locomotives were added to Major Railroad's fleet in the month of October, compared with 35 in September and 55 in October 1981. As of November 1, the total of owned and leased diesel-electric locomotives was 27,234, compared with 27,291 on October 1st and 27,772 on November 1, 1981. The cost of new Locomotives currently runs as follows (These are approximate, depending on options, etc.) 1.275 million for a Passenger Locomotive (F40PH) and 1.15 million for a Freight Locomotive (GP-38/2).

Unite Just Passing Thru -- SWPCC 778, a bright orange NW-2 (Ex-Rock Island 778) was sited passing thru Little Rock enroute to Shreveport, La., in Missouri Pacific's yards December 8th.

Engineer Dies in Crossing Accident -- Missouri Pacific Local Train #410(07) with locos 1677 & 1665 handling 12/19/1989 and moving at approx. 35 m.p.h. struck a loaded gravel truck at Illinois State Highway #51 Crossing, one mile North of Pana, Ill., derailed both locomotives and Seven Cars. After Striking the truck on the crossing, both units turned over, knocked down a power line and slid down an embankment into a water-filled ditch. A small fire caused by the hot wires was quickly extinguished. The Engineer, C. Bean, was trapped in the water and mud filled cab for several hours awaiting help. He died in the accident. A brakeman, G. Frederickson was injured and the driver of the truck was killed. The crossing was protected by flashers, working properly and the crossing visibility was wide open in both directions. A senseless loss of life and property. Please observe the 3-1's when you approach a railroad crossing... LOOK, LISTEN AND LIVE. please urge all those you know to abide by the same rule especially thru the Holiday Periods.

MoPac Display at Cabot -- Celebrating the town's First Flag, yes FLAG (some folks will celebrate anything), Missouri Pacific set out a display train consisting of a locomotive, a caboose and Business car "East One" at Cabot December 17th. Cabot was named for a surveyor working for the Iron Mountain and the new flag depicts the silhouette of a surveyor against a steam locomotive in a red field.

More Storage Locomotives -- The Burlington Northern has approximately 60 locomotives in storage at Springfield, Mo.. See the Expanded List of MoPac Locomotives in Storage in this issue.
Heavy Damage to Burlington Northern’s Springfield Division -- In addition to Missouri Pacific's weather related woes, flooding in Missouri and Arkansas has caused major damage to Burlington Northern's Springfield Region. Numerous Washouts have destroyed many spots along BN's main tracks. During the rebuilding period, BN Trains were detoured from Memphis via Bald Knob, North Little Rock and Van Buren and some to Claremore, OK where they regained BN's trackage to Fayetteville and Springfield, Mo or direct via Claremore to Tulsa. Additional detours occurred from St. Louis to Kansas City and from Muskogee to Tulsa. A great mixture of motive power was seen on the detoured trains, from Orange and White "Frisco Units" to BN's newest "B" Units. These cabless booster B23-7's were seen along with the last units purchased by the Frisco to GP50's. Some of the Burlington Northern Trains detoured included the BTX, MNW, CTB, ORX, QLA, and Extras run as XBN1, 2, 3...etc.
The Last Detour move was the Eastbound PBF Train with engines BN2112-2275-2262-2343-2357 (all GP-38/2's) handling 79 loads, 21 empties with cabo BN 10225 (Midtrain) and BN 10122, arriving from the Central Division (Van Buren) at North Little Rock at 3:40 a.m., using MoPac's 300 yard as a thru track. The PBF departed N.L.Rock at 5:05 a.m. enroute to Memphis via Bald Knob, December 15, 1982. Trains interchanging at Van Buren were easy to differentiate by having a caboose on each end of the train since no turning facilities at Van Buren, power would just run around the train and depart.

---

Farewell to Cabooses? -- Negotiations are currently under way concerning the removal of cabooses on certain trains. The Association of American Railroads is developing a specification for a rear end telemetry system that can furnish information to the engineer on conditions at the rear of the train. Missouri Pacific Lines in cooperation with Harman Electronics has a prototype system that was tested in operations the week of December 13th. The new system consists of two components: A Rear End Device, which is a box mounted in the rear coupler knuckle hole of the rear car and an air hose is connected to the brake pipe hose on the rear car. A radio transmitter in the box transmits rear car brake pipe pressure, battery condition, motion of the train and slack condition information to the lead locomotive. The second component: A Locomotive Device, consists of a recieving device and displays the transmitted information on a display mounted on the control stand of the lead locomotive. A temporary antenna was gutted mounted on the lead locomotive for these tests. The trains that handled the test device were:

<table>
<thead>
<tr>
<th>Train</th>
<th>Depart</th>
<th>Arrive</th>
</tr>
</thead>
<tbody>
<tr>
<td>KLY</td>
<td>Kansas City 12:30 a.m. 12/14 Tues.</td>
<td>N.L.Rock 12:30 a.m. 12/15 Wed.</td>
</tr>
<tr>
<td>LG</td>
<td>N.L.Rock 8:00 a.m. 12/15 Wed.</td>
<td>Alton &amp; So.</td>
</tr>
<tr>
<td>CSP</td>
<td>St. Louis 5:00 p.m. 12/16 Thurs.</td>
<td>(E.St Louis) 8:00 p.m. 12/15 Wed.</td>
</tr>
</tbody>
</table>

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More on Bauxite & Northern Shutdown -- Traffic to and from the Bauxite & Northern has been falling steadily since 1980 due to the depressed economic conditions. Traffic figures illustrate this decline:

<table>
<thead>
<tr>
<th>Year</th>
<th>Outbound</th>
<th>Misc.</th>
<th>Inbound</th>
<th>Limestone</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980.......</td>
<td>4967 cars</td>
<td>654 cars</td>
<td>4153 cars</td>
<td>9774 cars</td>
<td></td>
</tr>
<tr>
<td>1981.......</td>
<td>3611 &quot;</td>
<td>242 &quot;</td>
<td>3229 &quot;</td>
<td>7082 &quot;</td>
<td></td>
</tr>
<tr>
<td>1982 (Thru October)</td>
<td>1956 &quot;</td>
<td>274 &quot;</td>
<td>396 &quot;</td>
<td>2626 &quot;</td>
<td></td>
</tr>
</tbody>
</table>

Most Outbound cars were to Jones Mills and Gum Springs, Ark., with other movements to Texas, Louisiana and New York. Inbound principal movements are caustic soda from West Lake, Louisiana and Alumina from Gregory, Tex.. Limestone movements were discontinued in March 1982, due to shut down of refining production line requiring Limestone in the process.

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Own a Piece of the Rock -- The St. Louis Southwestern Railroad Co. has recieved approval and from the Federal Bankruptcy Judge to acquire the following Rock Island Line segments in Arkansas: Brinkley to Brinkley (65.1 miles), One third interest in the Ark. & Memphis Bridge and Terminal Railroad Co. and Yard Trackage at Stuttgart, Ark. The total acquired Rock Island trackage in the state will stand at 200.3 miles when the Cotton Belt acquisition is finalized with the Trustee. Negotiations continue between Missouri Pacific Lines and the Rock Island for line segments between Little Rock and Brinkley (not Just Hazen)(72.5 miles), Little Rock to Haskell (27.4 miles), and El Dorado to Junction City (16.1 miles).

