OUR FIRST COVER features Southern Ry - Texas & Pacific #610 on the ferry move from Memphis to Ft. Worth over the Missouri Pacific Lines, as it drifts past Little Rock Union Station last fall. The locomotive made a brief stop at North Little Rock before resuming it's move to Ft Worth for display and possible future operations. Photo By John Martin.

The Arkansas Railroad Club is a non-profit organization. We usually meet the second Sunday of Each Month at 2:00 p.m. The June meeting will be held at Union Station, Markham & Victory Sts., Little Rock, Ark.. Anyone interested in trains and railroad- ing is invited to attend. Bring those friends! This Month's meeting June 13th.

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NEW COVER PHOTO

Effective this month, the Arkansas Railroader will feature a Cover Photo on each issue. Screened prints are being made and donated by John Martin to make this possible. We look forward to featuring story and news related photos in the future.
From Trans Tracks, the publication of the Public Transportation Unit, Arkansas State Highway and Transportation Department.

Unit coal train movements in Arkansas continue to increase as new coal-fired electric generation plants are placed in operation. Presently there are two generators on-line at Gentry and White Bluff.

Arkansas Power and Light’s coal-fired plant at White Bluff used approximately five million tons of coal in 1981. The plant at Newark will begin operation of its first unit on January 1, 1983. It will use 2.5 million tons of coal a year. The second unit will begin operation in January 1985 and will use an additional 2.5 million tons.

Missouri Pacific and Burlington Northern Railroads supply the coal from the Wyoming coal fields. The Flint Creek coal-fired plant in Gentry used 1.9 million tons of Wyoming coal in 1981, supplied via the Kansas City Southern Railroad. They also have a plant in East Texas that uses approximately six million tons a year that is supplied by the KCS and travels through Arkansas. Coal unit trains are usually made up of 110 cars carrying 90-100 tons per car.

Missouri Pacific Railroad had 371 coal unit trains terminating in Arkansas during 1981. Also, overhead travel movements (movements of cargo on Arkansas rail lines that neither loads or unloads within the State) accounted for 177 coal unit trains moving through Arkansas for other destinations. The Kansas City Southern Railroad had 159 coal unit movements terminating in Arkansas last year. KCS overhead travel movements through Arkansas consisted of 352 Coal Unit Trains.
The June program will be given by member Danny Henderson. He will show slides of various diesel and steam railroads of the west (such as Southern Pacific, Santa Fe, Burlington Northern, etc.). Time is 2pm at Union Station in Little Rock, Markham and Victory Streets, Date - Sunday June 13. This meeting is slated to be held in the Public Service Commission Hearing Room in Union Station. You will be told how to get there after arriving at the Amtrak Waiting Room. See you there!!

railroads

The Congressional Budget Office calculated recently that a train uses 43% less energy than a pipeline to move the same amount of coal.

CONRAIL - Making Profit? The May 3 edition of U.S. News and World Report had an interesting article in it about Conrail finally making a profit. The reasons for this turnaround were noted as: 1) Unions agreed to forgo pay increases, making them paid 15% less than other RR employees; 2) Deregulation; 3) Heavy coal loadings; 4) Reduced crews from 5 to 3; 5) Gave its commuter operations over to a separate public agency; 6) Did away with lifetime job protection to laid-off Conrail employees; and 7) Congress lifted almost all legal barriers to abandoning whatever lines Conrail did not want. The road expects to make $150 million this year, according to Chairman Stanley Crane.

Railroads in general are doing great, according to Hays T. Watkins, Chairman of CSX Corp. Reasons given were coal, deregulation and piggyback traffic.

Locally, Missouri Pacific continues rebuilding their North Little Rock yards while traffic is somewhat slow. Also, groundbreaking has occurred for their new repair facility. (Thanks to Mike Adams).

Farther north (a lot farther north) in New York City, more than 1,200 homeless persons are living in the city's subways (the system has 837 miles of track).

AMTRAK NEWS

As many of you already know, Amtrak President Alan Boyd resigned recently, to be effective June 1. No replacement has yet been named.

Meanwhile, locally, Amtrak ridership of the "Eagle" through Little Rock remains very high. The coming Summer will undoubtedly see many trains booked up weeks in advance. Another cause of increased ridership: the oil glut has ended (seen the price increases recently on gas?).

