



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Arkansas Railroader



VOLUME 6 NUMBER 3

MARCH 1975

MARCH MEETING: Regular monthly business meeting of the Arkansas Railroad Club will be held at 2:00 p.m. Sunday, March 9 at the Missouri Pacific Office Building, 1000 West 4th Street, North Little Rock, Arkansas. Clifton E. Hull and Jim Wakefield will present a program on Pass Collecting.

COMMITTEE MEETINGS:

PRIVATE CAR COMMITTEE: The Private car committee will meet immediately after the meeting to discuss plans for the restoration of our car.

PROGRAM COMMITTEE: The program committee will meet following the regular meeting to formulate plans for future programs

MUSEUM SHOW COMMITTEE: Museum Show chairman Moon has requested that his committee as well as the Museum Committee and the Museum Sales Committee meet immediately after the regular meeting.

FEBRUARY MEETING: At the February meeting, President Shook outlined plans for the coming year. Chief among these is a Museum Show and all are urged to prepare to put their collectables on display for a short period.

Bill Bailey presented an interesting program on the subject of insulators and their types and uses in railroading. A display of many types and designs was provided.

President Shook made the following committee appointments for the coming year.

CALENDAR: Charles Ost, Chairman, Bill Bailey, Walter Walker

BI-CENTENNIAL: Bill Merck, Chairman, John Kemple, W. F. Hillenbrandt, Hillenbrandt.

PICNIC: David Nixon, Chairman, Carol Wilson, E. A. Hilger, Bill Robbins.

CHRISTMAS PARTY: Ruby Holt, Chairman, Fern Fillers, Lynn Mitthell

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COMMITTEE APPOINTMENTS (Cont)

BULLETIN: Walter Walker, Editor, David Nixon & Garry Quillen Reporters

MUSEUM SALES: Naomi Hull, Chairman, Ruby Hill, Jim Wilson.

CONSTRUCTION: Dick Byrd, Chairman, Boyd Pyle, Jack See
Fred Fillers

PRIVATE CAR: Fred Fillers, Chairman, R. McGuire, Dick Byrd,
Maury Loket, Jim Wilson, Bob Wright

LEGAL COUNSEL: David Bogard

MUSEUM: Mike Adams, Curator, E. S. Conkle, W. E. Couch
Pratt Rimmel.

NOMINATIONS: Stan Wozencraft, Chairman, Charles Ost.

MUSEUM SHOW, 1975 Paul Moon, Chairman, Jim Wakefield, Mike
Adams. (SUNDAY, JUNE 1, 1975)

BI-CENTENNIAL PUBLICATIONS STUDY COMMITTEE: Clifton E. Hull,
Chairman, G. R. Holt, Walter Walker, Mike Adams. (Issue
July 4, 1976)

PROGRAM: Walter J. O'Rourke, Chairman, James Mitchell, Phil
Powledge, N. E. Pinneo

OFFICIAL PHOTOGRAPHERS: Earl Saunders, Bill Bailey

BUILDING COMMITTEE: (Joint with Arkansas Valley Model RR Club)
Tom Shook, Chairman, George R. Holt, Dick Byrd.

DONATIONS: Jack See, Chairman, Richard Griggsby, Stan
Wozencraft.

TO THE MEMBERSHIP:

I would like to thank each and every one of you for your support and co-operation during my tenure as president. It was indeed an honor to be chosen as your first president and more of an honor to be re-elected so many times. I pledge my continued support of our club and will serve in any way that my time will permit. Again, thanks to you all.

Jim Wilson

SANTA FE SPECIAL On Sunday, February 2nd a special train departed Amarillo, Texas bound for Memphis Tennessee over the Rock Island. On the point was Rock Island GP 40 #392 followed by a Santa Fe steam generator car. The rest of the consist was Rock Island coach #342 still bearing the legend "GOLDEN STATE" on the letterboard, RI business Car # 101 LAKE MICHIGAN, Santa Fe Business Car #52 and Santa Fe Business Car #50. All three of the Business Cars were stainless steel platform observation types. The train tied up at Shawnee, Ok on Sunday night and resumed its journey on Monday morning arriving at Little Rock shortly after 5:00 p.m. for a night at Biddle Shops. Departure from Biddle was shortly after 8:00 a.m. Tuesday February 4.

AMTRAKING: Amtrak directors have elected Paul H. Reistrup as president and chief executive officer of Amtrak. Mr. Reistrup began his railroad career with the B&O where he served as assistant division engineer, general yard master, trainmaster, general superintendent of car utilization and distribution, and as director of passenger service. In 1967 he joined the Illinois Central as vice-president of passenger service. He was serving as Senior Vice-president of traffic at the time of his appointment.

