



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

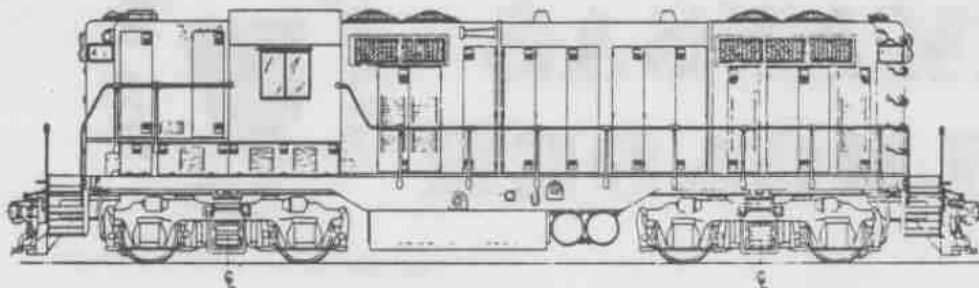
JUNE - 1983

VOLUME 14 -- NUMBER 6



Photo By John M. Martin

Southbound off the Arkansas River Bridge at Rob Roy, Arkansas, The "ESPBY" Train (East St. Louis to Pine Bluff Yard) enters the Yard limits of Pine Bluff's Gravity Yard Facility. Lead by rare GP-30 Number 5011, the traffic-starved days of early 1983 brought this as the only Southbound Train during the eight hours the photographer was there, with the only Northbound Train the PBSOY to Memphis.



GENERAL NEWS

NEW POWER FOR THE LR&W -- Little Rock & Western Railroad has another new locomotive. Monday, May 23rd, 1983 Locomotive #102 joined #101 and the #307, completing the LR&W Roster. The #102 had been delivered to the MoPac in Chicago Thursday evening, May 19th. The #102 is another Alco Century-420 type loco, developing 2000 h.p.. The #102 is in the same Green livery as the #101 but was delivered with the cab logo in place. Next month in News photos the Arkansas Railroader will have a photo of the #101 and #102 doubleheading the first day to Perry.

Lots of Different Colored Box Cars -- The Little Rock & Western has also been leasing almost 750 box cars from many different roads. Most cars are 50' Railbox type cars from the Ashley, Drew & Northern, Pickens & St. Lawrence Railroads (Blue), Ann Arbor (Orange), St. Mary's Railroad (White) and Virginia Central (Dark Green). All now sport reporting marks LRWN. We've noticed the AD&N locos have only the first two digits changed, retaining the last two AD&N numbers. Supposedly the Ann Arbor cars numbers were repainted but remained the same Ann Arbor numbers. Bill Pollard also reports seeing an interesting box car: An Ex-Virginia Central Car, Ex North Texas Central Car with OKKT reporting marks. This car has served on many North South pieces of the Rock.

HISTORICAL INFORMATION MOVED -- The Historical information previously part of the Arkansas Transportation Commission's files have been transferred to the Historical Foundation for archival storage. These records include all Old Railroad Tax Assessment Information, Incorporation papers, and copies of Railroad Leases and Contracts. All files are in the hands of the Historical Commission and are accessible, just for the asking.

819 Project Status -- Bill Bailey Reports that progress is being made on the 819 project and he will have a full report at our next meeting. Apparently, to some degree, the Cotton Belt has agreed to participate in the moving of the locomotive from Oakland Park. We will have a special meeting this month concerning a donation to the foundation, so please attend and let us know how you feel.

MODERNIZED SHORTLINES -- When E.M.D. introduced the MP-15 type locomotive the first customer was Missouri Pacific. But at the same time, this locomotive filled a need for many shortlines whose power was due for replacement. The following Arkansas Shortlines Purchased the MP-15:

Bauxite & Northern #15-16 MP-15 11/74 74621-1&2.
Graysonia, Nashville & Ashdown #80 MP-15 DC 9/80.
North Louisiana & Gulf #42-#45 11/75 75619-1 thru 4.

NEXT MONTH ... Missouri & North Arkansas Passenger Equipment by Jim Wakefield, with photos of M&NA Trains, A Fordyce Album; Views old and New from the early days to the 80's. A glimpse of a Cotton Belt locomotive that met an early fate, and Next Month's Cover: The Eagle in Flight.

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 Welcomed. 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:

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THE BOOTHEEL LINES

by
Marty Lofton

An Overview

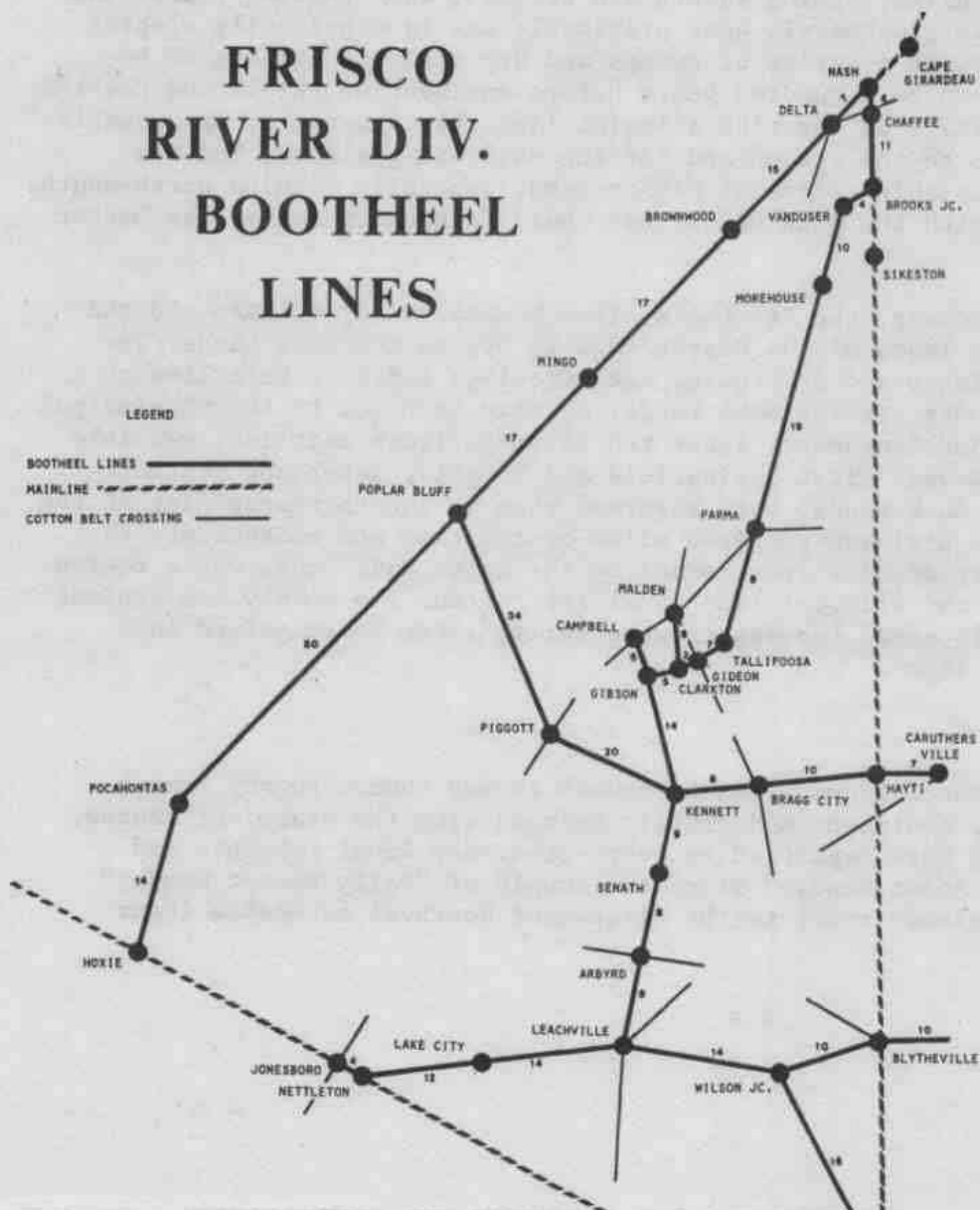
The Frisco's secondary lines which criss-crossed the agricultural region of Southeast Missouri and Northeast Arkansas provide a challenging topic for the railroad historian. Spawned by the hardwood logging of the region, the system of light rails relied on cotton production for its revenues. The system prospered briefly before and after the turn of the century but deteriorated with the agricultural depression of the 20's and the Great Depression of the 30's. Revived briefly in World War II, the system is largely abandoned or completely eradicated today.