From Trackside, Publication of Ark. Trans. Dept.
Abandonments and Proposed Abandonments -- Class I Railroads are required to notify the Ark. Trans. Dept. of amendments and updates to Category I thru 5 trackage lines. Category I lines are those lines the carrier anticipates will be the subject of an abandonment or discontinuance application to be filed within three years. The following lines are the latest ones added to Category 1 in Arkansas:

- Burlington Northern: From Jerson to Montreal, Ark. 13.4 miles
- Burlington Northern: From St. Smith to Jerson, Ark. 8.3 miles
- Missouri Pacific: From Fort Chaffee to Paris, Ark. 33.8 miles.

Missouri Pacific has filed an application to abandon a portion of their line between Delight and Delight Junction, 6.6 miles in Clark and Pike Counties. The reason cited for abandonment is low traffic volume and poor condition of track which does not justify continued operations. Many of the major shippers had already switched to motor carriers prior to the abandonment.

From Trans Tracks, Publication of Ark. Trans. Dept. MP General Order No. 78, Arkansas Division, November 18, 1982...Delight Industrial Lead from MP 44.73 to End of Track at Delight MP 452.1 is removed from Service.

No More! -- Effective January 1st, No More 'Old Reliable' (the L&N). No more Family Lines, the merger of the L&N into the newly named "Seaboard System" will drop all other names.

No More Conway Agent -- Effective Thursday, Dec. 22nd MoPac's Conway, Ark. station will be closed. As with everything else, economic conditions and the bleak outlook are factors. Conway business will be handled by telephone with MoPac's Van Buren, Ark. office.

Merger Progressions -- The KATY has withdrawn it's objections to the MoPac-Union Pacific merger in return for trackage rights to Omaha. Southern Pacific still poses stiff opposition to the inclusion of the Western Pacific, basing it's contention on the violation of the Federal law that established the First Transcontinental Railroad in 1866. It may be noted that the SP has sold their Real Estate and Communications companies to raise it's crucial cash flow situation and speculation also suggests to raise sufficient capital to purchase and merge with the Denver and Rio Grande Western. Also rumors and speculation has arisen to the SP's interest in assuming control of the Illinois Central Gulf or merging with the CSX to create a coast to coast 'Super-transcontinental Railroad'.

MOP-UP

Kansas City Southern in the Passenger Business -- The Passenger equipment recently purchased by the Kansas City Southern has been identified (see Ark. R.R. Sept. 1982) as the following cars:

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>KCS Number</td>
<td>Type Car</td>
<td>Last Owner - Number</td>
<td>Original Owner - Number</td>
</tr>
<tr>
<td>19</td>
<td>Dome-Diner</td>
<td>Ex-Auto Train 807</td>
<td>UP 8008</td>
</tr>
<tr>
<td>21</td>
<td>Dome-Coach</td>
<td>Ex-Auto Train 701</td>
<td>UP 7001</td>
</tr>
<tr>
<td>22</td>
<td>Dome-Coach</td>
<td>Ex-Auto Train 709</td>
<td>UP 7015</td>
</tr>
<tr>
<td>23</td>
<td>Sleeper 8 Br--2 DR</td>
<td>Amtrak Regal Dome #2350</td>
<td>ATSF Regal Dome (4-4-2)</td>
</tr>
<tr>
<td>24</td>
<td>Sleeper 8 Br--2 DR</td>
<td>Amtrak Regal Isle #2352</td>
<td>ATSF Regal Isle (4-4-2)</td>
</tr>
</tbody>
</table>

There have been other erroneous reports that the cars were numbered 26-29 however, these are totally inaccurate.

BN Completes First Arkansas Rehabilitation Project -- The State Rail Planning Dept. achieved a major milestone during August 1982, when the first rail rehabilitation project under the Local Rail Assistance (LSRA) Program was completed. The Burlington Northern Railroad completed the rehabilitation of their Hope to Ashdown branch line August 5, 1982. Federal funding for the project was provided through the LSRA totaling $760,000. Rehabilitation of the 32-mile track project began in July, 1981 requiring thirteen months to complete. Prior to rehabilitation, trains were restricted to 10 m.p.h. or less. The project consisted of improving drainage, replacing ties, adding ballast, rail surfacing, track alignment and installing rail anchors to meet FRA Class 2 track standards on 25 m.p.h. Two other projects funded by the LSRA are over fifty percent completed. These projects are the Arkansas Western Line (Waldron, Ar to Heavener, Ok) and the Fordyce and Princeton Line (Tinsman to Waylow Junction). The fourth project, on the Little Rock and Western Line (Little Rock to Perry) is approximately 10 per cent complete.
SOUTHERN PACIFIC'S
$100 MILLION COMMITMENT
FOR FAST, RELIABLE RAIL SERVICE
BETWEEN THE MIDWEST AND
SOUTHERN ARIZONA AND
CALIFORNIA.

If you're shipping carload freight between the Midwest or East and Southern Arizona and California, SP's new Golden State Express service can help you deliver your goods on time. In fact, this SP/Cotton Belt service through our Kansas City gateway is the most reliable dock-to-deck service available. And that's the kind of dependable service that means better inventory and cost control.

Our $100 million investment in rehabilitating this vital rail corridor is paying off in better, more competitive services for our shippers and receivers. Services like our "Golden West Express" for perishables; our "Golden Piggyback Express" for trailers and containers; and now our "Golden State Express" for carload freight.

We'd like to prove our commitment to you. For fast service, or more information, call your local Southern Pacific or Cotton Belt sales representative.

FLASH !!!!!!!!!!!!!!!!!!!! -- Effective December 22, 1982 the Missouri Pacific, Union Pacific and Western Pacific are merged. A wire to all Agents and Terminal Managers instructs all to consider UP, WP and MP equipment and UPZ, WPZ and SWZ trailers and UP and WP stanchion cars as system equipment, to be placed in preference to foreign or leased equipment. "From a corporate standpoint we will still be operated as Separate Railroads."