The Federal Railroad Administration says that modified second generation Metroliner cars are exceeding operating efficiency expectations following the 40 thousand miles of testing over 50 days between New York and Washington. The FRA said the cars required only routine maintenance and inspection accumulated approximately 24 thousand miles per month compared with the normal 17,500 per month accumulated by un-modified cars.

INTERESTING RAILFAN: RAILROAD magazine has announced that William C. Wagner, editor of the NRHS Bulletin will be Freeman Hubbard's Interesting Railfan in the March, 1975 issue. National president Lew Pardee assisted Hubbard in gathering the information

PROSPERITY ROLLS ACROSS ARKANSAS
BY
CLIFTON E. HULL

Following World War I, the United States was caught in the crushing jaws of a national depression. It was the forerunner of the ultimate humiliation of the "Great Depression" of 1929. There was a lessening of the burdensome load in the early 1920's and this is the period in which our story takes place.

During the early days of the war in Europe, it was undecided whether the United States would commit its men and resources. The area of the South was principally geared to agriculture as a prime industry. Where Arkansas was concerned agriculture meant cotton. When Uncle Sam entered the conflict in Europe, there developed a tremendous need for cotton, the main source of fibre. The government urged the farmers of the nation to produce cotton to the limit of their ability. They responded and the price for cotton ready for market was 38¢ to 40¢ a pound. Farmers bought more land at high prices and borrowed money to increase the yield of cotton.

In 1920, the "good times" bubble burst.

The farmers, businessmen and cotton buyers were financially ruined. The war was over, the need for cotton was gone, and the huge cotton surplus was a specter of doom, staring the South in the face. Banks failed, industrial empires crumbled and the tidal wave of depression washed across the country.

Our story, as it affected Arkansas, had its beginning at a town in Pennsylvania--a town called Eddystone, on the Delaware River about twelve miles south of Philadelphia, Pa. Here was located one of the shops of the world famous Baldwin Locomotive Works. The shop complex covered more than 600 acres of land at Eddystone and almost 200 acres in the heart of Philadelphia. Row after row of huge sprawling brick structures lay side by side in a sort of geometrical pattern. Here hordes of steam locomotives were constructed for railroads in all countries of the globe. The name and reputation of Baldwin was known and respected all over the world.

Directing the destinies of this massive industrial empire was a man of stature equal to that of his domain--big Samuel M. Vauclain. He was a giant of a man, more than a locomotive builder and designer, he was an industrial statesman, adept at interpreting economic trends and even at shaping these trends,

as we shall see. His hands were heavy and gnarled from his earlier days spent with hammer and chisel in the shops of the Pennsylvania Railroad at Altoona. In May of 1919 big Sam Vauclain had worked his way to the president's chair at Baldwin Locomotive Works.

In 1922 the post-war depression was in full swing. Its effects were being felt acutely among the nations locomotive builders. Most railroad officials were very reluctant to spend money for new locomotives. A familiar saying was being heard among engine builders--"Show me a man who doesn't like engines and I'll show you a railroad executive".

Railroads were laying off hundreds of men and cutting the wages of the remainder. Times were hard everywhere.

During these difficult days Sam Vauclain was making every effort to secure orders for locomotives. Markets overseas were producing a fair amount of business. The markets of the world were not so closely related with the U. S. at present.

In 1921 the Southern Pacific Railroad, with headquarters in California, gave Baldwin an order for 50 new locomotives. They were to be heavy freight haulers of the 2-10-2 "Santa Fe" type, having two small wheels under the pilot, ten powerful driving wheels 5'3" high, and two small trailer wheels under the cab. They were built to burn oil as a fuel and some of them had an auxiliary steam engine mounted on the trailer truck under the cab. This was a rather unusual feature which gave additional power when starting a heavy train or when straining to lift long strings of freight cars over the massive Sierra Nevada Mountains. This booster engine was used only at speeds less than 12 miles per hour.

During the months while these giants of the rails were being built they began to accumulate on the storage tracks of the Baldwin Works at Eddystone. The Southern Pacific was in no hurry to accept the engines and begin paying taxes on them, as well as having to find some place to store them. The engines would be held until all 50 were complete.

At the Eddystone plant the weather was brisk and cool one Spring day in 1922 as big Sam Vauclain stood at a window in his office gazing down upon several acres of new steam locomotives. The bright sun glistened in highlights on the coats of fresh black paint and the tall white block letters spelling out SOUTHERN PACIFIC LINES on the sides of the peculiar cylindrical tenders, which would carry 12,000 gallons of fuel oil and 8,000 gallons of water.