Traffic consisted of local freight operations and modest passenger service. Since the construction was light, equipment was light. Long stretches of track were straight, punctuated by trestles, small stations and sidings. The area is generally flat, occasionally swampy. The industry is agricultural: cotton gins and compresses, feed and grain elevators, saw mills and arrangements for unloading general merchandise and agricultural equipment.

The geographic region is made up in large part of Southeast Missouri. This region of Missouri is called the Bootheel because of the appearance of a boot heel given by the southern boundary with Arkansas. When Missouri was to be admitted to the union residents in an area near the Mississippi River which was the northeast corner of the Arkansas territory, approximately 40 miles, petitioned to be included in the new state. The remainder of what we call the Bootheel Region is in Arkansas.

The tracks making up the Bootheel Lines began just southwest of Cape Girardeau, Missouri and radiated one line to the southwest and one to the south. Two generally east-west routes crossed at the midpoint and again at the southern extremity of the two north-south lines. Reference to the map of the lines is helpful (below).

FRISCO RIVER DIV. BOOTHEEL LINES



More specifically, the southwesterly line began at Nash, just south of Cape Girardeau, and ran to Poplar Bluff, Mo thence to Hoxie, Arkansas. This diagonal line, called the Hoxie Subdivision of the River Division joined that divisional main line to the Southern Division. South-bound traffic originated at Chaffee, division point on the St. Louis-Memphis mainline, ran north four miles and then southwest to Hoxie.

The southern line originated at Brooks Junction, 11 miles south of Chaffee, and ran south to Leachville, Arkansas. Freight traffic on this line originated at Chaffee, but passenger traffic originated at Brooks Junction where the gas-electric coordinated with the Sunnyland to and from St. Louis. This line was called the Leachville Subdivision.

Two short branches pushed north from the Leachville Sub to Malden from Gibson and to Campbell from Clarkton.

The northernmost east-west line was really two subdivisions in 1947, the Piggott (Ark) and Caruthersville (Mo) Subs. The line originated in Poplar Bluff and stopped in Caruthersville after crossing the Leachville Sub at Kennett, Missouri and the Chaffee Sub at Hayti, Missouri. The gas electric service from Brooks Junction left the Leachville Sub at Kennett traversed the Caruthersville Sub to tie up at Hayti at night.

The second east-west route was a single subdivision, the Jonesboro Sub. It was the former Jonesboro, Lake City and Eastern leased by the Frisco in its entirety in 1925. This line also joined the Southern and River Divisions, running from Nettleton, near Jonesboro, to Blytheville and beyond some ten miles to Armorel, all in Arkansas. The Jonesboro Sub intersected the Leachville Sub at Leachville, the most active location on the Bootheel Lines.

The Frisco's rival in this region was the Cotton Belt, whose lines crossed the Frisco at many locations. A Cotton Belt branch radiated from Malden, Mo to the northeast to Birds Point, Mo, across the Mississippi River from Cairo, Illinois; with a branch to New Madrid, Mo, also on the Mississippi River.

Another Cotton Belt branch, the longest, left Malden to the south, crossing the Frisco branches at three points and the Southern Division at Trumann, Arkansas before terminating at McDonald, Arkansas on the Missouri Pacific's Bald Knob-Memphis line. A branch of this southern line served Caruthersville. The chief intersection with the Frisco Bootheel Lines was Leachville where the two railroads shared some trackage and facilities. A third Cotton Belt line drove east from Paragould, Arkansas to Blytheville. (The intersections with the Cotton Belt are shown on the route map (previous page).

Though assembled only in 1929 from a collection of shortlines and new construction, the Cotton Belt branches provided some competition to the Frisco at key points.

The topography of the area is generally flat, though the Hoxie Sub parallels the eastern edge of the Ozarks in large part. Much of the trackage of the Bootheel Lines, particularly in the southern portion, traverse a region marked by the cataclysmic New Madrid earthquake of December 1811. These series of shocks, the most dramatic known in the United States, literally caused the land to rise and fall, forming waves in the surface of the land, leveling hills, daming rivers and streams, and creating lakes. The region was forever scared by this upheaval. What previously was land gradually sloping toward the Mississippi River became a series of swamps and dry rises or islands to be called the Sunk Lands. It was to be a hundred years before engineering skills and powered equipment could begin the drainage of the rich alleval land left underwater or unusable. Fortunately for the immigrants to the region and for the railroad builders, the New Madrid earthquake left imperceptible ridges of higher land, generally running north-south. Railroad builders had to cope with the Sunk Lands, but could frequently employ the better drained ridges.

