



ARKANSAS RAILROADER



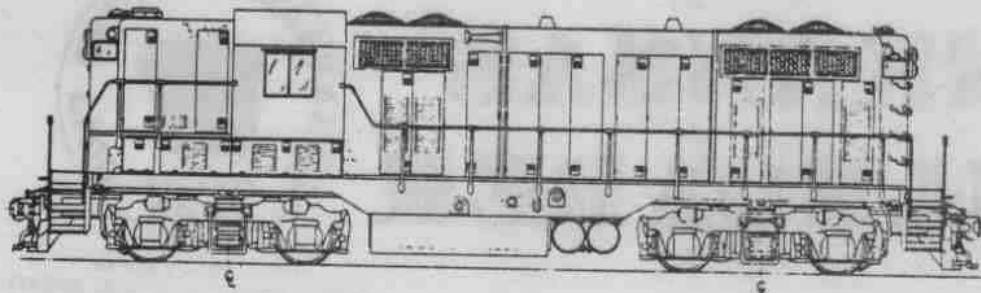
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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A QUEEN HAS LOST HER CROWN -- sitting at North Little Rock's Pike Avenue shops in 1971, this one-time queen of MoPac Passenger Service has been prepared for the gallows. If the idea of meeting the executioner's torch wasn't indignant enough, they have stripped the "deposed Queen" of her Eagle Crown and all hoses and MU box covers. Considered and rejected by Amtrak, she served briefly in Freight service but the die was cast. Her reign has ended, and a new era in passenger service had begun.



GENERAL NEWS

NEW TRAINS -- Two new Trains are now running through North Little Rock over the MoP-UP, the ISF and SFI Trains are run-through connecting via Salem, Ill. from Conrail at Indianapolis to Fort Worth, Texas. The new train utilizes an expensive new connection for the service at Salem, Ill. These trains bring Conrail power to North Little Rock on a daily basis, sometimes mixed with MP power.

Traffic Down -- The post-labor day slump was greater than most railroads predicted thus idling more power and cars. MoPac's Wood Train did not operate for several weeks and the train was stored in the bowl yard. We have noticed the activation of several older units including the 2600 and 3300 series locomotives. Amtrak business has slumped, as always this time of year, but the "extended" Summer Specials are expected to bring ridership back up.

FURTHER FARRELL TRANSACTIONS -- The following information was supplied via Bill Pollard from Phil Powledge, amending the Shay portion of the listing in last issue:

- #351 Built 1891 for Joseph Desert Lumber Co. #1 (Mosinee, WI), then Grayboro Lumber Co. (Memphis, TN) then Farrell Machine Works. Subsequent owners unknown.
- #685 Built 1902 for Fred B. Dubach Lumber Co. #3 (Dubach, LA), then Little Rock Lumber and Mfg. Company (Little Rock), then J.J. Farrell Machine Co., then Pidgeon Thomas Iron Co. (Memphis), then Benton Gravel & Construction company (Benton, AR) by February 1929.
- #870 Built 1904 for Henderson-Bennett Lumber Co. (Bennett, LA), then Graves Brothers Co. (McNeil, AR), then McNulty-Grayson Lumber Co. (Stephens, AR), then W.W. Drake (Stephens, AR), Then J.J. Farrell Locomotive Works (August 1928), then Lutesville Sand & Gravel Co. (Cape Girardeau, MO) by November 1938.
- #1759 Built for Bering Mfg. Co. #1 (Eagle Mills, AR), then Eagle Lumber Co. Eagle Mills, AR), then McNulty-Grayson Lumber Co. (Stephens, AR), then Farrell Locomotive Works, then Montana R.R. #1, Clarksville, AR by September 1936.
- #2245 Built 1909 for W.H. Scott & Son #18 (Falcon, MS), then Farrell Locomotive Works, then Mark H. Brown Lumber Co. (Transylvania, LA) by September 1927.

