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NATIONAL RAILWAY HISTORICAL SOCIETY

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Arkansas Railroader



May 1981 C.W. McDonald Editor

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North Little Rock, Ar. 72116



MAY MEETING:

The May meeting will be held on Sunday, 9 May 1981 at the Missouri Pacific office building in North Little Rock. The starting time is two P.M. The program will be presented by the area representative of the Electro Motive Division of General Motors (EMD). This program was re-scheduled from April. The speaker, Mr. Fernandez should be a most interesting guest. With a program of this type, it is an especially opportune time to bring visitors. As usual visitors are welcome.

NEW EDITOR:

As of the May issue of the Arkansas Railroader, Bill Merck has "retired" as editor. Bill has been editor for over three years, and was the third editor of the publication. His knowledge of area railroading, and the club will be greatly missed. Happily, Bill has agreed to provide material for the Arkansas Railroader from time to time. While on the subject of contributions to our newsletter this may be a good time to ask for input from the membership concerning what is wanted in the newsletter.

Based on current postage rates we can have as many as five sheets (or nine pages plus a cover/address sheet) without an increase in mailing costs. This leads to the request for ideas from our membership. The question is "What do YOU want from the Arkansas Railroader?" Some suggestions received so far include: Motive power news, photography, photo locations, collecting railroad antiques, mergers, historical material, how to type articles, passenger news, and news of other clubs. Doubtless there are many other good ideas still to be surfaced. If we are to take advantage of the opportunity offered by the postal rates, input is needed. Please send suggestions/comments to the above address or pass them on at the next meeting.

CONTRIBUTIONS:

The remarkable knowledge of railroading held by the membership is one of our greatest assets. This is your invitation to share your experiences with the readers, and record it for the future. No writing experience is necessary. Short articles (one to two pages) on almost any railroad related subject are needed for publication.

MOTIVE POWER NEWS:

Frisco (Burlington Northern) units have been working on a regular basis into North Little Rock. These units are in addition to the BN power on the unit coal trains. Other foring units include Conrail SD-40-2s and from time to time a GP-40-2 or GP-40. Still to be seen are Union Pacific, Illinois Central Gluf, and Louisville and Nashville locomotives. The L&N frequently runs first generation power into North Little Rock.

The following ex Rock Island GP-7s and GP-9s have been sold by the Precision National Corp. to the Chicago North Western. The 120 units are:

RI 4425-4478 CNW 4100-4209
4500-4555

GP-9s
RI 4479-4488 CNW 4550-4559

Missouri Pacific SW-8 #8006 arrived at North Little Rock the last week in March for conversion to a yard slug (class SL-1). Reports indicate the unit has already been partially stripped in preparation for conversion.

Also in March, a brown unlettered switcher, #1200 was seen at North Little Rock. The Unit is an ICG rebuild class SW-1400. No one seems to know anything about this unit. Does anyone have any information concerning this unit?

All the new EMD GP-50s are now in service on the MoP. The locomotives, numbers 3500-3529 are often seen in the Little Rock area.

Time is running out for the MoP GP-7s. The first generation EMD units are becoming harder to find. The Geeps may not have more than 18 months to two years left. Now would be a good time to get last photographs of the remaining GP-7s.

Kansas City Southern GP-30s numbers 4102 and 4116 have been sold, reportedly following wreck damage.

MERGER NEWS:

The opposing teams are lining up in the proposed MoP-UP-WP merger. The battle promises to be interesting to say the least. Late reports indicate some of the opponents might agree to the merger in return for trackage rights over the MP-UP-WP. April Trains covers the subject in some detail, but of local interest is the demand by the KCS for trackage over the MP from Texarcana into Memphis.

SANTA FE IN ARKANSAS?

Reports indicate the AT&SF is looking at the old Rock Island line through Little Rock into Memphis. There is no firm information, apparently the issue is still in the "study" stage.