The Missouri Pacific predecessor, the St. Louis, Iron Mountain and Southern and the Cairo and Fulton, used the dry lands of the Ozarks edge to bypass the Sunk Lands. The Cotton Belt predecessor, the Texas and St. Louis, used Crowleys Ridge, a thin line of hills marking the western boundary of the Sunk Lands. By staying close to the Mississippi River the St. Louis, Memphis and Southeast, later the River Division mainline, was able to avoid the Sunk Lands. The Kansas City, Springfield and Memphis, later the Southern Division, could not avoid the Sunk Lands, but traversed them at the narrowest part of the southern end. Even the Southern Division required miles of trestles and embankments to avoid the water. Left in the triangular area formed by the major rail lines was a region of unexcelled hardwood timber and alleval land ideal for cotton. The bounty was obvious to the logger. The railroads to serve the logger were built, later to be joined into Frisco and Cotton Belt branch lines.

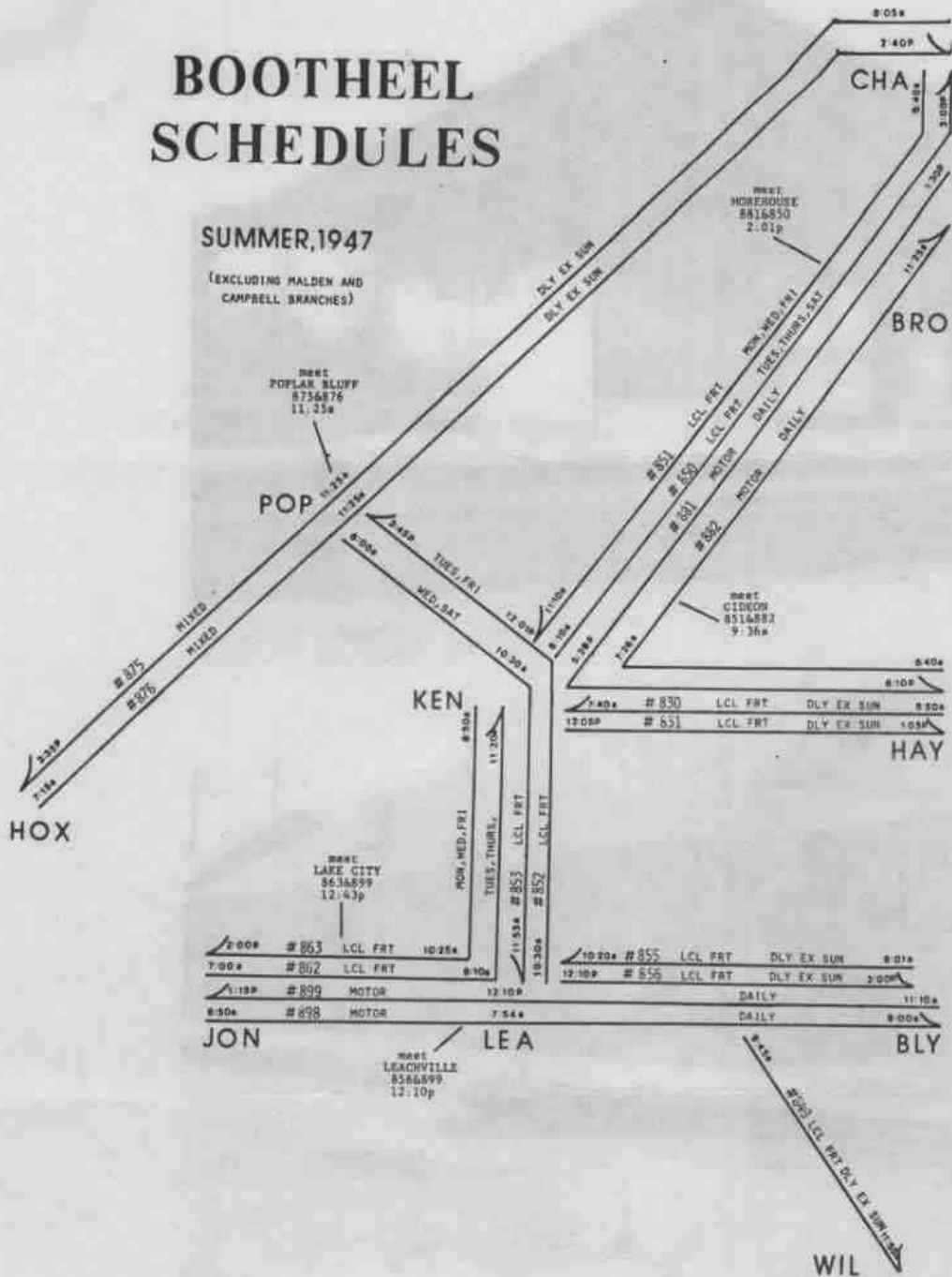
Operations

Train movements on the Bootheel Lines were infrequent as was common to any branch line operation. The schedules, equipment and traffic changed with the years, of course, but by the Spring of 1947 they were typlified by every-other-day local freights and daily gas electrics. A "daily except Sunday" mixed and couple of "daily except Sunday" freights broke this pattern. Please refer to the diagram of Bootheel schedules (next page).

BOOTHEEL SCHEDULES

SUMMER, 1947

(EXCLUDING MALDEN AND CAMPBELL BRANCHES)



Average speed in miles per hour of the freights over the scheduled run were in the range of the low to high teens. However, #850, the northbound freight on the Leachville Sub from Kennett to Chaffee must have set some sort of record with an average 9.9 miles per hour. Number 849, the local freight from Wilson Junction to Wilson also moved at a 9.9 MPH clip, but then the Wilson Branch had a reputation of being a rollercoaster roadbed.

The gas-electrics operated at a faster pace as they didn't have the switching chores and were allowed 5 to 10 miles per hour higher maximum speeds. But even at that, their fastest allowable speed on most of their runs was 35 miles per hour. No wonder buses eventually replaced the gas-electrics.

By mid year 1947 the gas-electrics still held sway on two runs, Brooks Junction to Hayti and Jonesboro to Blytheville. Only a few years earlier in 1944 the Jonesboro-Blytheville run included a side trip to Kennett, some 25 miles north of Leachville, on each eastbound run. In 1947, an hour and 50 minute

bus trip replaced the one hour rail trip, but at least this loss of rail service avoided the inconvenience of a side trip for the east bound passengers.

At the height of its passenger operations in 1924 the Jonesboro, Lake City and Eastern ran two steam powered round trips per day and a gas-electric on the west end of the line, according to Lee A. Dew in *The JLC&E*. To compete with the then developing auto traffic the road modernized their passenger equipment with such advances as electric lights and painted the coaches in a imitation of the Pennsylvania's tuscan red with yellow lettering. Such modest advances only served to cement the communal relationship that the railroad had with the local populace.

Dew's history of the road further discusses the passenger service after the Frisco acquired the JLC&E stock and bonds and leased the road November 1, 1925. A gas-electric ran Blytheville, Jonesboro, Leachville, Jonesboro and Blytheville. A steam powered passenger consist ran Leachville, Jonesboro, Blytheville, Jonesboro and Leachville. This schedule was not well received as it delayed mail delivery, but the customers got a general upgrading of passenger facilities including repainting of stations from brick red to gray with green trim. By 1930, cut backs made the only passenger service closely resemble the gas-electric service of 1947. The steady decline of branch line fortunes had begun some years earlier with the paving of roads and the mass manufacture of automobiles. The Great Depression was but a convenient watershed.