Delicious News - Beginning June 1, Amtrak will start serving Prime Rib with baked potatoes and salads on all long distance trains. Cost - $10.95. Also, a hot pot of coffee will now be on all dining car tables at breakfast.

It has been rumored that Transportation Secretary Drew Lewis will take the Office of Management and Budget job from Stockman in 1983. What effect this would have on Amtrak is unclear at this time.

John Martin drew the Amfleet cars above.
Eagle Airlines Subsidiary Formed

Missouri Pacific Lines and Texas & Pacific Railway Organize New Corporation Which Seeks CAB Authority to Operate 6,000-Mile Air Transport System in the Territory Served by Two Carriers.

The proposed airline system is projected to include 11 primary routes being handled by two midwest railroads, as well as being served by operators and airports in eastern and southern sections of the country.

The proposed airline service is projected to include the use of specially designed aircraft, capable of operating in high-speed, long-distance routes. The airline will operate out of downtown St. Louis and Kansas City, and will serve major cities in the Midwest, including Chicago, Omaha, and Minneapolis.

The airline is expected to provide a new and convenient mode of transportation for passengers and freight, and will offer competitive fares and schedules.


I wish to thank the following for their help in literally putting out this edition as future newsletters: John Martin (screened pictures for publication, has use of reducing machine, helped fold and mail); Dick Byrd (has use of new offset printing machine at his office); Ross Holt (gave me updated mailing list); Also, the Gaines contributed paper for this edition plus about 20 that have stapled envelopes on file. All these people make my job easy. Many thanks. Ken
The list on the opposite side of this sheet originally published last Sept. has a typographic error in the DARW Misting, they are partially duplicated. And their alternate road and channel is 160.455 as listed, but incidentally is the C&W's yard channel, for those coming to Wisconsin to chase the railroad there. The Prosperity Special, the road channel on the Chicago & Northwestern is 160.99, that is the one to listen to.

The Durango & Silverton Railroad, which was using inherited DARW crystals now has two frequencies of their own, but we have not yet been able to obtain them. We have an additional channel that the Colorado & Green River has 315585 (Shore) frequencies add 161.025 when on ICS trackage, and add that same frequency to the Illinois Central mixing, for commuter trains. Add: Brilliant & Forest Junction (Wisconsin) 160.62. Chicago, Westinghouse & Southern 160.21. California de Mexico 173.225, 172.45, 173.325, 173.60. Algoma Central 160.53. Finally, add the new nation wide railroad police mutual aid frequency, 161.205, not widely in use yet, but coming into use in Chicago, St. Louis, etc.

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<td>No. 271/6</td>
<td>2-8-4</td>
<td>Steam Locomotive</td>
<td>Dec. 1943</td>
<td>One of 48 built for the Tennessee Coal, Iron &amp; Railroad</td>
<td>Former in P&amp;O #48/6 locomotive</td>
<td>LOCOMOTIVE</td>
<td>NO RECORD</td>
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SOUTHERN RAILWAY "Sentimental Journey" Steam Special - Memphis, Tenn. To Sheffield, Alabama & Return - May 1, 1982

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**Notes:** No. 523 "Mississippi" withdrawn, No. 547 "Mississippi" preserved. No. 542 now in Memphis, Tenn.

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**Putting Railroading on a New Plane**

These days the railroads are doing things that would have been impossible a few years ago. And one of their most powerful and modern tools is the General Electric line of diesel locomotives. Since the day that the first of these locomotives took the rails, they have rolled up the impressive total of more than 200 million miles of operation on America's major railroads.

In the things they have done—moving tremendous loads, maintaining fast, regular schedules, always on the job—lies the forecast of a new day for railroading when the war is over. Then the full possibilities in diesel motive power may be applied to the carrying of passengers and freight throughout the country.

That is why it's a great new day for railroading, with greater days ahead.

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Club President Jim Bennett sent in the above consist of the SR steam special many of our members went on last May 1. Our club needs to go on more of these special trips or even organize one of our own. The Southern Railway seems to have learned that there is a lot of free publicity associated with steam excursions (or any excursions) and that this helps business on their freight end. Any chance that Missouri Pacific and/or Cotton Belt will one day see the light also?