Sam's brain was busy with the battle of economics. Business was only fair with foreign orders, but the general economy at home was in sad shape. National progress was as idle as Sam's hands, which were now clasped behind his back. His business strategy had kept the Baldwin Works alive during several crises--why couldn't he do it again?

The people of the U.S. needed something visible to bolster their sagging spirits, something to revive their faith in the country. Sitting out there before his eyes Sam was looking at at something which had captivated the hearts and imagination of people all over the world--a steam locomotive! Here was the "something" he needed, if the people could only see them all together it might have the desired effect. This was not feasible and this was probably the only time all those great machines would be together. When the SP was ready for them they would be shipped to California one or two at a time in a regular freight train.

There was what Sam was looking for! Sitting right there in front of his eyes! He wheeled away from the window and grabbed the telephone from his desk. Barking a crisp order to the operator he waited impatiently for an answering voice. When it came it was that of W. A. Garrett, his transportation manager.

"Garrett, we are going to send these 2-10-2's to the Southern Pacific. How many can we deadhead to California in a solid train?"

Garrett was startled for a few moments by the unusual statement, then he began talking as much to himself as to Sam Vauclain. "We will be sending them over the Pennsylvania, the Cotton Belt and the Southern Pacific. They may handle as many as 20 in one batch--that's about 4,000 tons. The track and bridges should take the weight."

"Garrett, get on th'wire an' tell Southern Pacific we're sendin' 20 of those engines they ordered, all in one train. We'll run em across the country in a display of power, the likes of which the folks have never seen before!"

"Beat th' drums at every division point. Tell everybody this train is a symbol of one railroad's faith in the future. Show 'em a faith of returning prosperity."

"Garrett, we are going to run the PROSPERITY SPECIAL!"
(To be continued in April Issue)

STEAM FOR THE 70's Last month this publication reported on the movement of ex-SP GS-4 (Daylight) from Oak Park in Portland, Ore. to the BN (ex-SP&S) roundhouse for refurbishing for use on the Freedom Train. The January-February issue of the Southern Pacific Bulletin (employee newsletter) carried a feature article on this project.

The February issue of the TRAINMASTER published by the Pacific Northwest Chapter reports that after 50 days of restoration, all appliances have been removed, rebuilt and reinstalled. The boiler has been completely scaled and awaits reflueing. Work is scheduled to be completed within a total of 90 days.

THE 610 STORY Trinity Valley Railroad Club of Ft. Worth, Tex reports that the ex-Texas & Pacific 2-10-4 #610 has been moved from the Ft. Worth Federal Center where it has been for the past 6 years and hauled over the Santa Fe, Ft. Worth Belt and MoPac to Exchange Ave. where it will be restored. The Freedom Train Foundation has made a commitment to use the 610 on its tour through Texas if restoration is accomplished in time.

SANTA FE: REBUILD: The Arizona Chapter reports that an informed source has provided the intelligence that Santa Fe 4-8-4 #2929, the last steam power acquired by that road has been removed from the park at Clovis, N. M. and taken to the shops at Albuquerque to be refurbished to running condition.

UP STEAM Blackhawk Chapter reports that Union Pacific 4-8-8-4 #4023 has been moved from its usual storage spot in Cheyenne, Wyoming to the Omaha shops complex reportedly to be restored to operating condition. 4-6-6-4 #3905, long in storage in Cheyenne will be placed on display in that city.

STEAM EXCURSION: The Old Smoky Railway Museum at Knoxville, Tenn has announced a steam excursion from Knoxville to Cumberland Gap and Middlesboro, Ky on April 26-27. Fares are expected to be between \$16-\$17.

AMTRAK TOURS: The Newport Chamber of Commerce has been instrumental in arranging school tours on the Interamerican. on February 26, for example, 65 school children and teachers boarded for the 45 minute trip to Walnut Ridge where busses awaited for the return trip. The tours, arranged by the C of C through Magic Carpet Travel Agency at Batesville are accomplished on one group ticket, however the Chamber issues a souvenir ticket to each child for the Conductor to punch. Another group of 75 is scheduled next week.

FROM THE PAST: In the coming months, we intend to publish under this heading things of interest that occurred in the Little Rock and central Arkansas Area in years gone by. This month our subject is the CHOCTAW ROUTE of the Rock Island as it pertains to Little Rock. A copy of the timetable discussed here is reproduced on the following page.