North Little Rock Yards Progress -- The North Little Rock Yard Rehabilitation Project which includes sledding all tracks in '200 Yard' (inbound yard) and installing 34 new panel switches and laying 16.8 miles of track in this yard including renewal of 20,000 ties is running about 6 weeks behind schedule. The Newport Yard Rehabilitation Project to rebuild the Newport, Ark. yard, scheduled to start October 11, 1982 has been deferred until other projects are completed. Other Projects under way or completed during the last half of 1982 are Extending sidings at Cushman, Ark., Meyersville, Ark and Norfolk, Ark (All on Cotter Subdivision), Cotter siding, Smithdale (on Wynne Subdiv.), Paragould, and Potts spur. Other projects include work at Gurdon and Bald Knob yards, replacement of the Master and Group Retarders at North Little Rock, increasing their capacity to 150 tons. Also sidings at Alicia, Bradford, Tuckerman, Homan and East and West Hope were signaled. A standby generator was installed for CTC and the general office building at North Little Rock. The New Heavy Repair Shop at North Little Rock, costing $40,000,000.00 is being erected with all pile driving, grading and 85% of steel erected. The north end transfer table is 95% complete. All dispatching on the Pana, Ill subdivision has been transferred to the CTC board at North Little Rock. On the Wynne Subdivision CTC Project teh following progress was made: Project Cost: Est. $2,852,000.00

- Cutover McGehee to Snowlake 7/28/82 95% complete
- Cutover Snolake to Helena 8/24/82 95% complete
- Cutover Helena to Marianna 10/26/82 95% complete
- Cutover Marianna to Wynne 11/31/82 50% complete
- Cutover Wynne to Jonesboro 3/31/83 42% complete

* * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
More Heritage "Feature" Cars to be Head End Powered — The following cars have been ordered to Amtrak's Bee Grove Shops for possible conversion to head-end power:

<table>
<thead>
<tr>
<th>Car No.</th>
<th>Type</th>
<th>Orig Road &amp; Number</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9251</td>
<td>Dome-Obs-Lounge</td>
<td>CB&amp;Q 376 (3-1)</td>
<td>&quot;Silver Penthouse&quot; from L.A. Storage</td>
</tr>
<tr>
<td>9362</td>
<td>Dome-Lounge</td>
<td>GN 1392</td>
<td>&quot;Mountain View&quot; Super-Dome from Michigan City Ind. Storage</td>
</tr>
<tr>
<td>9321</td>
<td>Dome-Obs-Parlor</td>
<td>CB&amp;Q 366</td>
<td>&quot;Silver Tower&quot; from New Orleans Stor.</td>
</tr>
<tr>
<td>9331</td>
<td>Dome-Obs-Parlor</td>
<td>CB&amp;Q 236</td>
<td>&quot;Silver Veranda&quot;</td>
</tr>
<tr>
<td>8800-01</td>
<td>Twin Unit Diner</td>
<td>PRR 4610-11</td>
<td>From Seattle Storage</td>
</tr>
<tr>
<td>8802-03</td>
<td>Twin Unit Diner</td>
<td>PRR 4616-17</td>
<td>From Boston Storage</td>
</tr>
<tr>
<td>8804-05</td>
<td>Twin Unit Diner</td>
<td>PRR 4620-21</td>
<td>From Seattle Storage</td>
</tr>
<tr>
<td>5805</td>
<td>58 Seat Coach</td>
<td>Nee C&amp;EI 476, Ex L&amp;N 3240</td>
<td>No Information, From Chicago Storage</td>
</tr>
<tr>
<td>2890</td>
<td>Sleeper</td>
<td>Nee UP 1446, Ex Am 2639</td>
<td>&quot;Silver Quail&quot; from Mich City Ind.</td>
</tr>
<tr>
<td>2201</td>
<td>11 DBedrm Sleeper</td>
<td>CB&amp;Q 451</td>
<td>From Los Angeles Storage</td>
</tr>
<tr>
<td>2096</td>
<td>??Slumbercoach?</td>
<td>????</td>
<td>&quot;Pacific Union&quot; From Chicago Storage</td>
</tr>
<tr>
<td>2097</td>
<td>??Slumbercoach?</td>
<td>????</td>
<td>&quot;Silver Quail&quot; From Mich City Ind.</td>
</tr>
<tr>
<td>4423</td>
<td>44 Seat Coach</td>
<td>Nee SP 2236, TNO 448, SP 2375 From Hialeah, Fl.</td>
<td>No Information, From Lebanon N.J.</td>
</tr>
<tr>
<td>4552</td>
<td>44 Seat Coach</td>
<td>Nee GN 1010, Ex UP 5492</td>
<td>From Hialeah, Fl.</td>
</tr>
<tr>
<td>5014</td>
<td>40 Seat Coach</td>
<td>CB&amp;Q 4737</td>
<td>&quot;Silver Bit&quot; From Hialeah, Fl.</td>
</tr>
<tr>
<td>5803</td>
<td>58 Seat Coach</td>
<td>Nee C&amp;EI 482, Ex L&amp;N 3244</td>
<td>From Hialeah, Fl.</td>
</tr>
<tr>
<td>5018</td>
<td>50 Seat Coach</td>
<td>CB&amp;Q 4741</td>
<td>&quot;Silver Rein&quot; from St. Petersburg Fl.</td>
</tr>
</tbody>
</table>

The following Ex. ATSF Coaches are being shopped for 2 year inspection and reconfiguration from 48 seat coaches to Hi density 76 seat coaches:

<table>
<thead>
<tr>
<th>Car Number</th>
<th>New Number</th>
<th>Shopped</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ex PC 1586</td>
<td>7620</td>
<td>2/23/81</td>
</tr>
<tr>
<td>4706</td>
<td>7621</td>
<td>not shopped yet</td>
</tr>
<tr>
<td>4708</td>
<td>7622</td>
<td>10/11/82</td>
</tr>
<tr>
<td>4709</td>
<td>7623</td>
<td>not shopped yet</td>
</tr>
<tr>
<td>4710</td>
<td>7624</td>
<td>10/18/82</td>
</tr>
<tr>
<td>4712</td>
<td>7625</td>
<td>not shopped yet</td>
</tr>
<tr>
<td>4713</td>
<td>7626</td>
<td>not shopped yet</td>
</tr>
<tr>
<td>4714</td>
<td>7627</td>
<td>not shopped yet</td>
</tr>
<tr>
<td>4721</td>
<td>7628</td>
<td>10/02/82</td>
</tr>
<tr>
<td>4731</td>
<td>7629</td>
<td>10/11/82</td>
</tr>
</tbody>
</table>

1983 Amtrak Calendar Available at a Bargain Price! — Amtrak's Popular 1983 calendar is available for mail order. 1983 features New York's Hell's Gate Bridge with a New England Metroliner meeting a GG-1 "heading for a museum". The price, a reduction from yeares past, is $3.50 per copy or two for $6.00 or 3 for $8.00. Send you check or money order to Amtrak Calendar, P. O. Box 311, Addison, III. 60101.