SOUTHERN STEAM EXCURSION

The Southern 2-8-2 number 4501 will run from Memphis to Corinth Mississippi and return the same day on Saturday 2 May 1981, and Sunday 3 May. The round trip fare is \$25.00. The Southern runs an excellent steam operation, and doubtless many of the club members will want to make the trip. At the meeting in April the suggestion was made to arrange car pools for the trip. If anyone needs a ride, or wants to share a ride with others, contact me at the following telephone numbers and I will attempt to match riders with drivers.

Office 501-988-1150
988-1149
988-1198

Home 501-771-0540
Bill Merck, who has been on three of the Southern trips says they are very enjoyable, and worthwhile.

ADDITIONAL MEETING DATE

Bill Bailey suggested, and the membership agreed to, an additional meeting to be held on the last Saturday of the Month. The nine a.m. meeting will be held at the clubhouse for the purpose of effecting repair and restoration of the cars and building. Bill indicated no special skills are needed, working being there for everyone. The request was also made for members to bring tools suitable for general repair work with them. Everyone is encouraged to attend who can do so. This is a chance to get to know other members, have a little fun, and accomplish some needed repairs.

CLUB EXCURSION

Discussion is still underway on a club excursion this summer. Bill Merck has suggested a trip to McNeil Ar. to visit the Louisiana Northwestern (with it's F-7s and FP-7) and El Dorado, returning the same day. Other suggestions would be welcome.

SOUTHERN STEAM EXCURSION- part II

Additional information on the May 2 steam excursion with SR #4501. As noted the coach price is \$25.00 round trip. A roomette is \$75.00 round trip. The operator is Southern Excursions Inc. Suite 130, 4515 Poplar Ave. Memphis, Tn. 38117. Telephone 901-761-0520. No reservations are required. Persons wishing to take part in the club carpool may contact Bill Alessi in addition to the previously noted contact. Bill can be contacted at 501-225-2098.

ANNUAL CLUB SHOW

At the April meeting Bill Bailey announced the finalization of the plans for this years show. The show is slated to open at 8:30 and run to 3:30 pm on 10 Oct. 1981. Set up will get under way at 4pm on 9 Oct, and resume at 7 am on the 10th.

This year the show should be even better than yast years rather successful production.

RELOCATION OF RAILCAR

Club President Bill Alessi, is in need of assistance in re-locating the club's 1954 Chevorlet rail car from the old Scott and Bearskin Lake RR. With the movement of the tourist road, the railcar must be moved. Members willing to assist with the project should contact Bill at the telephone number previously noted.

TEN YEARS AGO- MAY 1971:

RAILPAX (now Amtrack) was talking of it's proposed 22-railroad, 184 train, 114 city rail passenger system. The system was stated to be reaching 85% of the nations urban population. The plan was to add Arkansas and Wyoming to the list of states with no passenger service. The 184 train schedule was a reduction of about 50% from the private railroad operated passenger service.

The Norfolk & Western- Chesapeake & Ohio merger was called off in the wake of the massive Penn Central grouping.

The Seaboard Coastline announced placement of orders for 21 units each with GE, and EMD. The units were high horsepower U36Bs, and SD-45s.

The Milwaukee Railroad claimed it's then new route into Portland Oregon, and Louisville offered intriguing possibilities (oh well can't win em all).

The Norfolk & Western introduced it's new (and current) logo.

FORTY YEARS AGO- May 1941

The railroads were discussing expansion in light of the war in Europe.

Railroad magazine featured a roster of the Susquehana railroad. Also noted was the MoP takeover of the Port Isabel and Rio Grande Valley RR on 1 Jan 1941. The 26.28 mile road was the southern most in the U.S.

KANSAS CITY SOUTHERN RR

roster by

Charles W. McDonald

as of 1 Jan. 1981.

