



Arkansas Railroader



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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JULY MEETING: Our meeting for July will be held on Sunday the 13th, starting time 2 PM at the Missouri Pacific office building in North Little Rock. We will not have a program as such but it will be a "Farewell To The Rock Island". This will be a get-together of our members to display and talk about that line; so, bring any R.I. items, artifacts or what have you to the meeting. A good general "bull session" will be the order of the day. Heretofore we have had a picnic in July but we are working on something else to take its place which may be announced at the meeting.

CHANGING ARKANSAS RAILROAD SCENE: The way things are changing in the Arkansas railroad scene reminds one of the old Abbott & Costello skit--"Whos On First". Remember that one? It makes one wonder just who is on first. First the Cotton Belt was operating part of the ex-ROCK, now its the MOP who have jurisdiction from Bogard, Ark. (just above Hazen) to Biddle Yard in Little Rock. In addition we now have the newly organized Little Rock & Western R.R. who will operate that part of the western extension of the Rock Island from Pulaski, Ark. to Perry. Interchange between the MOP and the LR&W is at Pulaski. The LR&W have brought in Alco RS 3, No. 305, lettered GB&W with Green Bay Logo on cab (Green Bay Route). This diesel was built by American Locomotive Company, Schenectady, N.Y. in May 1951, Builders Plate No. 78856. A very pretty diesel and looks like it is in excellent condition. Understand it will be used; along with a leased MOP diesel to do the road haul chores from Pulaski to Perry. The paper mill at Perry; Arkansas Kraft Corporation, is a subsidiary of Green Bay Packaging Corporation of Green Bay, Wis., which company, we understand, own the Green Bay and Western Railroad. Rumors continue to persist on the scene; one being that the Ashley, Drew & Northern has withdrawn their application to operate part of the Rock Island into Fordyce; thus--no service at the present time from Little Rock to Eldorado via Fordyce via ex-Rock Island with exception of the part from Hot Springs Jct. to Hot Springs which includes Jones Mills, Ark. I am certainly no dispatcher but the above is enough to give one a dispatcher's "headache". The Cotton Belt is now back in North Little Rock and operating their N.L.R.-Pine Bluff branch.

The I.C.C. on June 10th approved the sale by the Rock Island to Southern Pacific and its subsidiary, the St. Louis Southwestern (Cotton Belt) for \$57 million dollars, of the "Tucumcari Line", which line runs from Santa Rosa, N.M. to St. Louis (Via Kansas City). This will shorten S.P.'s St. Louis-Los Angeles mileage by 400 miles, which will result in substantial fuel savings. SP-SSW have been operating this line for sometime and majority of diesel power on the line is lettered "COTTON BELT". Mileage on this line is 992 miles which will give the Cotton Belt at the present time mileage of approximately 2546.38 miles which brings the early day Mo-Ark-Tex narrow gauge Cotton Belt empire from a present day middle size railroad to a big one.

Latest on PN-FRISCO merger is sometime in August at the earliest. Seems like arch competitor MK&T (KATY) still has the case in court. If the merger takes place, a "Farewell To The Frisco" might be in order. Many of us have Frisco items that could be displayed at the club. Who will be next on a "farewell" day? Will it be the Cotton Belt, the Missouri Pacific, the Kansas City Southern or another one or two of our short lines? Mergers it seems are the order of the day. A series of consolidations appear to be melding the rail industry into a handful of giants.

QUOTES FROM THE PAST: "Rail travel at high speed is not possible, because passengers unable to breathe would die of asphyxia". (Dr. Dionysys Lardner 1793-1859)
FROM: NRHS NEWS EXTRA, JUNE, 1980.

In the heyday of the railroad passenger train, laundries of the Pullman Company washed and ironed every month about 1,800,000 sheets, about the same number of pillow slips, and over 2,000,000 towels - undoubtedly the world's longest clothes line. (CREDIT COTTON BELT R.R.)

The one and only Ringling Bros., Barnum & Bailey Combined Shows, (Red Unit) arrived in North Little Rock AM of June 16th and unloaded at the MOP welded rail yard same day for showing in Little Rock on the 17th and 18th. Show arrived here from Memphis via MOP and departed here via same line the 19th destined Huntsville, Alabama, routed MOP-Memphis-SOU.Ry. As far as your editor knows, Ringling Bros. and the Royal American Shows (Carnival) are the only two rail shows now touring the country. Please let me know if you have different information.

Ladies if you liked the recipes in the June newsletter I might have some more for you in a future newsletter. Let me know if you liked them. The newsletter is intended to convey articles and items of interest and I certainly do not want to run anything that is not to the members' liking. This newsletter aims to please everyone.

In the August and September issues of TRAINS, look for our club's ad announcing our SALF-SWAP-DISPLAY showing set for September 27th at the Holiday Inn in North Little Rock. Hope we can have a good showing of dealers to make it a success.

A card received from the Memphis Chapter, N.R.H.S. announces the reorganization of the Memphis chapter who will publish a new MEMPHIS BUFP to come off the press in August. We look forward to receiving it and we always thought former Editor, Keith White, did a very fine job in covering the Memphis railroad scene. Memphis is a rail fan's delight with so many roads serving the city.

The early part of June your editor, Bill Bailey and E.A. Hille, had the pleasure of visiting in Pine Bluff with I. C. Crosby, retired Cotton Belt engineer. While in his home he played a tape for us of whistling by ex-COTTON BELT Loco No. 819 which now rests in the park at Pine Bluff. It seems that Crosby obtained permission to remove the whistle from No. 819 and took it to Scott where it was installed on one of Bob Dortch's Scott & Bear Skin Lake R.R. engines. That whistle brought back many memories.

ADIOS FOR THIS TIME. SEE ALL OF YOU AT THE JULY MEETING

THE ARKANSAS RAILROAD CLUB IS A NON-PROFIT ORGANIZATION. REGULAR MEETINGS ARE HELD (WITH SOME EXCEPTIONS) ON THE SECOND SUNDAY OF EACH MONTH. MEMBERS ARE ENCOURAGED TO BRING VISITORS WHO ARE ALWAYS WELCOME. REFRESHMENTS ARE USUALLY AVAILABLE. SEND ALL NEWS ITEMS AND EXCHANGE NEWSLETTERS TO EDITOR AT 5007 HAWTHORNE RD. LITTLE ROCK, ARK. 72207.

Bring R.I. slides or movies and photographs.



Bring 1 or 2 of your most prized RI collectables such as china, timetables, hardware, etc.