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Donated by Ken Ziegenbein.
I would be the first to admit that a trio of SD-40's rolled back to Run 8 and leaving town with a "Z" train produces a soul-satisfying sound - even when the raucous air horn adds its blaring din to jar the senses. BUT - it is NOT music!

Music as in STACK MUSIC - music such as was produced by a pair of big 5300's assaulting Tip Top with a sixteen car section of the SUNSHINE SPECIAL. Music such as was heard when a pair of 1400's dug into the climb from Turkey Spur to Bald Hill Bluff, scant miles west of Yellville. Music such as was heard when a 6600 tackled Little Rock hill with Number 7, the FAST MAIL, with a discordant 9700 blasting away at the rear Pullman, rooting the heavy train up to 12th Street. Music such as was heard when the 2349 topped Okalona hill with the inbound "Womble Local" and tore down through BurtSELL and then the furious symphony slowing imperceptibly but surely to measured blasts from the choke-bored stack of the little ten-wheeler until Summit was reached and Maple Hill was conquered! Music such as an old 1200 hammering out a big cut on the hill at the south end of Branch Siding yard at Gurdon.

To me all steam engines made music - some more canorous than others. Some engineers were just more musically gifted than others - with the whistle as well as the cannonading exhaust. In England your "engine drivers" as they are called, did not "thash" or work an engine as hard as was commonly done in the United States. They were artists in their own way and made a softer, chamber music, but music it was, never the less. Certain railroads locomotives seemed to me, at least, to be much more musical than those of other lines. A lot of the way an engine sounded had to do with valve settings and exhaust nozzles and stack arrangements. To me the engines of the old Frisco Line had an exhaust always exceptionally sharp and brisk. As a rule the smaller to middle-size engines had a sharper exhaust than the big, heavy jobs. A Missouri Pacific 6400 had a cleaner exhaust
than did a 6600 and a 1200 was sharper than a 1400 - BUT, they all sounded good. I have ridden behind double-headed K-4 Pacifics on the Pennsylvania hooked up with the 80 inch drivers putting mile after mile behind us at 90 per - pure symphonious ecstacy. I have ridden behind double-headed Missouri Pacific 2200's conquering Gad's Hill with Number 8 at a mile a minute and not only making beautiful music in the process but producing enough cinders to ballast a sizeable stretch of track at the same time.

Who's that big fellow in the back with his hand up? Yes - I know Bakles - yes I was going to mention it - sure, I know, I know. Well what Bakles was wanting to say was that the racket produced by those SD-40's is purely a solo operation but with a steam engine it strictly took two to tango! Over on the opposite side of the cab was a fellow the engineer couldn't do without and in the good old days before the priceless boon of the automatic stoker was introduced on American locomotives it took a real artist with a Butler Brothers Best Number 3 scoop shovel to enable the brave engineer to produce the matchless syncopation with the high stack of a 5500. I am reminded of a story I read in the old Railroad Magazine years ago. Seems there was a cocky little Irish engineer on the old Lehigh Valley that caught the BLACK DIAMOND EXPRESS, the pride of the line, out of his initial terminal some 55 minutes late. This was an exceptionally difficult line but the stack-reaping little Hibernian brought the limited in right on time. When the crew left the big, muzzle-loading Pacific on the inbound lead at the roundhouse the hogger dropped off and strolled over to the closest saloon and ordered the best cigar in the house and a pint of Guinness. He had his stogie drawing good and was down pretty deep into the suds when a sweat-streaked, begrimed individual with salt-encrusted overalls and a weary stoop staggered into the haven and making it to the bar dropped a nickel down for a schooner of the house special. The brash, diminutive hogger had just launched into his story of how he had made such a fast run with the BLACK DIAMOND when a smartly dressed stranger remarked that he wasn't the one responsible for the sharp timing with the express. Outraged, our scion of the "auld sod" drew up to his full five foot six inches and taking a healthy draw on his stout roared: "Bejasus and who
was it with his hand on the throttle and his eye on the rail but mesself?". The stranger turned around and pointed to the weary, tongue-tied, tallowpot and said: "There - there is the man who made your fast running possible".

Sure Eakles - you're welcome!.....