Sleepers in Eagle Service — Since the addition of a "Heritage Fleet" sleeper to the Eagle the following cars are in regular service:

#2444 "Magnolia Grove" Ex Amtrak 2697, Nee SP 9021 (unnamed) (Amtrak applied name)
#2439 "Pacific Lodge" Ex Amtrak 2618, Nee UP 1425
#2441 "Pacific Cove" Ex Amtrak 2607, Nee UP 1409
#1171 "Silver Coyote" Ex Amtrak 1004, Nee CB&Q 905 Named Baggage Car

A Wire, A Situation — This wire came over the system: San Antonio Called at 2:00 a.m. and said they had a Lady with FIVE small screaming Kids who evidently had not had any milk or food since boarding at Chicago. What's worse is no Diapers either...One kid has a stomach ache (declined medical attention)...San Antonio wants to know of we (Amtrak) can assist?...Told San Antonio Boys to get diapers if she will feed them...Told San Antonio Boys to have a talk with her...No one can find her reservation...Well...Turns out when San Antonio Boys put her on the spot she coughed up a $100 bill....she pays for the Diapers. End Message

Poplar Bluff Station to be Closed — Amtrak has posted notices that Effective January 17, 1982, the Open Station at Poplar Bluff, Mo (the only open station between Little Rock and St. Louis) will become a "Non-Agency Station". The Agent will be eliminated from this station. Amtrak will continued to use the waiting room and rest rooms which will be opened One hour before Train Time, and Amtrak will employ a caretaker.
A Guide To
Missouri Pacific Lines

Operations In
Arkansas
By John M. Martin
A GUIDE TO OPERATIONS

MISSOURI PACIFIC LINES

NORTH LITTLE ROCK, ARK.

By John M. Martin

From the Scanner Radio we hear, "M-P 'S-A-L' to the Crest Yardmaster, 'S-A-L coming by Westinghouse on the West Track...' "O.K. S-A-L going to hold you at HH Tower for the 'DFZ' then come in 206 rail." This commonly heard dialogue marks the arrival of another train at Missouri Pacific's North Little Rock Electronic Classification Yard. At the hub of MoPac's System, North Little Rock Yards is the largest yard on the System, and the busiest, with the meeting of four Main Lines from all four Directions. It will continue to be an asset with the Union Pacific Merger. With this guide you should be able to identify most trains that operate thru the Little Rock Terminal Division when you listen on your scanner radio.

The following pages are a directory of Train Symbols of Freight Trains in the State. Most are identified by Symbols or numbers. Although the only scheduled (First Class) trains are Amtrak #21 and #22, there is an overall operating PLAN that MoPac uses to facilitate better handling of trains and business. These "Plan Times" although not strictly adhered to, are listed when available. All freight trains are run as Extra Trains (non-timetable scheduled).

Missouri Pacific Lines changed from the numbering of it's Major Trains to the use of alpha-numeric symbols per General Notice No. 63 dated September 14, 1972 and effective at 12:01 a.m. September 17, 1972. Most numbered trains are now locals and Traveling switch jobs. Officially, trains are identified by a two or three letter Symbol followed by the Originating Date, which it carries until it reaches it's final terminal. Over the radio you will rarely hear the date used.

The North Little Rock Complex is actually made up of Several Yards, the major ones being the 100-Yard, 200-Yard, 300-Yard, City Yard, Bowl Yard, Smith Yard and East Little Rock Yard and Biddle Yard.

The 100-Yard is used for Thru freight trains with cuts or fills for Little Rock. Trains stop in the 100-Yard and may easily be switched for a brief period and then may depart with minimum delay. The 200-Yard is the main Receiving Yard. Inbound trains usually come into this yard, consisting of 11 tracks. Hump units then couple on and shove the trains over the Hump into the classification tracks. The main classification yard is the Bowl Yard. As cars are shoveled over the hump from the 200-yard, using all the horsepower of gravity, they are switched to different trains. From the Bowl they are pulled and set into the 300-Yard which is used as the main Departure yard. Outbound power leaving the service track calls the Bowl Yardmaster to see which track his train is in. Carmen may also use locally supplied Yard Air to pump up brakes on outbound trains before the road power attaches to it's train.

The City Yard is where the cars for local industries are switched and classified to go with the local switch or transfer job to the industry. East Little Rock Yard is divided by the Valley main into two halves, the Old Yard being on the Downtown Side of the main track and the New Yard on the Eastern Side of the main track. It is switched by the East Little Rock Job. Smith Yard, in North Little Rock has few tracks anymore and is used for storage of cars. Biddle Yards are in a transition period with the upcoming purchase by the MoPac. Look for Biddle Yards to be rebuilt and to become a major part of Missouri Pacific's Terminal Operations.

The Crest Yardmaster oversees and directs all operations in the Terminal. NS Tower, (under Locust St. Viaduct) controls all train movements and signals from the North End of the Yard to HH Tower (South of Union Station) in Little Rock, to Mayflower of the Central Division to Higgins on the Louisiana Division. The Locust St. Operator also controls the River lift bridges, opening them for Barge traffic. Inbound trains call the: Crest Yardmaster for a Track number to come in then the Locust St. Operator lines the switches and signals to bring them into the terminal.

Crew changes on Thru Trains occur at Union Station (for Amtrak & Wood Trains), the freight House crossing (near Proto Junction in N.L.R.), at the: Crest, or at Locust St..

The "Bottleneck" is the maze of trackage and crossovers between Locust St. and Main Street in North Little Rock. This is where the Central Division and the Valley Line trains enter the yards, along with traffic from the South. This affords one of the best locations to watch trains in town. HH Tower is located under the 3rd Street Viaduct in Little Rock (behind the State Capitol Building) and is where the Little Rock & Western Crosses the Double track mains. Many times trains from the South are held at HH Tower for meets and the State has built a convenient parking lot to view the action.

