



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Arkansas Railroader



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The Arkansas Railroad Club is a non-profit organization. Meetings are held the second Sunday of each month (except June, July and August) at the Missouri Pacific Building, 1000 West 4th Avenue, North Little Rock, Ark. Visitors always welcome. Coffee, Cokes and Cookies usually available. Address all news items to Editor at 5007 Hawthorne Road, Little Rock, Ark. 72207.

Our October meeting was a big success even though many of our members did not show up. The club building was given a thorough cleaning as well as carpeting laid. Also, some cleaning work was done on our car and it is beginning to take on the appearance of what the car looked like when in service. However much work remains to be done on it.

Our November meeting will be held back at the Missouri Pacific Building on Sunday the 13th starting at 2 PM. The program will be given by Mike Adams who will talk on a History Of The Little Rock-North Little Rock Area Including the Railroads In The Area. This should prove very interesting and hope we can have a good attendance. Bring these visitors. It is very heartening to see our club growing. Sometimes it is surprising to actually learn how many people are interested in railroading. Our club is the place to come to if they are interested.

By the time you read this our Antique & Artifacts Show will have gotten underway at the Werthen Bank. At this writing your editor feels sure that it will be a great success and give our club much favorable publicity.

THE 630 FOUNDATION - The 630 Foundation has been formed to acquire and preserve the last active operating example of the pre-World War II blunt-nosed passenger diesel locomotive, the Chicago, Rock Island and Pacific Railway's E-6, No. 630. It is the Foundation's goal to see the 630 operated regularly in excursion service system wide after a thorough shopping to assure its reliability. Donations are being asked for and this seem to be a very worthy cause. If anyone is interested get in touch with your editor as I have a brochure on it outlining in detail as to donations, etc. An excursion out of Little Rock with this engine on "The Rock" would be nice. This is a possibility if and when it is used in excursion service.

(See Page 2 For a Little Bit Of Cotton Belt Nostalgia)

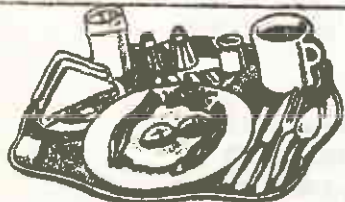
COTTON BELT'S 100TH ANNIVERSARY

Since old 1977 is slipping away fast do not want to pass up the opportunity of recognizing the 100th Anniversary of a fine railroad and one that has served the State of Arkansas well; also the fact that your editor worked for this line for 32 years. A few facts as follows:

The little clipping below is from an old Cotton Belt public passenger timetable. It shows the schedule of gas-electric motor trains Numbers 401 and 402 which operated on a daily schedule down thru the piney woods of east Texas from Tyler to Lufkin and return. The train had two nicknames; some called it the Tyler-Lufkin Moose due to the air horn on the car sounding like a big bull moose; others called it the jitney since it was purely a local. It was discontinued many years ago due to the same reason that most passenger trains were discontinued, namely; ribbons of concrete and the gas buggy (Auto). It was a colorful little train. Schedule below:

Miles from Bl.	No. 401 Rail Motor Car Dy.	Table No. 3	No. 402 Rail Motor Car Dy.
685.8	8 15AM Lv	Tyler	Ar 8 00PM
691.8	8 31AM	Elton	8 37PM
695.3	8 39AM	Gresham	8 45PM
697.5	8 44AM	Flint	8 50PM
702.5	8 50AM	Sulard	8 56PM
708.0	9 03AM	Mt. Selman	9 02PM
712.2	9 18AM	Pomona	9 17PM
716.0	9 28AM	Jacksonville	9 27PM
719.8	9 40AM	Craft	9 39PM
724.1	9 50AM	Dialville	9 49PM
731.5	10 17AM	Rusk	10 16PM
736.0	10 25AM	Broughton	10 24PM
740.4	10 37AM	Redawn	10 36PM
743.6	10 46AM	Alto	10 45PM
747.4	10 54AM	Morrill	10 53PM
748.3	10 56AM	Brunswick	10 55PM
753.4	11 06AM	Whithurst	11 05PM
754.0	11 06AM	Forest	11 05PM
758.0	11 20AM	Wells	11 19PM
763.6	11 31AM	Pollok	11 30PM
769.6	11 43AM	Clewann	11 42PM
773.5	11 52AM	Kolty	11 51PM
775.4	12 01PM Ar	Lufkin	12 00PM