XXX

★ SPEAK OF THE DEVIL! Guess who sent in the following article on fruit trains?

In the early years of the Erie, the region of Bergen County, New Jersey, and Rockland, New York, made an important traffic for the read in the shipment of small fruits, particularly strawberries, that section supplying meat of New York City's demand in the field. In 1846 a fruit train was put on during the berry season, between Suffern and Piermont. It carried 400,000 baskets to market that season. In 1847 this train consisted of nine 8-wheel cars and on every trip was loaded to the top with strawberries, together with milk from Middletown. On some trips 80,000 baskets of berries were carried. The cars of the train were needed to transport the berry growers, who went to New York to dispose of their crop. The business was larger yet in 1848, and was a great factor in the Erie's local traffic until South Jersey and Long Island took over the trade. So far as we knew, this Erie "strawberry train" was the first regular freight to haul perishable fruit over the rails.

Copied from November 1944 RAILROAD MAGAZINE.

- = Article donated by Eakles Hille -

★ Member Randy Tardy (business writer for the Arkansas Democrat) recently won 1st Place for best "Beat Reporting" in 1951. Judging was by a panel of managing editors from Oklahoma. He received the award May 22 at Degray Lodge.

Randy explains that "Beat Reporting" is where a reporter specializes in an area of work. His specialty is business writing on transportation. Congratulations! !

★ More on the "Fordyce-on-the-Cotton-Belt" celebration - Jim Johnson, Manager of Public Relations of the Cotton Belt, hosted club members aboard Southern Pacific's Business car "Airslee" across from the depot where our club was set up. It was very enjoyable.

★ Mr. H. N. Coonley, founder and retired chairman of the Arkansas Transport Company, sent in more information and a correction to the caption under picture of the Gulf and Ship Island Railroad Baldwin #13 in the May newsletter. The engine was built in 1907, not 1906 as stated (had construction number of #14153). It's number was changed to 15 later.

Mr. Coonley believes in researching locomotive history and really enjoys it.

★ NEW BOOK - Jim Bennett told me there is a new Rock Island Book out called Rock Island Diesel Locomotives by Louis A. Narre. It contains 300 B/W and 39 Color pictures, 148 pages. Before September 30 the price is $14.75 plus $1.75 shipping. Order from Railfax, 10890 LeMarie Dr., P.O. Box L1417, Cincinnati, Ohio 45211

★ Nov 30, 196 - The City of Walnut Ridge is trying to condemn the old Iron Mountain Hotel, because of its bad condition. The old two story frame building in the center of town also houses the depot and telegraph office. (From the Newport Weekly Independent - Dr Bill Pollard sent it in).

-10-
THE RAILROADS OF NORTH ARKANSAS - On May 20, your editor visited Eureka Springs and Beaver Arkansas, taking pictures and movies of the 2 tourist railroads in those north Arkansas towns. One, the Eureka Springs & North Arkansas RR, operates from the old Missouri & North Arkansas station at Eureka Springs northward a couple of miles. The other, the Eureka Springs RR, operates out of Beaver Arkansas across a bridge over the White River. Both use the right-of-way once belonging to the original M & NA RR.

As you may have heard, there is a dispute over a junction north of Eureka Springs with both railroads claiming a right to that area. A hearing was held May 3rd and the outcome is now in the hands of a judge.

Meanwhile, both railroads are doing extremely well and are definitely worth the trip to the Ozarks.

Eureka Springs & North Arkansas #1 getting ready for 10am departure from Eureka Springs May 20. Owner Bob Dortch can be seen to left of engine in front of station.

Engineer/Fireman Boyd Pyle (in engine) on ES & NA Engine #1 at the station. Boyd helped me get some good photos and movies.

Around a curve north of town, the ES & NA speeds (25-30mph) back to the Eureka Springs depot.
All photos by Ken Ziegenbein.
The Eureka Springs RR Museum at left located in Beaver, Arkansas.

Owner Rest Younger next to the train, May 20, 1982.

The Eureka Springs RR with engine #3 crossing the White River into Beaver May 20. All photos by Ken Ziegenhein

** Coming in future issues: a 1969 C&O/B&O dining car menu donated by Bill Merck and a story on the KCS RR written by Bill Bailey. **