I hope you will find this guide useful. Next Month we'll continue the Guide along with tips for watching trains, a map showing the Terminal Area and a look at an actual Day's Operation. I invite all comments and amendments as the operation of a Modern Railroad changes almost daily.
<table>
<thead>
<tr>
<th>Train Symbol</th>
<th>Originating Station</th>
<th>to</th>
<th>Destination Station</th>
<th>Via Route</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA</td>
<td>Angleton, Tex</td>
<td></td>
<td>Chicago</td>
<td></td>
<td>Chemical Train (not in use)</td>
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<tr>
<td>ALX</td>
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<td>N.L. Rock</td>
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<tr>
<td>BLA103</td>
<td>Unit Ballast Train</td>
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<td>These two examples are Unit Ballast Trains, each will have a different designation, these are only examples.</td>
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<tr>
<td>BPA101</td>
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<td>Valley to Central Div.</td>
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<td>Freeport, Tex</td>
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<td>Mostly Pigs &amp; Autos</td>
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<td>CFZ</td>
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<td></td>
<td>Fort Worth</td>
<td></td>
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<td>CH</td>
<td>Chicago</td>
<td></td>
<td>Houston</td>
<td></td>
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</tr>
<tr>
<td>CHZ</td>
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<td>Houston</td>
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</tr>
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<td></td>
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<tr>
<td>CMJ</td>
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<td>N.L. Rock</td>
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<tr>
<td>CUM</td>
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<td>Memphis</td>
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<td>Unit Coal Train</td>
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<tr>
<td>DE</td>
<td>Dupo, I11.</td>
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<td>El Paso</td>
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<td>Mostly Pigs &amp; Autos</td>
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<td>El Paso</td>
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<td>DF</td>
<td>Dupo</td>
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<td>Mostly Pigs &amp; Autos</td>
</tr>
<tr>
<td>DFZ</td>
<td>Dupo</td>
<td></td>
<td>Ft Worth</td>
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<td></td>
</tr>
<tr>
<td>DM</td>
<td>Houston</td>
<td></td>
<td>Houston</td>
<td>via N.L. Rock or Paragould</td>
<td>Mostly Pigs &amp; Autos</td>
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<tr>
<td>DNS</td>
<td>Dupo</td>
<td></td>
<td>Houston</td>
<td>via N.L. Rock Mostly Pigs &amp; Autos</td>
<td></td>
</tr>
<tr>
<td>DMK</td>
<td>Dupo</td>
<td></td>
<td>Mexico (Laredo)</td>
<td></td>
<td>Mostly Pigs</td>
</tr>
<tr>
<td>DMY</td>
<td>Dupo</td>
<td></td>
<td>Mexico (Laredo)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DSA</td>
<td>Dupo</td>
<td></td>
<td>San Antonio</td>
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<td>Chicago</td>
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<tr>
<td>FC</td>
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<td></td>
<td>Chicago</td>
<td></td>
<td>Mostly Pigs &amp; Empty Auto Racks</td>
</tr>
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<td>FCZ</td>
<td>Ft Worth</td>
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<td></td>
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<tr>
<td>FD</td>
<td>Ft Worth</td>
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<td>Dupo</td>
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<td>Mostly Pigs &amp; Auto Racks</td>
</tr>
<tr>
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<td></td>
<td>Dupo</td>
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<tr>
<td>FL</td>
<td>Ft Worth</td>
<td></td>
<td>N.L. Rock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLY</td>
<td>Ft Worth</td>
<td></td>
<td>Memphis</td>
<td>via Bald Knob</td>
<td></td>
</tr>
<tr>
<td>FM</td>
<td>Ft Worth</td>
<td></td>
<td>Chicago</td>
<td></td>
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<tr>
<td>GDM</td>
<td>UNIT GRAIN TRAINS, these three designations are examples. Most come from the Central Division and go to the Valley or South on Arkansas Division, with Export Grain. Empty trains come North to Central Division.</td>
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<tr>
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<tr>
<td>HC</td>
<td>Houston</td>
<td></td>
<td>Chicago</td>
<td>via N.L. Rock or Paragould</td>
<td>Mostly Pigs</td>
</tr>
<tr>
<td>HD</td>
<td>Houston</td>
<td></td>
<td>Dupo</td>
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<td></td>
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<tr>
<td>KL</td>
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<td></td>
<td>N.L. Rock</td>
<td>via White River Line-Newport</td>
<td></td>
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<td>KLY</td>
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<td>N.L. Rock</td>
<td>via Central Division</td>
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<td>KM</td>
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<td></td>
<td>Memphis</td>
<td>via White River Line-Newport-Bald Knob</td>
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<tr>
<td>KN</td>
<td>Kansas City</td>
<td></td>
<td>New Orleans</td>
<td>via N.L. Rock</td>
<td></td>
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<tr>
<td>LB</td>
<td>N.L. Rock</td>
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<td>Beaumont, Tex</td>
<td>via Valley</td>
<td>Chemical Train</td>
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<tr>
<td>LCB</td>
<td>N.L. Rock</td>
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<td>Chicago</td>
<td></td>
<td>Connection to Belt Ry/Chicago Conn. to Grand Trunk Westn. Mostly Pigs</td>
</tr>
<tr>
<td>LCT</td>
<td>N.L. Rock</td>
<td></td>
<td>Chicago</td>
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<td></td>
</tr>
<tr>
<td>LCR</td>
<td>N.L. Rock</td>
<td></td>
<td>Chicago</td>
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<td></td>
</tr>
<tr>
<td>LCRZ</td>
<td>N.L. Rock</td>
<td></td>
<td>Chicago</td>
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<td></td>
</tr>
<tr>
<td>LCY</td>
<td>N.L. Rock</td>
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<td>Chicago</td>
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<tr>
<td>LD</td>
<td>N.L. Rock</td>
<td></td>
<td>Dupo</td>
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<tr>
<td>LH</td>
<td>N.L. Rock</td>
<td></td>
<td>Houston</td>
<td></td>
<td></td>
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<tr>
<td>LHY</td>
<td>N.L. Rock</td>
<td></td>
<td>Houston</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
LF  N.L.Rock  Ft Worth  Chemical Train  
LFR  N.L.Rock  Freeport, Tx  Alton & Southern Connection  
LG  N.L.Rock  Dupo  
LH  N.L.Rock  Houston  
LHY  N.L.Rock  Houston  
LK  N.L.Rock  Kansas City  via Newport  
LKX  N.L.Rock  Kansas City  via Central Div.  
LMF  N.L.Rock  Memphis  Frisco Connection (BN)  
LMN  N.L.Rock  Memphis  I.C. Connection  
LMS  N.L.Rock  Memphis  L&N Connection & Power  
LMSY  N.L.Rock  Memphis  Southern Ry Connection  
LSA  N.L.Rock  San Antonio, Tx  Memphis Yard Connection  
MCZ  Mexico(Laredo)  Chicago  Mostly Pigs & Autos  
MDX  Mexico(Laredo)  Dupo  
MK  Memphis  Kansas City  via B.Knob & Newport  
MKP  Memphis  Kansas City  via B.Knob & Newport  
MF  Memphis  Ft Worth  
MLF  Memphis  N.L.Rock  Frisco (BN) Connection & power  
MLI  Memphis  N.L.Rock  Illinois Central Connection  
MLN  Memphis  N.L.Rock  L&N Connection & Power  
MLPS  Memphis  N.L.Rock  Southern Ry. Connection  
MLY  Memphis  N.L.Rock  Memphis Yard Connection  
MAR  Memphis  Angleton, Tx  Chemical Train  
ND  New Orleans  Dupo  via N.L.Rock or Paragould  
NG  New Orleans  Dupo  also Carries Chicago connection  
NL  New Orleans  N.L.Rock  
NC  New Orleans  Chicago  
PKM  Kansas City  Memphis  via B. Knob & Newport  
SAL  San Antonio  N.L.Rock  
TAZ  Chicago  Texas  Piggyback Train that carries all Texas Connections  
VGR  Texas  Dupo  
VLX  Texas  N.L.Rock  
XVC  Texas  Chicago  X prefix denotes Extra Train  
XLA  N.L.Rock  Alexandria, Tx  Extra Train (Chemical)  
LKR  Kansas City  Alexandria  Valley  Extra Train  

Numbered Trains:  
84 & 85 not currently in use, were trains from Alexandria to N.L.Rock, Ark.  
105  Van Buren  N.L.Rock  
106  N.L.Rock  Van Buren  
107  Van Buren  N.L.Rock  
108  N.L.Rock  Van Buren  
130  El Dorado  N.L.Rock  
131  N.L.Rock  El Dorado  
150  N.L.Rock  Dupo  
151  Dupo  N.L.Rock  
152  Texarkana  N.L.Rock  
153  N.L.Rock  Texarkana  
155  N.L.Rock  Alexandria, La  
154  Alexandria, La.  N.L.Rock  
156  N.L.Rock  Chicago  

670 & 671 were Locals between Van Buren & North Little Rock, not currently in use.  

