

THE EAST CAMDEN & HIGHLAND RAILROAD
BY
JIM WILSON

Recently, I was asked by the editor of X 2200S to drop by Camden and take pictures of the EC&H engines and get builders dates & numbers for him. When I did, I was intrigued by the operation which is pure short-line railroading.

In case you are unfamiliar with it, the East Camden & Highland Railroad Company is a subsidiary of Highland Resources, Inc. of Houston, Texas. They were certificated as a common carrier on August 21, 1972.

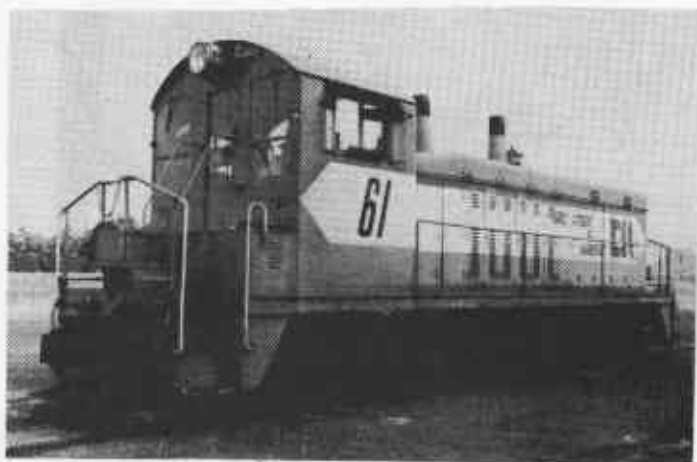
They operate approximately 55 miles of trackage with about 18 miles classed as Main Line. This railroad is located on property that was formerly the Shumaker Naval Ordnance Depot, located 10 miles northeast of Camden.



EC&H # 60

Some 25 industries are located within the park employing some 3,500 people. The State of Arkansas has three institutions within the park, the Police Training Academy, State Fire Training School and the Southwest Technical Institute.

EC&H operates three locomotives. No. 60, was formerly Pittsburgh & Lake Erie #8746 Built by Electromotive Division at La Grange in March 1949. It is an NW 2 Eldrs NO 7424. No 61 was formerly Chicago and Northwestern 31 built by the same company in June of 1945 also an NW 2 Eldr. No E 1192-2.



EC&H NO 61

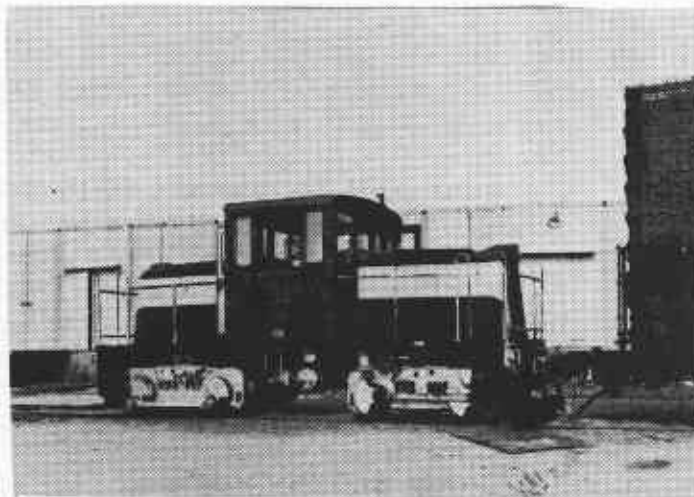
These two very attractive engines are painted blue upper, green lower and white center stripe. Black trucks & underbody. The company has just contracted for the purchase of another similar engine from the Precision National Corp. of Mt. Vernon, Ill who completely rebuilt these two engines prior to delivery in April & June 1972

The other locomotive is a small 45 Ton engine used in one of the industrial sites and leased to the park. It is referred to as #59 though the number does not actually appear on it. It is a center cab unit, built by GE in December 1942 and was inherited from the Navy. It was also completely rebuilt.

Presently, the EC&H handles approximately 775 loads per month and employs 28 people full time. They operate each switch crew with an engineer, conductor and brakeman. Each locomotive is equipped with a radio and each conductor carries a hand radio. They have a base radio in the general offices and all vehicles are radio equipped.

The employees are very friendly and the Superintendent, Mr. John Wagon said that fans were welcome to come anytime. They like publicity. Most pictures can be made from roads parralleling the tracks but if you want to go in the shop or on the property see Mr. Wagon.

Operations are Monday through Friday, 1st & 2nd Shifts and Tuesday through Saturday 1st shift. The office and shop are near the West entrance just south of the Police Training Accademy.



EC&H #59



The picture on the left is of an engine operated by Arkansas Railway Supply Company also located in the East Camden Industrial Park. ARSCOX #101 Built by GE in September 1943 B/N 18023 color yellow.