<u>ROAD NUMBER</u>	<u>QUAN.</u>	<u>CLASS</u>	<u>WHEEL ARRNG.</u>	<u>H.P.</u>	<u>BLDR.</u>	<u>BUILT</u>	<u>NOTES</u>
1	1	SW 1500	B-B	1500	EMD	1970	
70A, 70B, 70C		F-7	B-B	1500	EMD	1949	1
71C	1	F-7	B-B	1500	EMD	1949	1
73B	1	F-7	B-B	1500	EMD	1950	
76C	1	F-7	B-B	1500	EMD	1951	
600-613	14	SD-40	C-C	3000	EMD	1966	2, 3
614-621	8	SD-40	C-C	3000	EMD	1968	2, 3
622-627	6	SD-40	C-C	3000	EMD	1970	2, 3
628-636	9	SD-40	C-C	3000	EMD	1971	2, 3
637-656	20	SD-40-2	C-C	3000	EMD	1972	2, 3
657-666	10	SD-40-2	C-C	3000	EMD	1974	2, 3
667-676	10	SD-40-s	C-C	3000	EMD	1976	2, 3
677-686	10	SD-40-2	C-C	3000	EMD	1978	2, 3
687-692	6	SD-40-2	C-C	3000	EMD	1980	2, 3
700-703	4	SD-40X	C-C	3500	EMD	1980	2, 3
798-799	2	SD-40-2	C-C	3000	EMD	1979	
4000-4009	10	GP-38-2	B-B	2000	EMD	1974	
4010-4011	2	GP-38-2	B-B	2000	EMD	1978	
4050-4051	2	F-7	B-B	1500	EMD	1947	
4052-4053	2	F-3	B-B	1500	EMD	1948	
4054, 4057,							
4059-4064	8	F-7	B-B	1500	EMD	1949-53	
4075-4077	3	F-7NPU	B-B	nil	EMD	1949-51	Booster
4100-4119	20	GP-30	B-B	2250	EMD	1962-63	7
4125-4126	2	NW-2	B-B	1000	EMD	1942	
4150-4154	5	GP-7	B-B	1500	EMD	1951	
4155-4162	8	GP-7	B-B	1500	EMD	1953-54	
4163-4165	3	GP-9	B-B	1750	EMD	1959	
4200-4213	14	NW-2	B-B	1000	EMD	1946-48	
4215-4226	12	NW-2	B-B	1000	EMD	1948-49	
4250-4257	8	slug	B-B	1500	KCS	1970-73	
4300-4315	16	SW-7	B-B	1200	EMD	1950-51	
4320-4323	4	SW-1500	B-B	1500	EMD	1966	
4324-4337	14	SW-1500	B-B	1500	EMD	1968	
4338-4362	25	SW-1500	B-B	1500	EMD	1970-72	
4363-4366	4	MP-15	B-B	1500	EMD	1975	

NOTES:

1. Equipped with slug controls
2. 604, 605, 608, 609, 618, 619, 626, 632, 633, 653, 654, 661, 662, 663, 673, 674, 677, 678, 679, 683, 684, 687, 688, 700, and 701 equipped as control units for mid-train slave operation.
3. 606, 607, 610, 611, 620, 621, 627, 634, 635, 655, 656, 664, 665, 666, 675, 680, 681, 682, 685, 686, 689, 690, 702, 703 equipped to act as mid-train slave units.
4. 4054, 4059, 4061, and 4064 control units for use with NPU units.
5. 4060- non power control unit
6. 4075-4077- non power unit for use with control power units.
7. 4102, and 4116 sold 12/80

AMTRAK AFFAIRS- by Bill Pollard

Amtrak is in serious trouble. This revelation should come as little surprise to anyone who is familiar with the 10 year history of the National Railroad Passenger Corp. For the second time in as many years, the only passenger train serving Arkansas is being threatened with extinction. Ironically, the imminent demise of Amtrak's long-distance system comes at a time of unprecedented ridership. Throughout the system, coach accommodations are running at or near capacity, and sleeping car accommodations are almost impossible to obtain. This ridership surge is unusual because it is taking place during March and April.... traditionally low ridership months for all types of transportation.