* Connects with No. 102 at Tyler and No. 2 at Mt. Pleasant for Texarkana, Pine Bluff and Memphis.



Breakfast 35¢



Luncheon 40¢

THIS IS THE 1940 VERSION OF AM-DINING CAR

SERVED AT YOUR SEAT IN CARRIAGES

COTTON BELT DINING CAR PRICES IN THE 1940'S



1940 Dining Car AD

Many people have asked the origin, where it came from, etc. about the present Cotton Belt emblem. A piece of the machinery in a cotton gin is what the emblem was taken from. The first Cotton Belt emblem was a picture of a bale of cotton with the words "Cotton Belt Route" on it; however this gave the impression that the railroad traversed nothing but cotton-growing country. The present emblem came into use in the 1880's.

Up to the date of October 18, 1886, the Cotton Belt was a narrow-gauge railroad all the way from Texarkana, Ark-Tex, to Bird's Point, Missouri, a distance of 419 miles. This would seem to be one of the longest narrow gauge railroads in the United States at that time. On the memorable day, October 18, 1886, a remarkable performance made railroad history. In a race against time, that part of the line from Bird's Point, Missouri to Texarkana was converted from narrow to standard gauge in 24 hours.

In 1931 a fast merchandise train known as the "Blue Streak" was inaugurated operating from St. Louis to Pine Bluff, Arkansas with connections for Louisiana and Texas points. This train now operates thru from St. Louis to the Pacific Coast in connection with the Southern Pacific. It is the hottest train on the Sunset Route of the S.P. and an advised it only goes "into the hole" for Amtrak's Sunset and no other train (it would not do this except for the Amtrak law).

The Motor Special, The Southwester No. 19

COTTON BELT F. ST. FREIGHTS IN THE 19 20'S

COTTON BELT *The Blue Streak* **FAST FREIGHT**
No. 3-43

BOOK REVIEW

TRAGIC TRAIN "THE CITY OF SAN FRANCISCO"

Superior Publishing Company has come up with another fine text that will hold your interest from beginning to end. Don DeNevi is the author of this true story and quoting in part from Clarence Champlin, Chief Special Agent-System, Southern Pacific Company, "The story you are about to read is not just another train thriller". The SP has a standing offer of a \$10,000 reward for information leading to an arrest and conviction in the case of the "Tragic Train", unsolved for nearly 40 years.

The book contains many photos on slick paper and traces the history of this fine streamliner from its inauguration on January 2, 1938 to the tragic wreck near Harney, Nevada on August 12, 1939. The wreck was due to sabotage which was proved beyond a doubt that the track had been tampered with at the derailment point.

The \$2,000,000. streamliner was operated jointly by Southern Pacific-Union Pacific and the Chicago & Northwestern. If any tribute is due in an effort to find the saboteurs responsible for this tragic wreck it should be given to Mr. Dan O'Connell, Chief Special Agent for Southern Pacific at the time. Mr. O'Connell and his large staff of special agents interviewed person after person in addition to known criminals in an effort to secure leads on the train wreckers.

No one, particularly rail buffs and railroad employees likes to read of a train wreck or any other wreck for that matter; however this is an interesting story from beginning to end and a small review just attempted cannot do justice to the book; you just have to read it yourself to get the full impact of just how tragic it was. In addition to lives lost and injured, the equipment, for the most part, was a total loss.

