



Arkansas Railroader



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

The Arkansas Railroad Club is a non-profit organization. We usually meet the second Sunday of each month at the Missouri Pacific building on Pike Avenue in North Little Rock, AR at 2:00pm. Anyone interested in trains and railroading is invited to attend. Bring those friends! This month's meeting - May 9.

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Ken W. Ziegenbein - Editor
905 Valerie Dr
North Little Rock, AR 72118
(501) - 758 - 1340

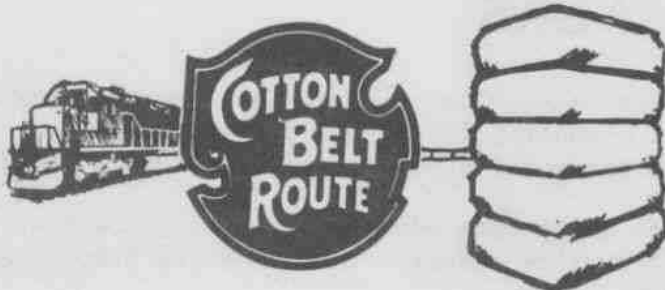


PROGRAM



The May program will be held Sunday, May 9 at 2pm at the regular site, the MOPAC building in North Little Rock. A film by Charlie Kenslow will be shown (that is, Charlie will show the film). All I know is that the film is about railroading. Should be a great show. Also, quite a bit of discussion is bound to be held on Fordyce and the recent Memphis excursion.

FORDYCE-ON-THE-COTTON-BELT



★ Nothing but praise was heard about the Club's participation in the "Fordyce-on-the-Cotton Belt" festival held the weekend of April 23rd and 24th.

The Fordyce Festival Committee was very nice to all and the Club had great support from the town. A special thanks go to the Gaines for their help in both setting up and during the exhibition itself.

Crowds came streaming through the Cotton Belt depot (where we were set up) all day Friday and Saturday, even with the rain!

St. Louis Southwestern Ry.

Naomi and Gene Hull report gross Sales of \$455.60 with expenses of \$263.42 plus some photo sales went to Mrs Saunders. That left a net profit of \$161.68 for the club. Naomi said we will need a whole new stock of supplies for the Club's upcoming show and sale.

Rumor has it that Mr. Hille received some Cotton Belt slow orders through Fordyce in the mail recently. Mr Hille, is this true? Understand these orders were for April 24.

More details on Fordyce in the June Newsletter.

★ MEMPHIS TRIP - Several members of our Club went over to Memphis the weekend of May 1 to ride the Southern Steam Excursion from Memphis to Sheffield, AL and return. Needless to say, nobody was bored. Members of the Club who went include: Bill Merck, James Bennett, Ross and Ruby Holt, Ken Combs, Carol Sue Schaefer, Fred and Fern Fillers, Bill Bailey, Dick Byrd and Mike Condren.

The trip went from Memphis to Sheffield and return with the engine coaled and watered at Sheffield (took 2 hours). The engine (steam, of course) was Ex-C & O 2716, a Kanawha 2-8-4. It had 2 tenders (one an ex-L&N) and pulled 19 cars (exact consist will be in the June newsletter). There were about 950 on board. The trip was a benefit for a children's hospital in Memphis.

Reason the train went all the way to Sheffield instead of the usual Memphis-Corinth route? The turning facilities at Corinth were deemed inadequate for so large an engine.

★ **NEWS FLASH!** It was learned at the recent convention of the National Association of Railroad Passengers in St Louis that Missouri Pacific once wanted to start its own airline! Member Randy Tardy found out from Missouri Pacific archives that in either the late 40's or early 50's, MOPAC applied to the Civil Aeronautics Board to start its very own airline serving essentially the same towns as the "Eagle" trains did. The railroad was turned down cold. Had it succeeded, the new airline would have been called "Eagle Airline".

★ **NEW BOOK** - Club member and former editor of the ARKANSAS RAILROADER has a new book out called DIESEL LOCOMOTIVE ROSTERS: UNITED STATES, CANADA, MEXICO, released by Kalmbach Books (1027 North Seventh St, Milwaukee, WI 53233). It provides rosters for 91 North American railroads, terminal companies and commuter authorities. This soft-cover book contains information on more than 28,000 diesel locomotives and its 124 pages include almost 100 photos. Cost is \$6.50.

★ **ROCK ISLAND UPDATE** - Track is currently being taken up between Mesa and Stuttgart. The trustee has said that the East-West route west of Perry will be taken up soon unless a buyer is found. However, he has not as of May 1 asked any Federal court or Federal Judge for the right to take up that portion of the line. That probably means that any actual demolition won't begin for at least a couple of months. Still, if you want to be assured of seeing the old track in place, now is the time to travel out to west Arkansas. Once gone, it will never be replaced.

