



# Arkansas Railroader



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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NON PROFIT ORGANIZATION EDITOR'S ADDRESS: 5007 HAWTHORNE RD. LITTLE ROCK, AR. 72207

## OFFICERS 1978

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Special Officers Meeting - 145 PM, March 12th, just before regular meeting starts

Lets start out with a few words about our February meeting. Information received from Prez Bill Bailey was that it was Great, Great, Great; a great attendance, a great program given by John Martin and great interest. Your editor was sorry he could not be present at this one but a family birthday in Memphis (youngest grandson) made it necessary for me to be there instead of here. Will endeavor to advise further in this newsletter what our program for March will be.

Lost and FOUND at the February meeting a pair of sun glasses and a pair of gloves. If they are yours call Bill Bailey, telephone 2246828. Bill has them and is holding for owner.

We continue to increase our membership; just received a new one from a long time friend of your editor; E.C. (Ernie) Deane who lives at Fayetteville, Ark. Ernie as you may remember at one time wrote a column for the ARKANSAS GAZETTE which was called THE ARKANSAS TRAVELER. Welcome Ernie and we are hopeful we can get him to give a program for the club sometime in the future. Ernie's Dad was an engineer on the Cotton Belt back in the steam days. He passed away several years ago and Ernie has a rich heritage of rail stories dating back to the steam days.

## SOUTHERN RAILWAY STEAM EXCURSIONS - 1978

Have received from Southern Railway schedule for steam trips which gives those trips starting in April and partly into June. Space will not permit listing all of the trips but thought you might be interested in the following:

- Sat. April 22 ----- Birmingham, Ala. to Chattanooga, Tn. and return. 4-hour layover
- Sun. April 23----- at Chattanooga CHOO\*CHDO for lunch. Each day. Sponsored by Heart of Dixie Chapter, NRHS. THIS TRIP USING ENGINE NO. 610
- Sat. May 6----- Memphis, Tenn. to Corinth, Miss. and return each day. Sponsored
- Sun. May 7----- by Sentimental Journey Committee, Memphis, Tenn. THIS TRIP WILL use ENGINE NO. 4501

The great majority of the Southern Steam Trips this spring, summer and fall will be operated with Engines 610 and 4501.

If you like colorful shortline railroading don't fail to get the current issue of RAILFAN and read about one of Arkansas' short lines, without a doubt one of the most

colorful in the nation. This is none other than the Louisiana & North West which runs from McNeil, Arkansas to Gibsland, Louisiana. What makes the line so colorful is their motive power which consists of F-Units handed down from the S.P. and W.P. Where else in Arkansas can you see F-Units being operated?? Your editor had written Mr. P.G. Dillon, Traffic Manager for L&NW about a possible excursion run for our club. Mr. Dillon stated they would be unable to operate such a trip but they do welcome all rail fans, rail photographers, etc. There has already been some discussion among a few of our members about perhaps making a fan trip to McNeil or Magnolia and catching this line in operation. We could arrange to be at McNeil sometime between 7 and 8:00 AM some morning (spring or summer) and see the line start their day getting their train together and switching the Cotton Belt interchange. Also while at McNeil we could probably get some Cotton Belt main line action and see some of the "hot shots" go thru. Lets talk it up.

Did you notice the excellent photo in the March issue of TRAINS of Bob Dortch's No. 201, ex-Moscow, Camden and St. Augustine 2-6-0 (Baldwin 1906) with the words on the tender KEEP OUR CANAL. Bob had planned sometime ago to paint the engine with these words and use it on his Scott & Bearskin Lake, which he did. We congratulate Bob and our sentiments are his.

#### THE LOCAL AMTRAK SCENE

The ARKANSAS GAZETTE carried an article in their edition of February 16th to the effect that Mr. Anthony Haswell, a Chicago lawyer and who is one of three consumer members of the Amtrak Board of Directors, states that he favors a daily Little Rock-Memphis passenger train. The train would leave Little Rock in midmorning and return from Memphis late in the evening. This would be a portion of the Panama Limited which now runs from Chicago to New Orleans via Memphis. Connections would be made at Memphis with the Panama to Chicago. (Editor's Note) This would be very nice; however at the present time Amtrak is having troubles with budget problems and others. If such a train could materialize it would no doubt be called the Little Rock section of the Panama Limited. It would most assuredly run over the MOP between Memphis and Little Rock and this would entail handling with MOP and also that line upgrading their roadbed between Memphis and Bald Knob. The line is very good now but to support a passenger train some improvement would have to be made. Since Rock Island is a non-Amtrak member it would certainly not use that line. The Rock is now in fair shape between Memphis and Brinkley but much work remains to be done from Brinkley to Little Rock. Also, if this train became a reality the Inter-American would possibly be discontinued between St. Louis and Little Rock as don't believe either Amtrak or MOP would go for two passenger trains in and out of Little Rock. It is nice to contemplate but very in doubt that we will ever get such a train. As they say, "We Can Dream Can't We".