Thanks to years of persistence, and dedication on the part of many people, a better day is now dawning for rail travel in Arkansas, and the nation. Unfortunately, this reawakening of the traveling public to rail travel may be derailed by massive funding cuts proposed by the Office of Management, and Budget. Under these plans, all passenger trains outside of the Boston-New York "Northeast Corridor" will be discontinued after 1 October.

Despite evidence to the contrary, Dept. of Transportation Secretary Drew Lewis has managed to create an image in Washington of "empty Amtrak trains traversing the West" In fact, however, the empty train is a myth, as anyone who has tried to get reservations recently will attest.

Under present budget proposals Amtrak's national system of interstate routes would be scrapped, ending all service to 36 states. At the same time, the entire country would continue to subsidize redundant service at trolley car frequency over the commuter oriented "Northeast Corridor". In this corridor, Amtrak operates over 100 trains each day, and a myriad of other

passenger trains are operated by regional transit authorities over routes paralleling most of Amtrak's trackage. These corridor trains carry about one half of Amtrak's passengers, but produce less than one third of the total revenues. The important factor causing these seemingly paradoxical figures is the length of a passenger's trip. The cost is incurred in getting the passenger aboard; the profit is determined by how far the passenger is carried. Virtually all "Northeast Corridor" traffic is short distance travel, with fares between some city pairs failing to cover even the initial boarding cost, much less any share of the actual train operating cost. By comparison, the long distance trains, such as the Inter-American, presently produce 54% of Amtrak's revenue, although artificial constraints (equipment shortages; lack of advertising, low train frequency) limit the capacity of these trains to 20% of Amtrak's total passenger capacity.

The ultimate test of long distance vs short distance economics occurred during the energy crisis period of Nov 1973 thru April 1974, when all trains operated at full capacity. During this time, the deficit on the Northeast Corridor trains increased by 44%, while the deficit on long haul trains decreased by 27%. Clearly, on the Northeast Corridor commuter line, increased ridership will result in a spiraling deficit requiring ever increasing subsidies. Conversely, increased ridership on long distance trains results in deficit reductions, and reduces the need for government funding.

Congress will decide the future of Amtrak in May, and June. As in past Amtrak debates, input from constituents may well mean the difference between survival or discontinuance for the Inter-American, as well as the long distance passenger train in general.

EDITOR'S NOTES:

Special thanks to Bill Pollard for his Amtrak contribution in this issue. We hope to publish future contributions from Bill as well as other members.

Several typographical errors creep into most publications. Several are in this issue of the Arkansas Railroader. In the process of attempting to produce this issue about ten days earlier than usual, a few errors were not corrected. For this your patience is appreciated. In attempting to expand the publication, while holding the line on costs we are, as you will note, now printing our newsletter on a stencil machine. Since this is a bit new to your editor, there are several "kinks" yet to be worked out. It is to be hoped they will be eliminated by next issue. Your comments on the change in printing are, of course, most welcome.

If plans go as expected, some time this summer it should be possible to add a photo page(perhaps two) to the club's newsletter, while still

operating within our budget. By the June issue this project should be advanced enough to announce target dates.

CORRECTION:

The KCS roster contains two errors requiring correction; numbers 798 & 799 are GP-40-2s, not SDs as noted. Numbers 667-676 are SD-40-2s, the "s" is a typographical error.

***** IMPORTANT *****

The date given on page one for the May meeting is not correct. The correct date of the May meeting is 10 May 1981. The 9th of May is a Saturday. The meeting day has not been changed.

FINAL CORRECTION:

Several places in this issue Amtrak is spelled with a "C" rather than a "K". This mistake is difficult to explain, as I do know how to spell Amtrak. Perhaps my typewriter is at fault. Anyhow, it shouldn't happen again...
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FIRST CLASS