FAIR LANE FAIR LANE

Sometime, in the immediate future, perhaps by the time of this printing, the Fair Lane, Cotton Belt's business car and the last piece of passenger equipment lettered for the St. Louis Southwestern will leave its home base in Pine Bluff for its new home. Reports have it that the car will move on its own wheels to Muskogee, Oklahoma thence to Talleguah, Oklahoma by some other mode of transportation. There it will be placed in an Indian Museum operated by the Cherokee National Historical Society.

According to Cotton Belt sources, the Fair Lane was built by the Pullman Company in 1922 for Mr. Henry Ford. The car was appropriately named the Fair Lane, the same name as Mr. Ford's Estate in Michigan, and was on exhibit at the Ford Museum at Dearborn, Mich at the time it was purchased by the Cotton Belt in November, 1942.

When this car was built for Mr. Ford, it was one of the most expensive and heavily constructed business cars in use throughout the United States. The original cost of the Fair Lane was \$153,000, and it was purchased by the Cotton Belt for \$35,000.

Since the Fair Lane came into the possession of the Cotton Belt, some of the improvements include a completely refurbished interior. The interior was finished in inlaid walnut, air conditioning equipment was installed, the kitchen was modernized, hydra-cushion draft gear to absorb shock or slack action while moving on freight trains installed a streamline "turtleback" roof, and many other minor changes.

The car is of steel construction, 82 feet in length, and weighs slightly over 200,000 pounds. Besides the observation roof, it is equipped with three private bedrooms, a office which has an upper berth, a full bath opening from the hallway, two half baths in the two larger bedrooms, a dining room, kitchen and quarters for the chef and porter and carpet in all areas excluding the kitchen area.

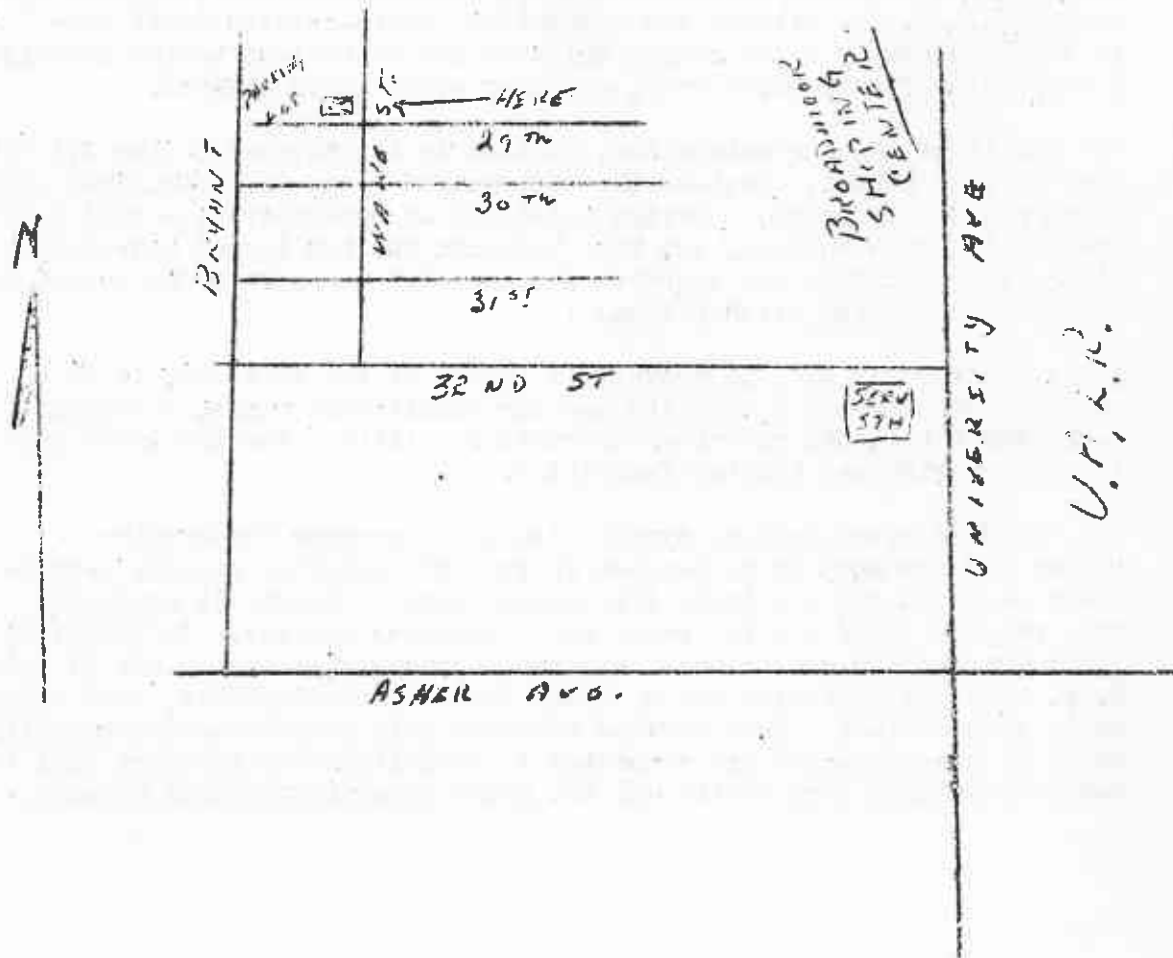
Since the car was used to travel all points of the railroad, it is a self-contained unit, having its own air conditioning unit, a separate generator for lights and other electric facilities, running water and its own cooking and heating facilities.