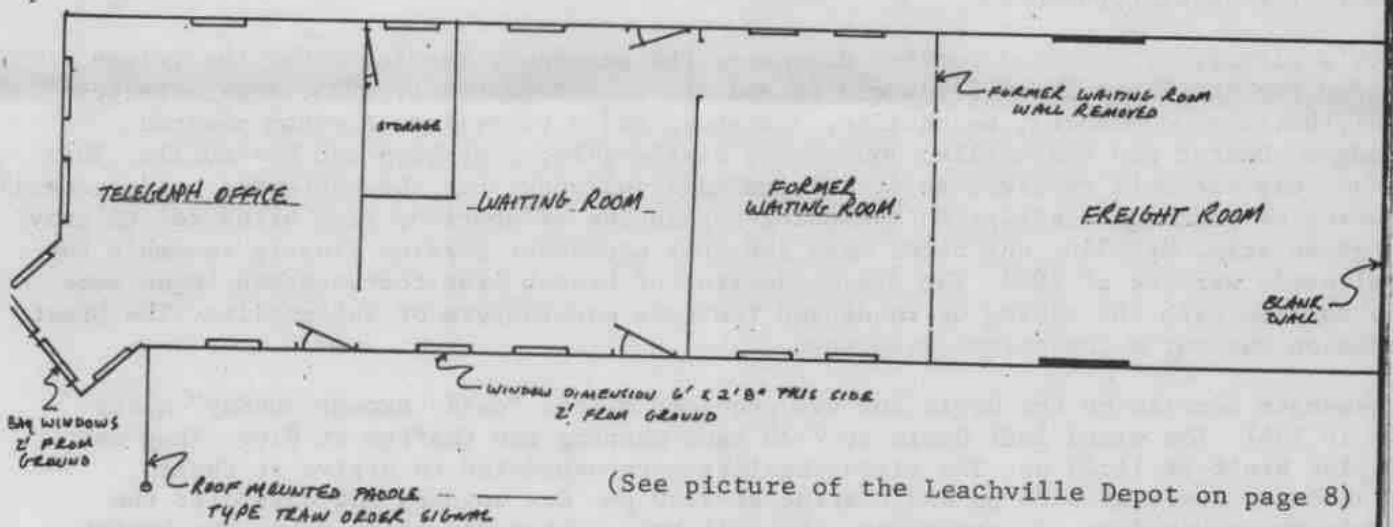
Passenger service on the Hoxie Sub was provided by the "daily except Sunday" mixed train in 1947. The mixed left Hoxie at 7:15 each morning and Chaffee at 8:05. They met at Poplar Bluff at 11:25 am. The mixed consists were scheduled to arrive at their destinations, Hoxie at 3:35 pm and Chaffee at 2:40 pm. One wonders how carefully the schedule was adhered to. In any event, the full trip either direction meant the better part of a day including an apparent lunch stop at Poplar Bluff. But, the maximum allowable speed on the Hoxie Sub for freights was a hefty 40 MPH, so at least a rider could hope for some ventilation on a hot day.



Jonesboro (Ark.) Union Station in the Summer of 1978. The facility consisted of a depot and a Railway Express Agency building. Both look as though they would give the demolition crew a difficult time. The facility was shared with the Cotton Belt whose tracks passed on the other side of the station. Jonesboro is at the southeast corner of the Bootheel Region, being the terminus of the former Jonesboro, Lake City and Eastern tracks to Blytheville. Little Frisco facilities remain in Jonesboro.

FRISCO DEPOT - LEACHVILLE, ARK.

H.O. SCALE



In earlier years the folks along the Hoxie Sub were served by a gas-electric. From John Baskin Harper's "100 Years of Missouri Pacific Lines Motor Cars" in the July, August, September issue of Extra 2200 South we know that 1910 design General Electric gas-electrics were traversing this territory. These early examples of internal combustion engine powered motor cars came second hand from two major sources. The first was the Frisco's Gulf Coast Lines upon loss of those lines to the MoPac. The second source was the JLC&E. JLC&E #110 came via Dan Patch Lines and Okmulgee Northern. It was renumbered SLSF 2117 (2nd) and was a 58 foot model. JLC&E #111 came via Chicago, Peoria and St. Louis and Okmulgee Northern. It was renumbered SLSF #2111 (2nd) and was a 70 foot model. Built with typical G.E. rounded noses, the Frisco modified several G.E. car bodies with angular protrusions on the front right corner. This enabled the motorman to be moved forward for better visibility. Though the ex-JLC&E #111 (Frisco #2111) wasn't dismantled until 1945, by at least the October 1941 timetable the gas-electric had given way to the mixed train. Seemingly, the branch lines were a sort of rolling railroad museum.

Freight movement was generally even less frequent than passenger moves. The Hayti-Kennett, Blytheville-Leachville and Wilson Junction-Wilson moves were "daily except Sunday." But, the remainder of the schedule, Kennett-Jonesboro, Poplar Bluff-Leachville, and Chaffee-Kennett were south one day and north the next or less.

An anomaly was the Wilson Branch schedule; it ran one way only. No. 849 ran south from Wilson Junction to Wilson "daily except Sunday," but there was no north bound schedule. Presumably, 849's locomotive, caboose and cars moved with No. 855 west bound daily from Blytheville (actually, Westbly). No. 849 departed Wilson Junction 10 minutes after 855's departure. A north bound movement from Wilson to Blytheville doesn't show on the Chaffee Sub timetable, so one can surmise that 849's cars were left in the Wilson yard and a caboose hop was performed as an extra or again the engine and caboose were tied into a north bound freight. The next northbound freight was at 12:15 pm, some 20 minutes after 849's arrival. However, the northbound was a second class or through freight and the next third class or local freight wasn't until the next morning. In any event, the 849 couldn't have posed much danger to the populace as the maximum speed on the Wilson Branch in 1947 was set at 15 miles per hour.

The Malden and Campbell Branches were operationally simple continuations of the Leachville Subdivision movements. All scheduled trains, whether freight or passenger, left the mainline of the Sub and proceeded to Malden or Campbell and returned to the main. These ventures up the two branches occurred three times a day except Sunday, but operated under different train numbers each way. Once back on the Leachville Sub the train numbers reverted back to their previous "mainline" numbers.