The Trinity Valley Railroad Club at Fort Worth, Texas make occasional excursion trips on Amtrak including The Inter-American and The Lone Star. They are more fortunate than we are here since their trains leave their city in daylight hours. On February 4th and 5th they made a weekend trip to San Antonio and return. We are quoting a paragraph from their excellent newsletter for February, THE BULLETIN BOARD as follows:

"Lunchboard the Inter-American was a disappointment. Soggy sandwiches, small bags of potato chips and stale candy bars were the extent of the menu selections. Compounding the disappointment, the usual Amdinette (with gables) was absent from the consist. The substitute Amcafe is similar to the dinette car, but lacks tables, offering additional seating space in their place. Consequently, patrons of the tiny food service counter were forced to suffer the indignity of lunch in their seats (aircraft style). Just one word about those seats. Both the cafe car and the coach were intended for short-haul service; that is, the seat spacing was so close that the coach contained seats for eighty-four. The seats reclined only partially and lacked foot rests". Let us quote another paragraph which we had understood was happening but only believed it with some reservations:

"On time performance marked the entire trip. Freight cleared the mainline for us on all three railroads: Santa Fe, Katy and MoPac". It seems to us that all or most of the new Amtrak amfleet coach and dining equipment is intended more for short haul traffic than say for example, trains like the Inter-American and Lone Star which are long haul trains. We have said it more than once and will say it again; let Amtrak get away from the Airline image and give us a train. The airlines have their image and the railroads have theirs. Lets not try and duplicate the airlines. Most people enjoy trains for what they are; the same for airlines.

Laughable Legal Lexison  
FROM: NRHS NEWS EXTRA  
FEBRUARY, 1978

Texas....When two trains meet at a railroad crossing, each shall come to a full stop, and neither shall proceed until the other has gone.

Oklahoma.....Train crews must cut off the last car of each train.

Illinois.....It is illegal for a streetcar conductor to collect fares without wearing a hat.

New York.....A railway company which negligently throws a passenger from a crowded car on a trestle is held liable for injury to a relative who, in going to his rescue, falls through the trestle.

Colorado.....Dogs in Denver are not entitled to transfers on the tramways; also, they must pay full fare.

Coming next month another excellent article by Mike Adams entitled "Fast Freight".

Prez Bill Bailey has been very busy with the correspondence route lately and hopefully some future programs can be given not only by Ernie Deane but by Cotton Belt, Frisco, Rock Island and others by Mo.Pacific. If any of you have suggestions for a program and know someone who might give us one pertaining to railroading in any way please let Bill or myself know. It is sometime difficult to get just the right program and involves some work in lining one up. So, let us know if you can help.

Goodbye Snow, Hello Sunshine---Is it a reality?????? Hope so, don't you????

Following from good friend Dave Briggs, Managing Editor, "The Spike & Tie", Elackhawk Chapter, NRHS, Joliet, Ill.

"Some speculation on the RR merger scene; how about the following "super-systems" which all would allow effective east-west and north-south transcontinental coverage, (yet healthy competition).

- SCL (less C&E) plus SP plus RI plus RF&P
- EN plus SISF plus MKT plus CR
- UP plus N&W plus KCS plus MILW
- ATSF plus C&O/E&O plus ICG
- SOU plus MP (plus remainder of C&E) dropped by SCL) plus DRGW plus WP plus C&NW plus FEC.

Floater that don't seem to fit anywhere: D&H, B&LE, B&M, EAR, MEC. The four New England roads might make a good regional system."

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Our March meeting will be held at our usual place, the MOP Office Bldg. 1000 West 4th Ave. North Little Rock. Date is March 12th starting at 2:00 PM. Cannot advise at this writing what our program will be but it will be announced at the meeting.

BRING THOSE VISITORS

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