Descriptions of MoPac Switch and Traveling Switch Jobs in Little Rock Area  

Hill Job -- Works old Little Rock & Maumelle Western Trackage from Westinghouse on  
Asher Avenue to the crossing of Asher Ave at the Neimeyer Feed Mill. Also  
works main line industries near 16th St and 10th St. and the Vinegar Spur.  

N-I-A Job -- The New Industrial Area Job works the 65th St. Industrial Area entering on  
Mabelle Pike near Hoerner Box.
<table>
<thead>
<tr>
<th>Route</th>
<th>Departure Time</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>648</td>
<td>Ft. Smith Traveling Switch Engine</td>
<td>9:00 a.m.</td>
</tr>
<tr>
<td>650</td>
<td>Van Buren Traveling Switch Engine</td>
<td>11:00 p.m.</td>
</tr>
<tr>
<td>656</td>
<td>Ft. Smith to Paris Local</td>
<td>6:00 p.m.</td>
</tr>
<tr>
<td>652</td>
<td>Van Buren Traveling Switch Engine</td>
<td>6:00 a.m.</td>
</tr>
<tr>
<td>662</td>
<td>Russellville Traveling Switch Engine</td>
<td>9:00 a.m.</td>
</tr>
</tbody>
</table>

*(Note: Ft. Smith also has two switch Jobs, Nos. 101 and 102 starting at 9:00 a.m. and 9:00 p.m. respectively.)*

1. **Poplar Bluff to Sikeston Turn**
   - 8:01 a.m. Daily
   - 3:59 p.m. Currently Abandoned
2. **Poplar Bluff to Gads Hill Turn**
3. **Poplar Bluff to Dexter Turn**
   - 10:00 a.m. Daily
4. **Poplar Bluff to Anapolis Turn**
   - 11:59 p.m. Daily Ex. Sat.
5. **Poplar Bluff to Dexter Turn**
   - 7:00 p.m. Daily Ex. Sun.
6. **Bismark to Cadet Turn**
   - 5:00 a.m. Daily Ex. Sun.
7. **Ivory Yd to Wickes-Mineral Point**
   - 4:00 a.m. Currently Abandoned
8. **Desoto to Riverside Turn**
   - 7:30 p.m. Daily Ex. Sun.
9. **Bismark to Bonn Terre Turn**
   - 7:30 a.m. Daily Ex. Sun.
10. **Bismark to Annapolis Travel Sw. Eng.**
    - 4:30 p.m. Daily Currently Abandoned
11. **St. Louis to DeSoto Turn**
    - 5:00 p.m. Daily Ex. Sun.
12. **Poplar Bluff to St Louis Local**
    - 10:00 p.m. Daily Ex. Sun.
13. **St. Louis to Poplar Bluff Local**
    - 6:00 a.m. Daily Ex. Sun. - Abandoned
14. **Bismark to DeSoto Turn**
    - 5:00 a.m. Daily Currently Abandoned
15. **Bismark to Cadet, Mo Turn**
    - 11:00 a.m. Daily Currently Abandoned
16. **Jackson to Sikeston Tues., Thurs. Turn**
    - 6:01 a.m. 2 days/wk. Abandoned
17. **Sikeston to Jackson Mon., Wed.Turn**
    - 12:01 p.m. 2 day/wk. Abandoned
18. **Malvern to Bauxite Travel Sw. Eng.**
    - 7:00 a.m. Daily Ex. Sun.
19. **Gurdon to Arkadelphia Trav. Sw. Eng.**
    - 4:00 p.m. Daily Ex. Sat.
20. **Gurdon Traveling Sw. Eng.**
    - 10:00 a.m. Daily Abandoned.
21. **Gurdon to Prescott Trav. Sw. Eng.**
    - 6:00 a.m. Daily Ex. Sun.
22. **Benton Traveling Sw. Eng.**
    - 7:00 a.m. Daily Abandoned.
23. **El Dorado to Barringer, Ark T.S.E.**
    - 3:30 p.m. Daily Ex. Sun.
24. **Cameron to Lester, Ark Trav. Sw. Eng.**
    - 8:30 a.m. Daily Ex. Sat.
25. **Gurdon to Norman Turn**
    - 6:00 a.m. Daily Ex. Sun.
26. **Hope - Perkins Trav. Sw. Eng.**
    - 8:00 a.m. Daily Ex. Sun.
27. **Perkins to North Little Rock Local**
    - 1:00 p.m. Daily Ex. Sun. (may turn at Gurdon)
28. **North Little Rock to Perkins Local**
    - 5:00 p.m. Daily Ex. Sat.
29. **Newport to Tuckerman T.S.E.**
    - 6:30 a.m. Daily Abandoned
30. **Newport to Tuckerman T.S.E.**
    - 7:00 p.m. Daily Abandoned
31. **Batesville to Ark. Eastman T.S.E.**
    - 10:00 a.m. Daily Ex. Sun. Abandoned
32. **Nashville to Perkins Turn**
    - 7:00 a.m. Daily Ex. Sun.
33. **Newport to Cotter Turn**
    - 6:00 a.m. Daily Ex. Sun.
34. **Searcy to Kensett Turn**
    - 6:30 a.m. Daily Ex. Sun.
35. **Newport to Poplar Bluff Local**
    - 9:00 a.m. Tu-Th-Sun
36. **Poplar Bluff to Newport Local**
    - 8:00 a.m. Mo-Wed-Fri
37. **Memphis to Rio Vista Turn**
    - 7:30 a.m. Daily Ex. Sun.
38. **N.Little Rock to Newport Turn**
    - 6:00 a.m. Daily Ex. Sun.
39. **Malvern to Hot Springs Turn**
    - 9:00 a.m. Daily Ex. Sun.
40. **Wynne to Bald Knob Turn**
    - 7:00 a.m. Daily Ex. Sun.
41. **El Dorado to Camden Trav. Sw. Eng.**
    - 6:00 a.m. Daily Ex. Sun.
42. **El Dorado to Gurdon Local**
    - 9:00 a.m. Daily Ex. Sun.
43. **Gurdon to El Dorado Local**
    - 10:10 a.m. Daily Ex. Sun.
44. **Pine Bluff-L.Rock-Gurdon Wood Train**
    - 2:00 a.m. Daily Ex. Sun. (Used to come to NLR)
45. **Gurdon-L.Rock-Pine Bluff Wood Train**
    - 9:00 p.m. Mon-Wed-Fri Empty Wood Train
46. **Cotter to Newport Local**
    - 9:00 a.m. Mon-Wed-Fri
47. **Malvern Rock Island T.S.E.**
    - 8:00 a.m.
48. **Helena Traveling Sw. Eng.**
    - 6:00 p.m. Daily Ex. Sun. Old R.I.Job
49. **Malvern to Wilson Springs Turn**
    - 7:00 a.m. Daily Ex. Sun.
50. **Wynne Traveling Sw. Eng.**
    - 6:00 a.m. Daily Ex. Sun.
51. **McGehee Traveling Sw. Eng.**
    - 4:00 p.m. Daily
52. **Helena Traveling Sw. Eng.**
    - 2:00 p.m. Daily
53. **Paragould to Helena Local**
    - 6:00 a.m. Daily
54. **McGehee Traveling Sw. Eng.**
    - Daily
55. **N.Little Rock to McGehee Local**
    - Daily
56. **McGehee to N. Little Rock Local**
    - 7:59 a.m.
57. **McGehee Traveling Sw. Eng.**
    - 12:01 p.m.
58. **McGehee to Monroe Local**
    - 2:00 p.m.
59. **Monroe to McGehee Local**
    - 3:55 p.m.
60. **McGehee Traveling Sw. Eng.**
    - 6:00 p.m.
61. **McGehee to Winnaboro, La Local**
    - 4:00 p.m.
62. **Winnboro to Rayville, La. Local**
    - 12:01 a.m.
63. **Monroe to Buttig Traveling Sw. Eng.**
    - 3:00 p.m. Daily Ex. Sun
64. **Huttig to Monroe Traveling Sw. Eng.**
    - Return Side
65. **Monroe to Urania, La. Local**
    - 10:00 a.m.
66. **McGehee Traveling Sw. Eng.**
    - 11:59 p.m.
Local Traveling Switch Jobs -- Continued...