The equipment used on the Bootheel Lines was of necessity limited. Maximum bridge class was 40 between Poplar Junction and Hoxie. Otherwise it was 43 where trains were scheduled. This meant that freight steam power was limited to 4-6-0s, 900 numbered 2-8-0s and decapods. Even a 1200 series 2-8-0 wasn't acceptable. Former JLC&E 2-8-0s 76 and 77 (ex-#41-41) still showed in the employee timetable of May 1, 1947 and could have been used. The last two JLC&E engines were to be sold in the Fall to the Mississippi Railway. In years prior to their sale in 1945 the diminutive 2-6-0s from the JLC&E could have helped on the Bootheel Lines, also.

Of course, the need for pulling capacity was limited. With the exception of a stretch of the Piggott Branch between Pollard and Piggott, the terrain was virtually flat. Freight trains were short and if seasonal demands arose the schedules could accommodate extra movements easily.

Chief commodities of the region were cotton, timber and lumber, vegetables, feeds and grains and general merchandise. Cotton needed transport from gins to compresses and again to fabricating facilities outside the region. Lumber, cross ties and, occasionally still, logs were shipped. Vegetables were moved by refrigerator car upon seasonal demand and depending on the regional efforts to diversify from cotton. Feeds and grains moved in and out of the region and general merchandise and farm implements came into the area. But, on the whole, no large volume of tonnage was developed in the Bootheel Region. What tonnage there was was seasonal. Further, the density of rail lines in and around this sparsely populated area made most of the branches redundant and an easy target for the paving of main roads in the 20s and the country roads in the 50s.

The Rival

The Frisco, especially after the acquisition of the JLC&E in 1925, clearly dominated the rail transportation in the Bootheels Region. There were two rival Cotton Belt Lines, one from Malden Northwest to Birds Point and New Madrid which crossed the Leachville Sub at

The Bootheel roadbeds had to cross miles of swamps and low lands which necessitated many trestles. These pilings at Lake City (Ark.) formed the approach to the Frisco's bridge crossing the St. Francis River (right). The St. Francis at this point is still a river with several parallel courses despite drainage projects.

Corses Grocery though on the mainline of the River Division is so representative of the region that it has to be shown. Careful attention to the right hand door will show a large Frisco symbol hanging overhead. Apparently no depot was constructed at this site. Possibly the groceryman sold tickets for the Sunnyland and did the flagging for the few passengers who wanted to visit up and down the line. A stop to pick-up milk was not unheard of also. The only thing missing are a couple of checker players.



FRISCO DEPOT LEACHVILLE, ARKANSAS 1976



Parma and Chaffee Sub at Lilbourn and a second ran east from Paragould to Blytheville which crossed the Leachville Sub at Arbyrd. The Missouri Pacific apparently had bid for the JLC&E when it became available to protect its interchange at Nettleton, near Jonesboro. So the Frisco effectively eliminated competition in the mid twenties when it got the JLC&E. The MoPac's only significant entry into the area was its line from Poplar Bluff to Birds Point which crossed the Cotton Belt mainline at Dexter, the Leachville Sub at Morehouse and the Chaffee Sub at Sikeston. Further, several branches which were abandoned during the thirties and don't show on our 1947 maps gave the Frisco even more of a throttle hold.

"In 1928 the Cotton Belt boldly invaded what had been a Frisco fiefdom" as Joseph A. Strapac writes in Cotton Belt Locomotive. This was an uncharacteristically bold move by Cotton Belt standards he points out. As A History of the St. Louis-Southwestern Railway states, the Cotton Belt wanted to "gain access to the rich and very productive territory of Southeast Missouri and Northeast Arkansas." But, another reason is also mentioned, a shortening of the Cotton Belt St. Louis-Memphis route by 88 miles. Surely the Cotton Belt management knew of the high density of rail lines in an area which could supply only modest tonnage and of an area dependent on the ebb and flow of agricultural prices. Perhaps this was the primary reason. How much was to be accomplished by improving the Cotton Belt's position in the St. Louis-Memphis market is questionable, but in any event the MoPac cooperated by agreeing to provide access to Memphis on the south end of what was to be called the St. Francis Basin Project.

In 1929 the Cotton Belt strung together six shortlines and laid 30 miles of new track to provide a rather serpentine route from Malden on the north to McDonald on the MoPac's Bald Knob (Ark) - Memphis line at the southend. All of the railroads purchased were related to lumber mill enterprises. The first growth of timber had been cut by the late 20's and most trackage was surplus to the mill operators.

The St. Francis Basin Project which was to operate as the Memphis Subdivision crossed the Frisco's Leachville Sub at Gideon, the Caruthersville Sub at Bragg City, the Leachville Sub again at Leachville and the Southern Division at Trumann. The inclusion of the Deering-Southwestern in the Project also provided a branch into Caruthersville crossing the Frisco's Chaffee Sub at Blazer. The Frisco now had a competitor in all major parts of the Bootheel Region in the form of the Cotton Belt. But, the Cotton Belt timing was poor and by 1946 the Arkansas Short Line which formed the Trumann to McDonald segment was sold.

In 1947 the former Memphis Sub had become the Trumann Sub. The Cotton Belt served the subdivision with a mixed train that departed Malden on Monday at 6:30 am and proceeded south to Trumann at 2:45 pm with a side trip over the Caruthersville Sub. On Tuesday the north bound mixed diverted south to Rivervale and to Caruthersville. The two day schedule was repeated twice more in any week. This rather minimal schedule should hardly have concerned the Frisco except the few shippers at small towns like Gideon, Caruthersville and Leachville could choose from two railroads.

Leachville Operations

If branch line operations can be considered to have terminals, then Leachville would have to be the major rail center of the Bootheel Region, though Kennett matched Leachville for traffic volume. Kennett was served by only the Frisco, while Leachville had the added flavor of the Cotton Belt.