Kansas City, Mo.-Kan. Pleasure And Disappointment

Your Editor, accompanied by his Wife just returned from a Church convention in Greater Kansas City. Have you ever made a trip which was both a pleasure and at the same time somewhat disappointing? This was the case; the trip was very nice and the sights of Kansas City were great, especially since I had not been there in some 25 years. The disappointment was in not being able to see the Kansas City Railroad Museum. It is open only on Saturday and Sunday from 1 to 5 PM. The convention prevented me from seeing it except from the outside where I snapped several photos. The museum is protected by a high wire fence; it is located down by the Missouri River in North Kansas City. Backed up to the fence is KCS tavern-observation car "Hospitality". This car was used on the original Southern Belle, was rebuilt and renamed the "Hospitality" in 1948. It was donated to the museum in 1968. I also could see thru the fence a caboose, an Antrak baggage car, a Frisco chair car and a very old Chicago & Northwestern combination car. I also had a chance to see the Kansas City Union Station. It is somewhat like the St. Louis Union Station, only a shell of its former self. Several tracks under the concourse have been paved over. Only trains thru the station are six trains operated by Antrak. At its peak 219 trains a day operated in and out of the station. It brought back many memories when I went there to see relatives more than 25 years ago, always making my trips by train. Plans are to turn the station into a science museum. This would insure the building staying intact.

HOW MANY MILES
BY: BILL MERCK

Going back down memory lane and recalling the golden age of the passenger train, I made a count of the railroads that I have ridden since a young boy of some five or six years of age. Here they are: SSW - MOP - CRIP - KCS - L&A - SLSF - T&P - MK&T - C&A - GM&O - C&I - WABASH - CNS&M - CSS&SB - IC - A&WP - GARR - L&N - NC&STL - SOU - SAL - ACL - CGA - ATSF - UP - PE - M&PP, and last but not least the COLORADO MIDLAND. A few words about the C.M. When some five years of age my Mother and I made a trip to Colorado to visit relatives. My memory is not too good on this trip but I do remember that we rode an excursion train on that line that was advertised as a "Wild Flower Excursion", so named because the train stopped every few miles to allow the passengers to detrain and pick wildflowers which grew in abundance along the C.M.'s right of way. Equipment on the train was of all wooden construction and it carried coaches, an observation car and a long specially constructed open car at the rear. It also carried a dining car, a passenger agent and a news butch. We boarded the train at Manitou, Colorado and rode for several miles on a round trip (I cannot remember the exact number of miles) This trip was terribly expensive; the whole sum of one dollar and a half for the both of us. Also, I cannot remember what the power on the smoky end looked like except I do remember it was a coal burner. The C.M. was abandoned many years ago but it went down in history as one of the greatest lines in Colorado.

A couple of other trips that I do remember stand out in my memory; one was the only ride I ever made on a gas-electric meter train. This was on the Katy's Moberly-New Franklin, Mo. branch, a trip of some 33 miles. The ride was nice even though the speed was never much over 15 miles per hour on light rail and over lightly ballasted roadbed. As I remember the car that day carried some three or four passengers and all riding on passes. The car went through Higbee, Mo. and on to New Franklin where it turned on the wye and after a short wait at New Franklin headed back to Moberly. The Katy pulled this run off shortly after I rode it because of declining revenues and the branch went to freight only. It is now abandoned.

A very fast ride that I remember was on Cotton Belt passenger train No. 8 from Pine Bluff to Jonesboro one night back in the fifties. The consist of this train consisted of an EMD Geop, a combination mail-baggage car and two lightweight AC chair cars. After clearing the Pine Bluff yard the hogger opened the throttle and I thought several times we were going to leave the rails and take to the skyways. We pulled into Jonesboro considerable ahead of time which was not surprising.

All train rides I had always had a thrill in them. My riding has included limiteds, locals, diesel cabs and cabooses and with the exception of the trip on the Colorado Midland I rode all of them on free transportation. Some of the trips were for business and others for pleasure. I wish I could ride all of them again. So---how many miles have I ridden?? Wish I knew.

THE END