Mablevale Job  -- Works between Ensign (65th Street) and Alexander including Jacuzzi Bros, Eumar, and Affiliated Foods. It also pull the Pvt. Car 'Cynthia' to town for special moves.

Shop Job    -- Works the Pike Ave. Shop area including the Wheel Shop and Storerooms.

Freight House
Job  -- Works the Piggyback Ramp and freight House area at the North End of the Yard.

Bowl Jobs  -- Pull tracks from the Bowl Yard and shove them into the 300-Yard switching them from cuts of cars into Outbound trains.

Hump Jobs  -- Shove trains from the 200-Yard over the Hump for Classification. Usually has two or three locomotives.

Rock Jobs  -- Works the Mining Areas South of Town, including Big Rock. Also see 3M Job

East Little
Rock Job  -- Works the East Little Rock Yard and spot industries along Bond St. and the Riverfront.

Minnesota
Mine Job  -- Works the Rock Mining area South of Little Rock, including the 3-M Plant from where it derives it's name.

Locust St.
Job  -- Works in the Bottleneck Area, goes to Camp Robinson, works around Smith Yard and the shop yard spotting North Little Rock Industries.

Hazen Turn  -- Runs from the N.L.B. Crest via the Cotton Belt to the Old Rock Island Main Line to Hazen, Ar. and returns. Runs Tri-Weekly or as needed.

Biddle Job  -- Interchanges cars with the Little Rock & Western at Pulaski and works old Rock Island yard and Industries.

The Little Rock & Western also call the Crest Yardmaster via radio for permission to run from Pulaski to the Cotton Belt Interchange in North Little Rock. It follows the old Rock Island Route around town and usually carries no more and 5 or 6 cars although recently has been seen with both units and 70 cars.

*****************************************************************************

SWITCH ENGINE JOBS --- MISSOURI PACIFIC LINES --- NORTH LITTLE ROCK, ARK.

<table>
<thead>
<tr>
<th>Job No.</th>
<th>Time</th>
<th>Name</th>
<th>Job No.</th>
<th>Time</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>102</td>
<td>6:45 a.m.</td>
<td>Over the Crossing</td>
<td>209</td>
<td>4:00 p.m.</td>
<td>Locust St. Job</td>
</tr>
<tr>
<td>103</td>
<td>7:00 a.m.</td>
<td>Bowl Job</td>
<td>210</td>
<td>4:00 p.m.</td>
<td>Bowl Job</td>
</tr>
<tr>
<td>106</td>
<td>8:00 a.m.</td>
<td>Mablevale Job</td>
<td>213</td>
<td>3:30 p.m.</td>
<td>City Job</td>
</tr>
<tr>
<td>107</td>
<td>7:30 a.m.</td>
<td>Minnesota Mine Job</td>
<td>216</td>
<td>2:30 p.m.</td>
<td>Shop Job</td>
</tr>
<tr>
<td>108</td>
<td>7:30 a.m.</td>
<td>Farm Job (Hill Job)</td>
<td>201</td>
<td>3:00 p.m.</td>
<td>Biddle Job (Rock Isl.)</td>
</tr>
<tr>
<td>110</td>
<td>7:30 a.m.</td>
<td>Bowl Job</td>
<td>302</td>
<td>11:00 p.m.</td>
<td>Bowl Job</td>
</tr>
<tr>
<td>112</td>
<td>8:00 a.m.</td>
<td>Bowl Job</td>
<td>303</td>
<td>11:00 p.m.</td>
<td>Crest Job (Hump)</td>
</tr>
<tr>
<td>113</td>
<td>8:00 a.m.</td>
<td>Crest Job (Hump)</td>
<td>304</td>
<td>11:30 p.m.</td>
<td>City Job</td>
</tr>
<tr>
<td>114</td>
<td>7:30 a.m.</td>
<td>Locust St. Job</td>
<td>305</td>
<td>11:30 p.m.</td>
<td>Bowl Job</td>
</tr>
<tr>
<td>116</td>
<td>7:30 a.m.</td>
<td>City Job</td>
<td>306</td>
<td>11:00 p.m.</td>
<td>Locust St. Job</td>
</tr>
<tr>
<td>101</td>
<td>7:00 a.m.</td>
<td>Biddle Job (Rock Isl.)</td>
<td>307</td>
<td>12:00 MId.</td>
<td>Bowl Job</td>
</tr>
<tr>
<td>202</td>
<td>3:00 p.m.</td>
<td>Bowl Job</td>
<td>308</td>
<td>12:00 MId.</td>
<td>Crest (Hump)</td>
</tr>
<tr>
<td>203</td>
<td>3:00 p.m.</td>
<td>Crest Job (Hump)</td>
<td>309</td>
<td>12:00 MId.</td>
<td>Freight House Utility Job</td>
</tr>
<tr>
<td>206</td>
<td>3:30 p.m.</td>
<td>Transfer Job</td>
<td>310</td>
<td>11:30 p.m.</td>
<td>Utility Job</td>
</tr>
<tr>
<td>208</td>
<td>3:30 p.m.</td>
<td>Bowl Job</td>
<td>311</td>
<td>11:30 p.m.</td>
<td>Minnesota Mine/Utility Job (Rock Haul)</td>
</tr>
</tbody>
</table>

FROM A MISSOURI PACIFIC LINES Passenger Traffic Department Circular No. 1968-14

To All Ticket Agents and Representatives:

Have the following from Mr. S.A. Watson, Passenger Traffic Manager, Kansas City
Southern - Louisiana & Arkansas Lines: "On and After April 1, 1968, we will not
accept checked baggage, remains, etc.. Baggage and Remains MUST NOT be checked to
or from KCS LINES stations, unless it can reach destination by March 31, 1968."