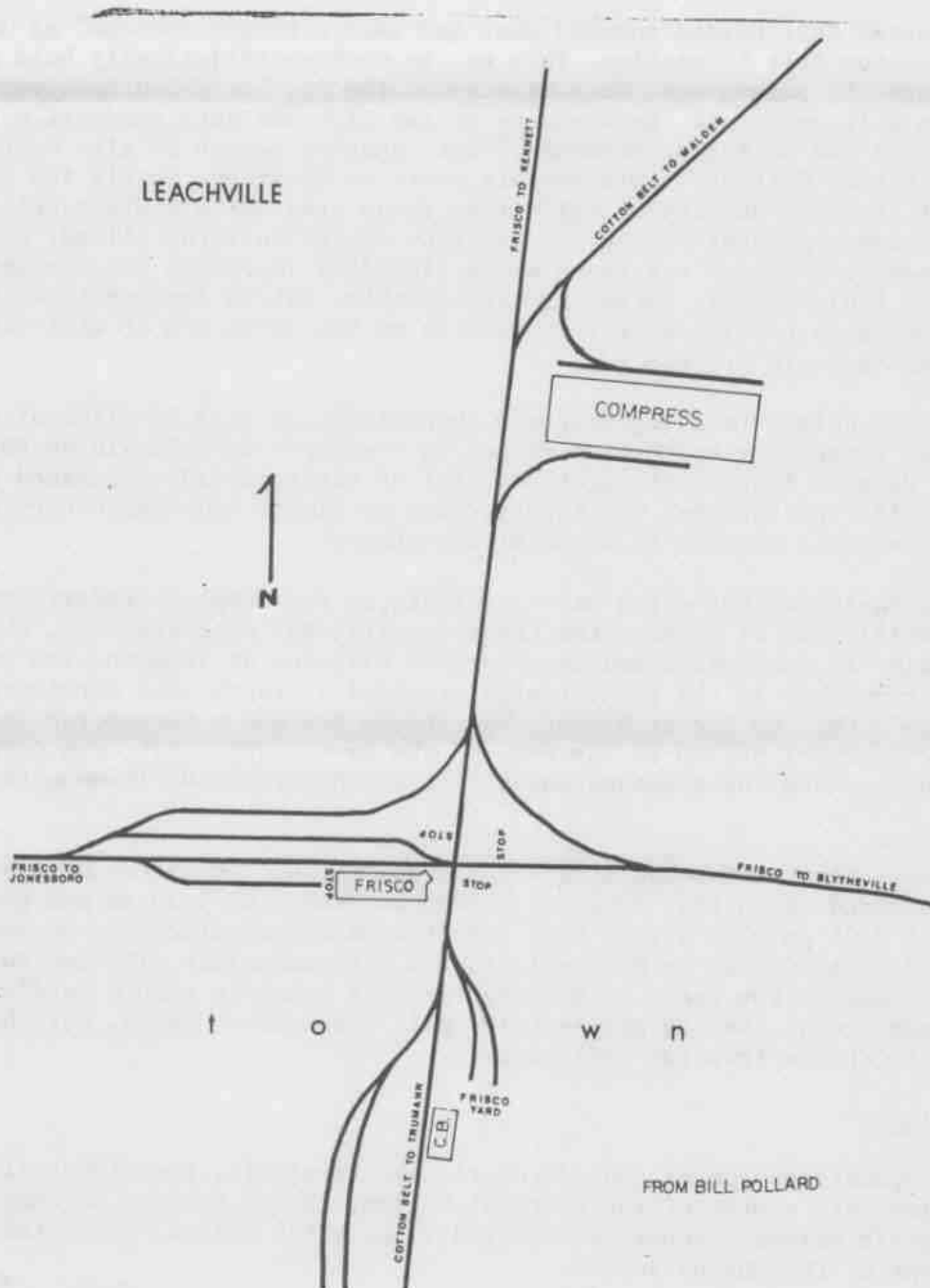
It is doubtful if Leachville ever had a population of greater than 1000 people, but it was served by three railroads in the early twenties, the Frisco from the north, the JLC&E from east and west, and the Blytheville, Leachville and Arkansas Southern (BL&AS).

It is interesting to note the clout of the lumber mills before the timber ran out. The BL&AS was owned by the Chicago Mill and Lumber Co., the largest shipper in the St. Francis Basin according to Strapac. The shortline had only 25 miles of track south from Leachville to Rivervale with a spur to a place which must have been appropriately named in the early logging days, a town called Mandalay. But, the BL&AS negotiated not one but two trackage rights to its other two miles of rail in Blytheville. The first was directly over the JLC&E and the second ran north 8 miles on the Frisco to Arbyrd thence over the Cotton Belt.

By the 1947 period the JLC&E was Frisco property and the BL&AS was the Cotton Belt. If there wasn't any railroad buffs, there were most certainly towns people interested in the goings and comings of these two backwood operations. They would have seen local freights, gas-electric motor cars and mixed trains. Though the Cotton Belt had its own depot, passenger service was provided through the ex-JLC&E station situated at the crossing

of the two roads (see Leachville track plan below). The Cotton Belt entered town from the north over Frisco track, the roads rails having intersected the Frisco Leachville Sub a half a mile out-of-town.

The crossing was not protected by a gate as was common on branch lines, but trains from all four directions were required by signs to stop before proceeding, most probably with permission from the station.



The Bootheel Lines of the Frisco were operational for approximately 60 years. They followed the loggers into the area of Southeast Missouri and Northeast Arkansas, stayed to serve the cotton farms of the region, suffered through the Great Depression and died a slow death brought on by the paved highway. Today they exist only in modest histories and a few photographs.(see some photographs on the next pages).

Editorial Note: Marty Lofton is accumulating information and photos of the Bootheel Region in hopes of sufficient material for further publication. He would welcome any communication that expands the knowledge of the Frisco and Cotton Belt operations in the area. He is happy to share any of his information not contained here.

The following table shows the activity that was available to the train watcher at Leachville in 1947:

LEACHVILLE ACTIVITY

<u>TR#</u>	<u>FROM</u>	<u>TO</u>	<u>ARRIVE</u>	<u>LEAVE</u>	<u>OTHER</u>
ST. L-S.W. (2ND CLASS)					
293	Malden	Trumann	1:00p		Mixed Mon,Wed,Fri
294	Trumann	Malden	10:00a		Mixed Tues,Thurs,Sat

(From St. L.-S.W. Timetable No. 2, June 2, 1946)

ST. L-S.F. (FIRST CLASS)					
899	Blytheville	Jonesboro	12:10a		Daily
898	Jonesboro	Blytheville	7:54a		Daily
ST. L.-S.F. (THIRD CLASS)					
853	Poplar Bluff	Leachville	11:55a		Wed,Sat
852	Leachville	Poplar Bluff		10:30a	Tues,Fri
863	Kennett	Jonesboro	10:25a		Mon,Wed,Fri
862	Jonesboro	Kennett	9:10a		Tues,Thurs,Sat
855	Blytheville	Leachville	10:20a		Daily ex. Sun.
856	Leachville	Blytheville		12:10p	Daily ex. Sun

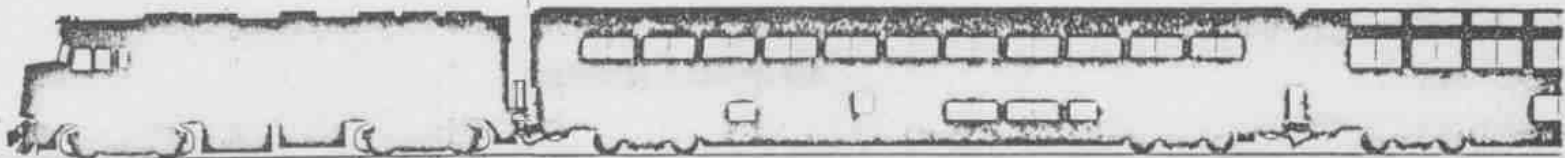
(From S.L.S.F Timetable No. 35, May 1, 1947)



A northbound Frisco Passenger Train makes a stop at Cape Girardeau in 1950. Photos from the collection of Martin Lofton.