The "CHOCTAW ROUTE" of the Chicago, Rock Island & Pacific, formerly the Choctaw, Oklahoma & Gulf, formerly the Memphis and Little Rock was a busy road at Little Rock Passenger station in September 1937. There were 5 arrivals and 5 departures daily starting with #111 from Memphis at 2:05 a.m. and departing at 2:20 a.m. with PULLMAN (Little Rock to Los Angeles) which would connect with the SP/RI GOLDEN STATE (#3) at Tucumcari, N. M. at 12:30 a.m. just 22 hours later.

The California Service required 8 Pullmans in the Little Rock Los Angeles pool. Two of which were protection at Little Rock and Los Angeles.

No. 112 Eastbound to Memphis arrived about an hour later at 3:30 a.m. then the departure of #631 to Winfield, La., at 8:50 a.m. and No 42 to Memphis at 9:00 a.m.. At 11:15 a.m. No 45051 arrived with consists for Hot Springs and Amarillo from Memphis and Chicago.

There were diners to stock, crews to change and fuel and water for the power. The Chicago-Hot Springs service required three Pullmans in the pool with protection at Hot Springs. (Chicago being protected out of the Pullman Company pool)

The Amarillo section departed at 11:45 a.m. followed by the Hot Springs section carrying the Chicago Pullman (from IC train #3) at 1:05 p.m.

Trains No 52 & 50 from Amarillo and Memphis arrive at 4:45 p.m. and are combined for the trip eastbound for Chicago & Memphis carrying diners Pullmans and coaches not to mention the head end. NOTE: one track is being held open at the Little Rock station should the Winfield Train "make the connection today."

Then the shoppers arrive from Memphis on #41 at 8:25 p.m. What a day it was in 1937. Were you there with camera in hand? Let us hear from you out there. The Arkansas Railroader needs pictures and stories. PUBLISH OR PERISH.

Tom Shook

FROM THE PAST: (CTD) The schedules below were reprinted from the Official Guide of September, 1937.



Rock Island Lines

Route of the Golden State Limited



TABLE K.
MEMPHIS, LITTLE ROCK, HOT SPRINGS, OKLAHOMA CITY, AMARILLO, TUCUMCARI
AND LOS ANGELES

No. 895	No. 41	48-51	No. 111	Mile	(Central time.)	No. 112	No. 42	52-50	No. 932
5:40 P.M.	10:50 A.M.	4:00 P.M.	0	0	Memphis	6:45 A.M.	12:20 P.M.	7:30 P.M.	
6:45 P.M.	10:00 A.M.	10:47 A.M.	69	69	Memphis	4:47 A.M.	10:35 A.M.	5:52 P.M.	
8:25 P.M.	11:15 A.M.	1:05 A.M.	133	133	Little Rock	3:40 A.M.	9:00 A.M.	4:45 P.M.	
			193	193	Hot Springs			8:05 P.M.	
			273	273	National Park				
			333	333	Little Rock	1:30 A.M.		4:35 P.M.	
			359	359	Poncaville	12:15 A.M.		1:10 P.M.	
			381	381	Manfield	11:50 P.M.		12:37 P.M.	
			393	393	Halleyville	8:20 P.M.		10:15 A.M.	
			395	395	McAlister	6:50 P.M.		9:59 A.M.	
			411	411	Noldenville	7:20 P.M.		8:57 A.M.	Mixed
			428	428	Shawnee	6:30 P.M.		7:35 A.M.	1:05 P.M.
			487	487	Oklahoma City	5:30 P.M.		6:39 A.M.	1:00 A.M.
			513	513	Li Reno	4:35 P.M.		6:15 A.M.	
			535	535	Geary	3:50 P.M.		5:30 A.M.	
			587	587	Sayre	2:50 P.M.		4:00 A.M.	
			750	750	Amarillo	11:41 A.M.		3:30 P.M.	
			873	873	Tucumcari	6:15 A.M.		1:00 P.M.	
					Tucumcari	5:05 A.M.			
					(Central time.)				
					(Mountain time.)				
					(Pacific time.)				
			No. 3	No. 43		No. 44	No. 4		
			12:40 A.M.	12:30 A.M.	873	4:05 A.M.	4:15 A.M.		
			1:15 A.M.	7:33 A.M.	632	7:25 A.M.	7:01 A.M.		
			6:24 A.M.	5:33 A.M.	1113	10:04 P.M.	10:19 P.M.		
			8:25 A.M.	5:00 A.M.	1213	7:55 P.M.	8:10 P.M.		
			9:35 P.M.	5:00 P.M.	1517	11:30 A.M.	11:50 A.M.		
			8:40 P.M.	8:15 P.M.	1619	8:05 A.M.	8:25 A.M.		
			1:15 A.M.	1:50 A.M.	1813	4:15 A.M.	4:31 A.M.		
			7:30 A.M.	7:15 A.M.	2014	8:10 P.M.	8:16 P.M.		