★ **NOTE** - Since the last newsletter was just recently mailed, this one will be a short one. I will start the features again in the June issue as well as endeavor to have more pictures and graphs. ANY contribution will be welcome, so drop me a line at 905 Valerie Dr, N. Little Rock, AR 72118. It's much easier to write a newsletter when you send in the material! If you have something you want reproduced but are afraid that it would be lost or damaged, remember that I do most of my own printing and will protect your originals. If you write a story, try to type it out and I'll print it as received (or write it and I'll type it, whatever you prefer). Editor - Ken Ziegenbein.

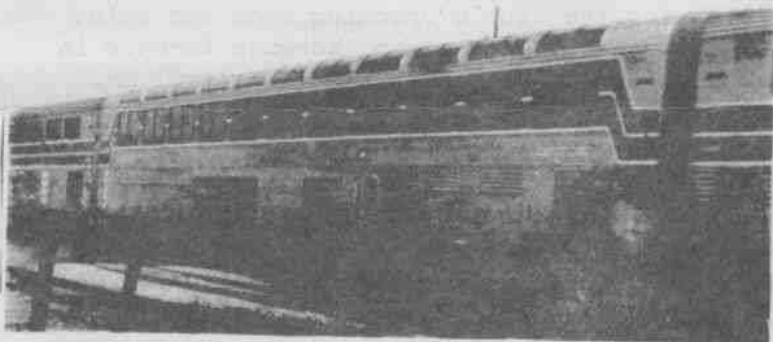
AMTRAK NEWS

★ General optimism exists for the "Eagle" route between Chicago and Los Angeles. Its patronage remains high, even after the special roundtrip fares went off April 25. According to Amtrak agent Randy Cookus, the sleeper continues sold out for 2 to 3 weeks in advance

Rumors have it that the "Eagle" will go back daily this summer, especially now that Charles Luna is back on the Amtrak Board. Letters I've received from Senators Bumpers and Pryor indicate that it may soon.

Also, a complimentary box of wine and chesse is now being served on 2nd night out sleeping cars on the "Eagle" only. That means if you go to Los Angeles, you'll get this service on your second night, somewhere in Arizona.

The "Eagle" also now has a dome-lounge car on the entire Chicago-Los Angeles segment (pictured below).



(Courtesy Rail Travel News)

Coming next month -

a Missouri Pacific passenger car diagram from Jim Bennett; more on the Memphis trip; listing of railroad radio frequencies for the whole country; an early 50's MP advertisement from your editor; program for June; other surprises.

By the way, the Model RR Club also had a layout in Fordyce, in the old Rock Island depot.

★ Many thanks to Ken Combs for being editor of this newsletter over the past few months. He did a fine job, but it appears the Air Force is working him too hard, so he gave the editing job back to me. I will now be your only contact for newsletter items. Feel free to call me at 758-1340 anytime to donate items. Address again: 905 Valerie Dr., North Little Rock, AR 72118.

★ MORE ON FORDYCE - A special thanks is given to Cotton Belt Manager of Public Relations, Jim Johnson for hosting club members aboard the SP Business Car "Airslee" across from the depot in Fordyce. The whole Cotton Belt Railroad came out shining like a rose.

The Fordyce & Princeton Railroad also did a splendid job in running free train rides from the old Rock Island station. The coach used was an ex-Rock Island, also.

★ Here are more details on our Club sales at Fordyce as received by Naomi Hull:

GROSS MONEY RECEIVED-----	\$455.60
MONEY SPENT FOR STOCK/SUPPLIES--	263.42
	<u>\$192.18</u>
LESS ONE-HALF PHOTO SALES FOR JEAN SAUNDERS-----	30.50
PROFIT-----	<u>\$161.68</u>

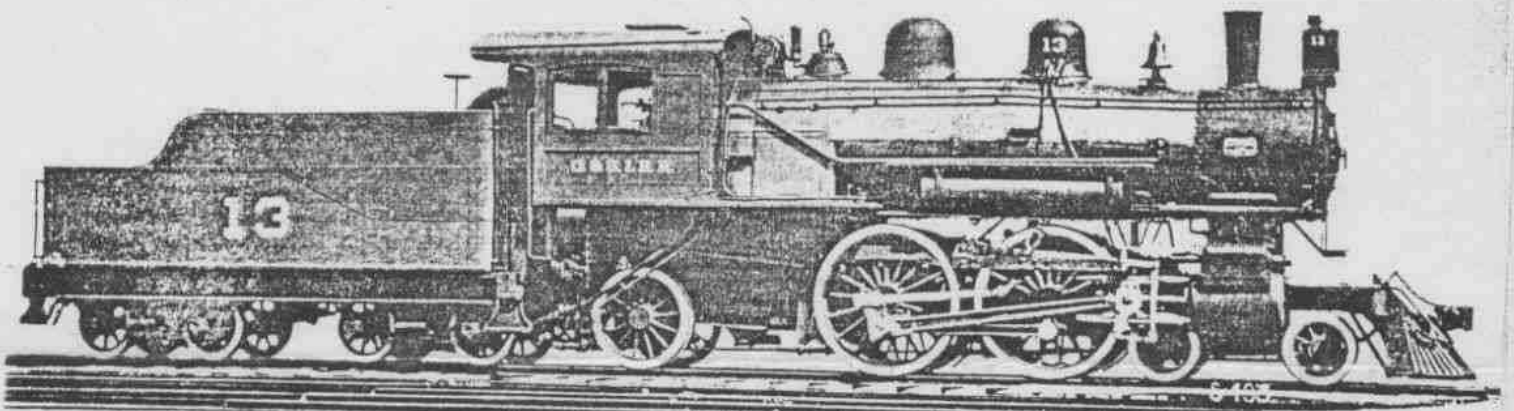
53 photos were sold.