- END -

AMTRAK NEWS



SUMMER ALL ABOARD FARES -- Amtrak has Announced a Very Special Offer this summer. Special All-Aboard America, Flat-rate Discount Fares for the first time are offered thru the summer. As examples: Round-trip Coach Fare from Little Rock to Seattle, Oakland, Los Angeles, Las Vegas, Salt Lake City and San Francisco is just \$225.00. Roundtrip to New York, Washington, Florida, Boston and the East is just \$225.00 also, or include the entire country for \$299.00. This is a rare opportunity to see the United States. Resrtictions apply, call Amtrak for details at (501) 372-6841.

Fueling Tests being Conducted -- Amtrak and Missouri Pacific Lines are conducting tests, beginning May 31st thru June 30th to determine if Train #21 and #22 can run from Chicago to Texarkana without being refueled enroute. Currently Delays to the trains have run from 20 minutes to an hour using a contract fuel truck at Poplar Bluff. In previous years Amtrak used it's own fueling facility at St. Louis but because of Train #21 and #22's late and early arrival, an extra mechanical shift was required just to fuel these trains. This was eliminated as an economic move and the contract was begun at Poplar Bluff. The elimination of the contract fueling should put both trains back on schedule.

Eagle Consist Flip-Flopped -- Effective May 24, 1983, the consist of Trains #21 and #22 were reversed i.e.: Train #21 now has the baggage car, Heritage fleet sleeper and Transition Dorm car on the head-end of the Train, Train #22 now has the Baggage Car, Heritage Sleeper and Transition-Dorm car on the Rear of the Train. Apparently this was done to eliminate a double switch at St. Louis, as the additional cars both trains carry between Chicago and St. Louis are all Superliner cars.

Zephyr Winds Don't Blow -- Amtrak's New Routing and New Named "California Zephyr" Trains are still detouring over the old Amtrak route and the Rio Grande Service is still operated by bus since more melting snow and mudslides in Utah have moved the opening date into July now. The initial major slide area, near Thistle Utah, where tracks were buried under approx. 150 ft. of mud, is still impassable.

Cars Sold -- Amtrak Had another garage sale this spring with bids up on quite a varied selection of cars May 23rd. Some examples were about 10 5 Bedroom-Lounge cars with backgrounds from the New York Central, Seaboard (Especially one "Sun-Room Lounge" Named Sun Slope"). Several diners including an old L&N car, Sleepers (Including the last Rock Island sleeper Amtrak Owns), and Baggage Dormitory cars including the #9990 an ex-Santa Fe Car with the cosmetic Transition to the Hi-Level cars. Several Arkansans have bid on cars and maybe soon we'll report other Cars coming to the State.

Amtrak Has Announced Testing on New Sleepers -- Last month, Amtrak Announced it will be testing soon a new generation of low-level sleepers and diners over the next year. These tests may lead to a new car design. Also Amtrak will take delivery of the last of the new Amfleet II cars soon, completing that order.

ARKANSAS RAILROADER QUIZ... Of all Rock Island Diesel Locomotives...which one would have been the least likely to ever pass thru Little Rock? If you picked the Rock Island's exclusive AB-6 units, built specifically for Rocky Mountain Rocket Service you would get my vote. But Yet AB-6 No. 750 did pass thru Little Rock, Ark on a Passenger Extra. Here's the way it lined up June 3, 1964:

Passenger Extra East 642-633B-750 Called Inbound at 1235 am, Arrived at 1:00 a.m. Then returned on freight Train #31 June 4, 1964, with the following consist: 642-633B-750-1251-1208-1231-1235, Called Biddle for 2:35 a.m.

John Martin



AMTRAK PRESIDENT TALKS TO N.A.R.P. -- Last April 22-23, Amtrak President Graham Claytor gave the following comments to the Board of Directors of the National Association of Railroad Passengers meeting in Washington, D.C.:

STATION COSTS - Too much money is being spent on stations on single-train routes. "I will unman all except the most important stations on routes with only one train", he said. Toll-free reservations, travel agents, etc will be used instead. (Hopefully, Little Rock will be one of the "important" stations.

At least one of the following may be implemented by the October 1983 timetable change: 1) New service on the Newton, Kansas - Oklahoma - Fort Worth line; 2) new service from Carbondale to St. Louis or 3) daily operation of the SUNSET and EAGLE. All of these cannot be done, but he will try for at least one by October.

Amtrak may also begin taking over train and engine crews outside the Northeast Corridor starting this year. (Hmmm).

A comment from the newsletter of the Oklahoma City Chapter of the HRHS states that Rep. Jones of Oklahoma is very much in favor of starting Amtrak service to Oklahoma, preferring a route from St. Louis to Springfield MO to Tulsa. He is said to favor legislation if necessary.

 PROGRAM 

The June Program will be given by William H. "Bill" Walters, who will discuss "CIRCUS MOVES BY RAIL". Mr. Walters, a former Mayor of Little Rock, is a member of Tent 128 of the Circus Fan Association of America and currently serves as the international secretary for that organization. He will be introduced by member Randy Tardy, who will also discuss his recent 3,456 mile rail trip of one week from the Pacific Ocean to the Gulf of Mexico via U.P. private car.

The meeting will be held at Union Station, Markham and Victory Streets, Little Rock, this Sunday, JUNE 12 at 2 pm. EVERYONE IS INVITED.

In fact, all members are URGED to attend this month's meeting since a critical vote on giving \$500 to help restore Cotton Belt Engine 819 in Pine Bluff will be taken.

Evary member should have received either a 1983 membership card or a statement for 1983 dues by now. If you have received a membership card, "Thank You". If a statement, please mail your check to Dick Byrd, Treasurer (12 Flintwood Dr, Little Rock AR 72207). If you have received neither, please contact George R. Holt, Secretary, at P. O. Box 1692, Pine Bluff AR 71613.

Another thing --- if you have not paid your dues by the end of June, this will be your LAST NEWSLETTER.

CORRECTION - In May's "Arkansas Railroader", we accidentally put the name Sally Miller in the article about the #819 when it should have been Sally Miller Perdue. We stand corrected.

Received a nice article from member Gene Gannon from Park Falls, Wisconsin about the takeover of part of the Milwaukee Road's track by the Canadian National Railroad. This article willbe brought to the June 12 meeting for anyone to read and possibly expanded on on next month's newsletter. Thanks Gene. Anyone else out there who has similar newspaper articles about railroads in their part of the country, send them in. We enjoy them.