TABLE J.
LITTLE ROCK, WINFIELD AND EUNICE

No. 87	881	(Central time.)	632	86
		Little Rock	4:15	
		Manfield	1:25	
		Eldorado	12:55	
		Winfield	12:01	
		Alexandria	11:51	
		Eunice	11:51	

TABLE G.
CHICAGO, MEMPHIS, LITTLE ROCK
AND HOT SPRINGS

3-45	Mile	(Central time.)	50-4
8:05 P.M.		Chicago	8:20 A.M.
8:05 A.M.	538	Memphis	7:40 P.M.
8:30 A.M.	574	Memphis (C.L.P.R.)	7:50 P.M.
11:15 A.M.	677	Little Rock	4:45 P.M.
1:05 P.M.	726	Hot Spgs. Nat. Park	8:05 P.M.

THROUGH CAR EQUIPMENT—Westbound

- No. 43--CHICAGO-HOT SPRINGS LIMITED--Daily.**
- Observation-Parlor Car--
- *Memphis to Hot Springs. (Radio.)
- Sleeping Car--
- *Chicago to Hot Springs--10-Sec., 1 D. R., 2 Comp. (Chicago to Memphis I. C. No. 3.)
- Dining Car--
- *Serving all meals.
- Coach--
- *Chicago to Memphis. (I. C. No. 3.)
- *Memphis to Hot Springs.
- No. 51--CHOCTAW LIMITED--Daily.**
- Sleeping Cars--
- *Oklahoma City to Amarillo--12-Sec., 1 D. R.
- *Oklahoma City to Dallas--12-Section, 1 Drawing-room. (From El Reno No. 27.)
- Cafe Coach--
- *Little Rock to Oklahoma City.
- Coach--
- *Oklahoma City to Amarillo.

- No. 41--MEMPHIS-LITTLE ROCK--Daily.**
- Coach--*Memphis to Little Rock.

- No. 111--MEMPHIS-CALIFORNIAN--Daily.**
- Sleeping Cars--
- *Little Rock to Los Angeles--12-Section, 1 Drawing-room. (From Tucumcari No. 3.) (Open at 8:00 P.M.)
- *Memphis to Oklahoma City--12-Section, 1 Drawing-room. (Open at 8:10 P.M.)
- Cafe Lounge Car--
- *Little Rock to Tucumcari. (Serving all meals.)
- Chair Car--*Memphis to Los Angeles. (From Tucumcari No. 43.) (Free pillows overnight.) (Tray Service.)
- Coach--
- *Memphis to Los Angeles. (From Tucumcari No. 43.) (Free pillows overnight.) (Tray Service.)

- No. 631--LITTLE ROCK-WINFIELD.**
- Daily.
- Coach--*Little Rock to Winfield.

- No. 3--THE GOLDEN STATE LIMITED.**
- Daily. All-Pullman.
- Observation Car--
- *Chicago to Los Angeles--2 Drawing-room, 2 Comp. (Ladies' Lounge, 1 Shower Bath and Maid, Blanche Service.)
- Club Car--
- *Chicago to Los Angeles. (Men's Shower Bath, 1 Free and 1 Wait Service) (Radio.)
- Sleeping Cars--
- *Chicago to Los Angeles--12-Sec., 1 D. R.
- *Chicago to Santa Barbara--8-Section, 1 Drawing-room, 1 Compartment. (From Los Angeles No. 31.)
- *Chicago to San Diego--8-Section, 1 Drawing-room, 1 Compartment.
- *Minneapolis to Los Angeles--10-Sec., 1 D. R., 2 Comp. (From Minneapolis No. 15.)
- *St. Louis to Los Angeles--10-Sec., 1 Drawing-room, 1 Compartment. (From St. Louis Sec. Mata A.) (Open 8:30 A.M.)
- *Little Rock to Los Angeles--12-Section, 1 Drawing-room. (From Little Rock No. 111.) (Open 8:30 A.M.)
- Dining Car--*Serving all meals.

Arkansas Railroader is the official publication of the Arkansas Railroad Club, a not for profit organization that meets the second Sunday of Each month at the Missouri Pacific Office Building, 1000 West 4th St., North Little Rock. For information write P. O. Box 5584, Little Rock Arkansas 72205