★ Received the following from Dr. Bill Pollard:

NEWPORT WEEKLY INDEPENDENT - dateline April 2, 1906 - Rock Island is laying the foundation for a new brick depot at DeValls Bluff. The new depot is expected to cost \$5,000.

June 22, 1906 - A new Union Station will soon be erected at Paragould, at a cost of \$30,000, on the site of the station recently destroyed by fire.

★ FACT FROM THE EDITOR - With the information received from about 3,000 weather observation stations across the U.S., a computer performs 10 billion arithmetical operations in printing out the 24 hour national weather forecast. It is estimated that a 100-day forecast would require a trillion arithmetical operations. (that does not include looking out the window, however).



Gulf and Ship Island Railroad Baldwin #13, Built in 1906 for the Jackson to the Gulf short line (now ICG). Scrapped in 1927. It was an Atlantic type locomotive, used for passenger trains. (Courtesy of the SANDHOUSE, March 1975 edition - Hattiesburg, Mississippi).

★ Sounds like a good meeting coming up May 9. Too bad I'll have to work that day. Many thanks to all those who have sent me stamped envelopes. Sure saves a lot of time (and money). ADDRESS CORRECTION REQUESTED from those who haven't sent in envelopes. I'm making new address labels and need to know if your present address on this newsletter is correct. Please let me know by June 1. Thanks. Editor

1. The first part of the document is a letter from the Secretary of the State to the President, dated 18th March 1847. It contains a report on the state of the country and the progress of the war.

2. The second part is a letter from the President to the Secretary of the State, dated 20th March 1847. It contains a reply to the report and expresses the President's views on the war.

3. The third part is a letter from the Secretary of the State to the President, dated 22nd March 1847. It contains a report on the state of the country and the progress of the war.

4. The fourth part is a letter from the President to the Secretary of the State, dated 24th March 1847. It contains a reply to the report and expresses the President's views on the war.

5. The fifth part is a letter from the Secretary of the State to the President, dated 26th March 1847. It contains a report on the state of the country and the progress of the war.

6. The sixth part is a letter from the President to the Secretary of the State, dated 28th March 1847. It contains a reply to the report and expresses the President's views on the war.

7. The seventh part is a letter from the Secretary of the State to the President, dated 30th March 1847. It contains a report on the state of the country and the progress of the war.

8. The eighth part is a letter from the President to the Secretary of the State, dated 31st March 1847. It contains a reply to the report and expresses the President's views on the war.

9. The ninth part is a letter from the Secretary of the State to the President, dated 1st April 1847. It contains a report on the state of the country and the progress of the war.

10. The tenth part is a letter from the President to the Secretary of the State, dated 3rd April 1847. It contains a reply to the report and expresses the President's views on the war.

11. The eleventh part is a letter from the Secretary of the State to the President, dated 5th April 1847. It contains a report on the state of the country and the progress of the war.

12. The twelfth part is a letter from the President to the Secretary of the State, dated 7th April 1847. It contains a reply to the report and expresses the President's views on the war.

13. The thirteenth part is a letter from the Secretary of the State to the President, dated 9th April 1847. It contains a report on the state of the country and the progress of the war.

14. The fourteenth part is a letter from the President to the Secretary of the State, dated 11th April 1847. It contains a reply to the report and expresses the President's views on the war.

15. The fifteenth part is a letter from the Secretary of the State to the President, dated 13th April 1847. It contains a report on the state of the country and the progress of the war.

16. The sixteenth part is a letter from the President to the Secretary of the State, dated 15th April 1847. It contains a reply to the report and expresses the President's views on the war.

17. The seventeenth part is a letter from the Secretary of the State to the President, dated 17th April 1847. It contains a report on the state of the country and the progress of the war.

18. The eighteenth part is a letter from the President to the Secretary of the State, dated 19th April 1847. It contains a reply to the report and expresses the President's views on the war.