MISCELLANEOUS - Member Jim Bennett sent a letter and diagram about the possibility of J-C Models putting out a model in HO-gauge of the "DELTA EAGLE" in the near future if enough people express interest. I'm sure more details will be forthcoming at the June 12 meeting.

Member Ken Combs, former editor of the "Arkansas Railroader", is alive and well up in Omaha in the Air Force. He was promoted to Staff Sargent in April and says "hello" to everyone in Arkansas.

Did you know that the only remaining independent passenger train in the U.S. is the South Shore Line in bhe Illinois-Indiana area? After the takeover by Amtrak of the D&RGW in April, that leaves this line as the only one remaining carrying passengers not funded by the Federal Government, although both states have helped with the expenses in recent years.

AMTRAK'S "EAGLE" northbound #22 on Friday night, May 27 carried 470 paying passengers with #21 of the next morning carrying a hefty 375 through Little Rock.

Another "COMING ATTRACTION" will be Mike Adams story on the "Strawberry Rush" Keep tuned!

SOUTHERN RAILWAY "SEPTENTRIONAL JOURNEY" STEAM SPECIAL - MEMPHIS, TENN. TO IUKA, MISSISSIPPI & RETURN - MAY 21, 1983

Inspected by	Date
Approved by	

Consist	Loco & Tender	Date	Remarks - History - Disposition - Etc.
1 S&A No. 150	4-6-2 Prairie Type		EX-SAVANNAH & ATLANTA - DROPPED BY THE ATLANTA CHAPTER N.R.H.S.
2 SRR No. 52	WATER TENDER		UNKNOWN ORIGIN (USED AS AUXILIARY WATER TENDER WITH No. 750 LOCOMOTIVE & TENDER)
3 SRR F-7	GREEN 'N' GOLD Diesel No. 6143		
4 SRR F-7	GREEN 'N' GOLD Diesel No. 6141		
5 SRR No. 726	"MAN O' WAR" COACH-BAGG (LW) ACE	9477	56-SEAT POUCH-BAGGAGE BUILT FOR TRAINS OF GENERAL'S "MAN O' WAR" AS No. 391. REVISED 979 & BUILT TO BE USED AS A "MANSION" CHAIR CAR.
6 SRR No. 841	LIGHTWEIGHT CHAIR CAR	958	52-SEAT CHAIR CAR (RAN IN AMTRAK SERVICE AS No. 5294)
7 SRR No. 842	LIGHTWEIGHT CHAIR CAR	958	52-SEAT CHAIR CAR (RAN IN AMTRAK SERVICE AS No. 5295)
8 SRR No. 843	LIGHTWEIGHT CHAIR CAR	958	52-SEAT CHAIR CAR (RAN IN AMTRAK SERVICE AS No. 5296)
9 SRR No. 844	LIGHTWEIGHT CHAIR CAR	958	52-SEAT CHAIR CAR (RAN IN AMTRAK SERVICE AS No. 5297)
10 SRR No. 4061	"QUEEN & CRESCENT CLUB" PULLMAN		REBUILT FROM HEAVYWEIGHT TOURIST PULLMAN. USED AS A "COUCHESSON CAR" IN EXCURSION SERVICE
11 SRR No. 1070	"W. GARHAM CLAYTON JR." HEAVYWEIGHT COACH		HEAVYWEIGHT 90-SEAT OPEN-WINDOW COACH - SEATED WOODEN SEATS - OPEN WINDOwed SIDES -
12 SRR No. 1067	HEAVYWEIGHT COACH		68 - INDIVIDUAL RECLINING SEATS
13 SRR No. 3659	HEAVYWEIGHT COACH		72 - INDIVIDUAL RECLINING SEATS
14 SRR No. 1068	HEAVYWEIGHT COACH		68 - INDIVIDUAL RECLINING SEATS
15 SRR No. 1081	HEAVYWEIGHT COACH		68 - INDIVIDUAL RECLINING SEATS
16 SRR No. 1087	HEAVYWEIGHT COACH		72 - INDIVIDUAL RECLINING SEATS
17 SRR No. 1086	HEAVYWEIGHT COACH		68 - INDIVIDUAL RECLINING SEATS
18 SRR No. 895	LIGHTWEIGHT CHAIR CAR	958	52-SEAT CHAIR CAR (RAN IN AMTRAK SERVICE AS No. 5298)
19 MTM "PHOENIX SNOW"	LIGHTWEIGHT LINER	949	THOUGHT TO BE EX-ILLINOIS LACONIA & WESTERN No. 1469; LATER ERIC LACONIA No. 1469; NOW OWNED BY MEMPHIS TRAIN MUSEUM
20 MTM "DIERSBURG"	LIGHTWEIGHT LINER	937	BUILT AS BAGGAGE-BAGGAGE No. 1372 "PICURIS" FOR THE SANTA FE RY. NOW OWNED BY MEMPHIS TRAIN MUSEUM
21 SRR "CRESCENT MOON"	No. 2352	949	BUILT AS 2-DR. 1-MINSTER ROOM-BUFFET-Lounge FOR "THE CRESCENT" (LIGHTWEIGHT)
22 SRR "LAKE PEARL"	No. 2422	925	10-SECTION-2-DR. 1-DR. HEAVYWEIGHT PULLMAN (PLAN 3585 - LOT 4725)
23 AMTRAK "REGAL INN"	No. 2351	1950	BUILT AS LIGHTWEIGHT 4BR. 4-COACH-2-DR SLEEPER FOR THE SANTA FE RY. AS "REGAL INN" TO AMTRAK AS No. 2351



COMPILED
MAY 22, 1983
JIM BENNETT
1602 STRAIT PLACE
STUTTGART, ARKANSAS 72160

NOTES: No. 726 OPERATED BRIDGE-ENG FORWARD FOR TAPE RECORDING. (CAR IS INDIVIDUAL BUT IT'S PATENTED UPPER UNIBUILDING "TRAYFLOR" FEATURE)
No. 1372 "DIERSBURG" (FORMER "PICURIS") RAN IN AMTRAK SERVICE AS No. 3380 PRIOR TO ITS BECOMING PROPERTY OF MEMPHIS TRAIN MUSEUM.
LAST THREE COACHES, "CRESCENT MOON", "LAKE PEARL", "REGAL INN" - RESERVED FOR FIRST-CLASS PASSENGERS.

A SERIES OF SHORT TOOTS - Alarm for Persons or Animals on Track.

WHISTLE SIGNALS

3 SHORT TOOTS -
A. Back Up - (when train is still)
B. Stop at Next Station - (when running)

1 SHORT TOOT - Stop

1 SHORT - 1 LONG TOOT - Brakes Sticking or Inspect Train Line for Leak.

2 LONG TOOTS - Release Brake Proceed.

1 LONG - 3 SHORT TOOTS - Flagman Guard Rear of Train.

1 LONG TOOT - Approaching Station Rail Crossing or Tunnel.