The standard steam heating system also has a propane fired water heater for use when being handled in freight trains or standby service where steam is not available for heating cars. The car is equipped with propane fired cooking range and a charcoal broiler. In addition, generator and air conditioning equipment consists of one 15-KW, 32 volt, D. C. Waukesha Enginator and a 7½ Ton Waukesha cooling unit, both units using propane fuel. Fuel service cabinets hold four 100-pound capacity tanks of propane which are connected to a manifold and an extra fuel cabinet contains four additional 100 pound capacity tanks of propane.

Other equipment includes Westinghouse Air Brake Company's air brakes with universal type U-12-5D brake valve. Trucks are equipped with clasp brakes and Tirkken roller bearings. Domestic water tank, pressure type, is filled from left side of car on outside. Car is equipped with ice box for refrigeration of foods. The boxes are iced from vestibule at the kitchen end. In addition, at various terminals on the Cotton Belt, car is equipped for telephone service available by plugging in cord from business car to a receptacle. Another modern feature is the use of radio which permits communication between rear end and head end of trains and train to wayside stations along the railroad while car is in movement.

MAY MEETING: The next regularly scheduled meeting will be Sunday, May 13, 1973 at 2:00 p.m. Program will be the films, "East of the Giants" and "Trails of the Iron Horse" furnished by the Union Pacific Railroad.

Due to the sale of the Missouri Pacific Union Terminal, the May meeting will be held at the Parish Hall of Good Shepherd Episcopal Church, 2924 Ware St., Little Rock. To reach this location, turn west off University Ave. on 32nd St. Directly in front of U of A L.R. Ware St. is 7 blocks on right. Parish House is located on Southwest corner of 29th & Ware. There is a parking lot directly behind. The included diagram is for clarity.



ARKANSAS RAILROADER MAY 1973

FROM THE PRESIDENT'S DESK:

At the May meeting, plans will be made for the club's annual picnic at Scott. Hopefully, the Scott & Bearskin Lake Railroad will be ready for some type of operation by then. Anyone interested in furthering this project is welcome at Scott even those who only feel like swinging a paint brush.

I still have a few sets of Southern Railway employees time tables. I will exchange these for a 50¢ each donation to the club treasury. The set consists of 1969 series for Carolina, Atlanta Terminal, Alabama, Eastern, Crescent and Piedmont divisions. As an added bonus, I will include a MoP Employees timetable for Eastern District #1 June 2, 1968 which contains Chicago, Illinois, Arkansas, Louisiana, Little Rock, Terminal, St. Louis Terminal and M&I Railroad. This was the first timetable to contain the C&EI Railroad.

UNION STATION: Construction of a "railroad theme" restaurant in MoPac Union Station has been announced by Forrest R. Jones. The restaurant will occupy approximately 7,100 sq. ft. of space in the old baggage room and in three box cars and a caboosé that will be located along side. The caboosé will serve as a lounge.

Member Earl Saunders is serving as consultant in the decorations. One feature will be a working model train operating on a track in the restaurant. Murals will show the three railroad stations that operated at Little Rock as well as scenes of the five major railroads and the short-line roads that operate and have operated in the state. Opening is scheduled about July 1st.

SCOTT & BEARSKIN LAKE R.R. Late reports indicate that Georgia-Northern coach #115 has commenced it's journey from Hilliard Florida to Scott. Hopefully it will arrive prior to our spring outing.

HIGH WATER: Excessive rains and rising rivers caused some inconvenience to railroads operating through Arkansas. Frisco, unable to use their St. Louis to Memphis trackage, rerouted via Springfield, Mo., thence via Hoxie. MP routed White River Division trains out of Kansas City around Coffeyville, Kansas thence through Little Rock. Cotton Belt's Blytheville Branch was temporarily closed. Rock Island experienced a washout in the St. Francis River area near Madison, Ark.

Arkansas Railroader is published monthly by The Arkansas Railroad Club, a non-profit organization. For information, write Box 5584, Little Rock, Arkansas 72205

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