Please inform all concerned to discontinued checking of baggage, etc., to points
on the KCS - L & A Railroads.

E. E. Spencer - Passenger Traffic Mgr.

From the Collection of John M. Martin

THE ARKANSAS RAILROADER is the Official Publication of the Arkansas Railroad Club. The
Regular Meeting of the Arkansas Railroad Club is held the Second Sunday of Each Month at
Union Station in Little Rock, Arkansas at 2:00 p.m.. Visitors are always Welcome. The
Arkansas Railroad Club has memberships available for $10.00 for In-State, $7.50 for
Out of State Associate Members. Inquiries may be made to:

Ken W. Ziegenbein - Editor, 905 Valeria Drive, North Little Rock, AR 72118
John M. Martin - Assoc. Editor.
## SCHEDULE OF PASSENGER TRAINS

**St. Louis Iron Mountain & Southern**

### Going North:
- **54** California Express Arrives: 755 am Departs: 815 am
- **68** Hot Springs Special 530 pm 550 pm
- **56** Texas Special 805 pm 825 pm
- **52** Local Passenger 130 am 145 am

### Going South:
- **55** Texas Special 735 am 755 am
- **67** Hot Springs Special 855 am 915 am
- **53** Fast Mail 225 pm 245 pm
- **51** Local Passenger 205 am 223 am

### ARKANSAS VALLEY ROUTE

**Going North:**
- Ft Smith and Kansas City 755 pm 810 am
- Ft Smith Express 215 pm 830 pm

**Going South:**
- Monroe and New Orleans 655 pm 840 am
- Pine Bluff Accommodation 930 am 330 pm

**Bald Knob Branch**
- Memphis Night Express 205 am 145 am
- Memphis Mail 225 pm 815 am

### COTTON BELT ROUTE

**Pine Bluff Passenger** Arrives 525 pm 755 am
- Local Except Sunday
  - Leaves L. Rock 805 am 1040 am at Pine Bluff
  - Leaves L. Rock 140 pm 735 pm ar. Pine Bluff
  - Leaves P. Bluff 235 pm 510 pm ar. Little Rock
  - Leaves P. Bluff 555 am 1145 am at Little Rock

### Little Rock and Memphis Railroad

Trains arrive and Depart from North Little Rock, Ark. Station.

**Arrives**
- 205 pm
- 1100 pm
- 720 am
- 720 am

**Departs**
- Memphis Day Passenger Mail & Expr. 105 pm
- Night Passenger & Mail 130 am
- Freight 340 am
- Freight 200 am

Northbound passenger and baggage conveyences leave City Ticket Offices and Mail passenger waiting room, 110 E. Markham St. at 1230 noon and at 1040 at Night. Last Omnibus leaves Capitol Hotel at 1230 Midnight. Pullman’s Finest buffet sleepers open for passengers at 830 pm.

### Hoxie Pocahontas and Northern R.R.

**Going South:**
- Leaves Pocahontas 1030 pm Arrives Pocahontas 245 pm
- Leaves Hoxie 1050 am Arrives Pocahontas 1150 am
- Arrives Hoxie 1130 am Leaves Pocahontas 400 pm
- Arrives Hoxie 515 pm Leaves Pocahontas 145 pm
- Arrives Hoxie 245 pm

**Going North**
- Leaves Hoxie at 800 am Ar. Pocahontas 900 am
- 130 pm
Southwestern Arkansas & Indian Territory R.R.

Arrives Smithton at 1010 am #1 Express
Arrives Smithton at 440 pm #2 Mail
Leaves Smithton at 735 am #1 Express
1240 pm #2 Mail

Arkansas Midland R.R.

Going East
Little Rock (Via LR&M RR) 130 am Brinkley 615 am Arrives Helena 930 am
Going West
Helena 300 pm Brinkley 715 pm

Eurika Springs R.R.

Going West
Lv Eurika Springs 610 am Arrives Seligman 700 am
Lv 550 am 700 am
533 pm 623 pm

Going East
Lv Seligman 940 am Ar Eurika Springs 1030 am
855 pm 955 pm
855 pm 945 pm

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PROGRAM

The next meeting of the Arkansas Railroad Club will be held Sunday afternoon, January 9th, at 2pm in the Train Station, Markham & Victory Streets, Little Rock. The program will be given by Gene Hull and it will be on Narrow Gauge Railroads of the west (Gene didn’t have enough time to present his program at the November meeting).

ALSO, a reminder (again) that TWICE ARR THR! Remember that dues are $10 per year in Arkansas and $7.50 per year out of state. If you wish to join the National Historical Society (the NRHS), their annual dues are $9 per year. You can send in both local and national dues when you renew, if you wish.

Make checks payable to the "Arkansas Railroad Club" and (to make it simple) mail to your newsletter editor; Ken Ziegenbein, 905 Valerie Dr., North Little Rock, AR 72118. I will see that it gets to the proper people. (Our treasurer is Dick Byrd and secretary is Ross Holt - you can mail your dues to either of these people also, if you wish).

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From the March 1969 TRAINS magazine (researched by Ken Ziegenbein)—The Burlington says that the "California Zephyr" has arrived in Chicago with as few as 12 passengers and may have lost 2 million dollars in 1968. -- MoPac became coach-only at the end of 1968 as the "Texas Eagle" lost its pullmans out of St. Louis to Dallas-Fort Worth, Houston and Mexico City; and SCL-L&N's Jacksonville-New Orleans "Gulf Wind" no longer carries a sleeper. -- From the September 1968 TRAINS -- Southern Pacific wants to end all passenger service except the "Coast Daylight" but was told it must continue operating the "City of San Francisco" for at least another year. -- NS&W wants to discontinue its last Chicago-St. Louis train, the "Blue Bird". -- The IC, CoF&C and SCL want to drop their Chicago to Jacksonville "Seminole" as soon as possible. -- The Missouri Pacific has withdrawn its petition to control Santa Fe and will look elsewhere for a more warm-hearted merger. (wonder if this merger failure of 14 years ago was a reason for MoPac's strong objections on the Santa Fe coming into Arkansas using the old Rock Island tracks?)

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ARKANSAS RAILROAD CLUB Show and Sale to be held Saturday, March 26th. Contact club member Bill Valley for more information.

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