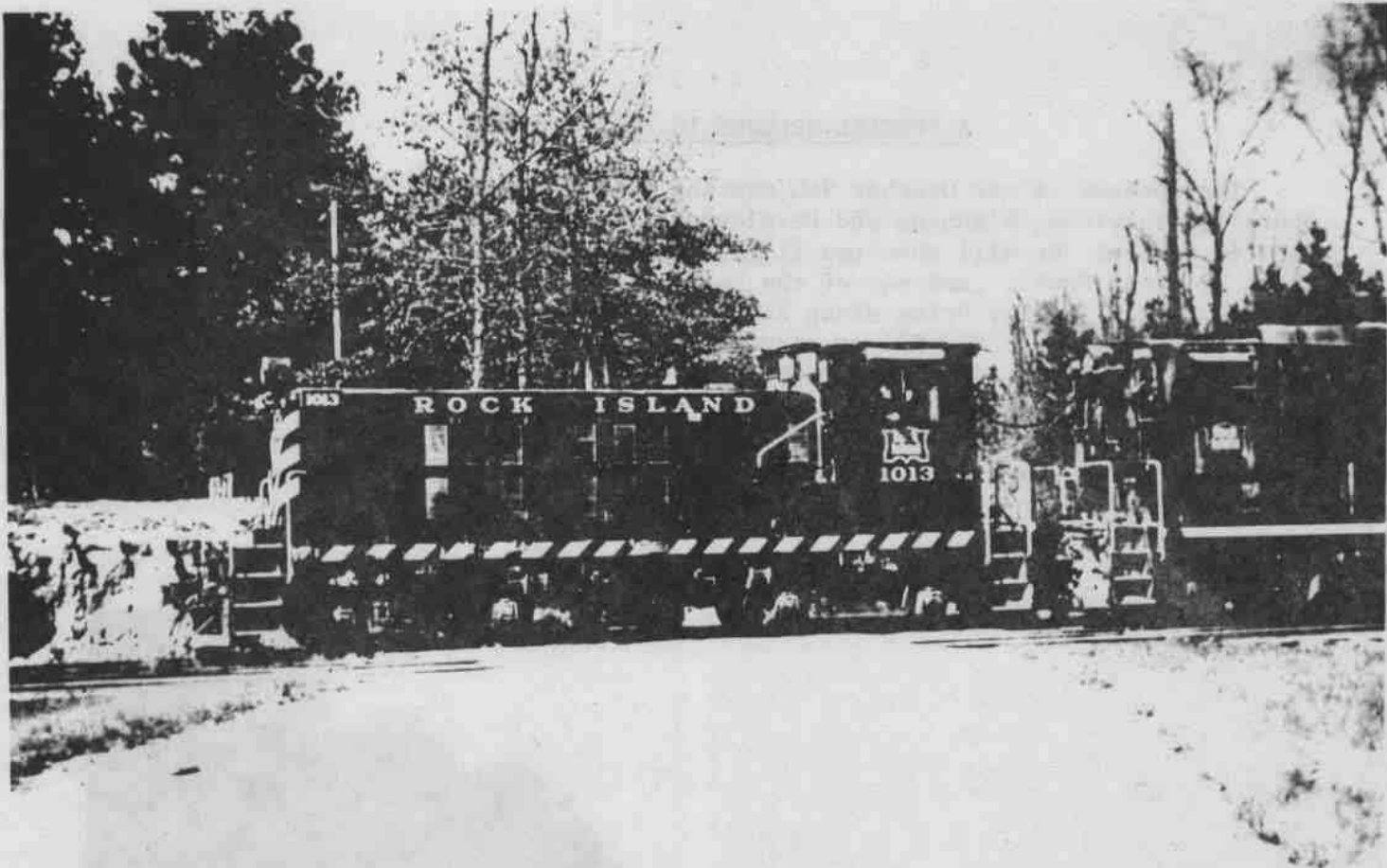
307 Not Gone Yet -- Little Rock & Western #307 has not left the property yet, as was reported in last issue. Thanks to Joe and Bill Pollard for this Info.

VISIT THE BOOTH AT THE FAIR -- Operation Lifesaver, the program sponsored by the state's railroads, will again have an operating railroad (model that is) at the State Fair this year. Again the layout is furnished by the Arkansas Valley Model Railroad Club and will be staffed by Employees of the Railroads and Model Club Members.

FROM A MISSOURI PACIFIC LINES Passenger Traffic Department Circular No. 1968-30
To All Ticket Agents and Representatives:

Operation of coach between San Antonio-Nuevo Laredo will be discontinued effective with the last cars crossing the Laredo, Texas - Nuevo Laredo, Mexico border January 15, 1969. (Last St. Louis - Mexico City Sleepers will cross border December 31, 1968.)
After January 15, 1968, Trains 1 and 2 will originate and terminate at Laredo, Texas. Passengers will make their own arrangements for crossing the border between Missouri Pacific's Laredo, Texas Passenger Station, the highway bridge (where Customs and Immigration Inspections will be performed) and the National Railways of Mexico's Nuevo Laredo, Mexico passenger station.
Tariff Publishing Agents will show the above restriction in connection with basing fares (quoted by National Railways of Mexico) used in constructing through fares to Mexico in the same manner it has applied to the El Paso, Texas - Ciudad Juarez, Mexico Gateway. Please advise all concerned for this change in International Operation.

E.E. SPENCER -- Passenger Traffic Mgr.



A Pair of Whitcomb Switchers hold down the Bauxite Local here at Brooks, Ark. (near Reynolds Metals) in 1959. The second unit has the hood protector for use near the Big Rock Quarry operation, #1002. Both units were built in 1948 originally on order the the Canadian National. After the order was cancelled the Rock Island purchased 17 units numbers 1000-1016. #1002 was eventually sold to Big Rock Sand & Gravel at Little Rock. Photo By Leonard Sherman



At the DeQueen Engine Terminal, on a hot June afternoon in 1973, KCS F-7 #76 keeps company with a pair of GP30's and a bay window caboose. Kodachrome by Mike Condren, Collection of John Martin.

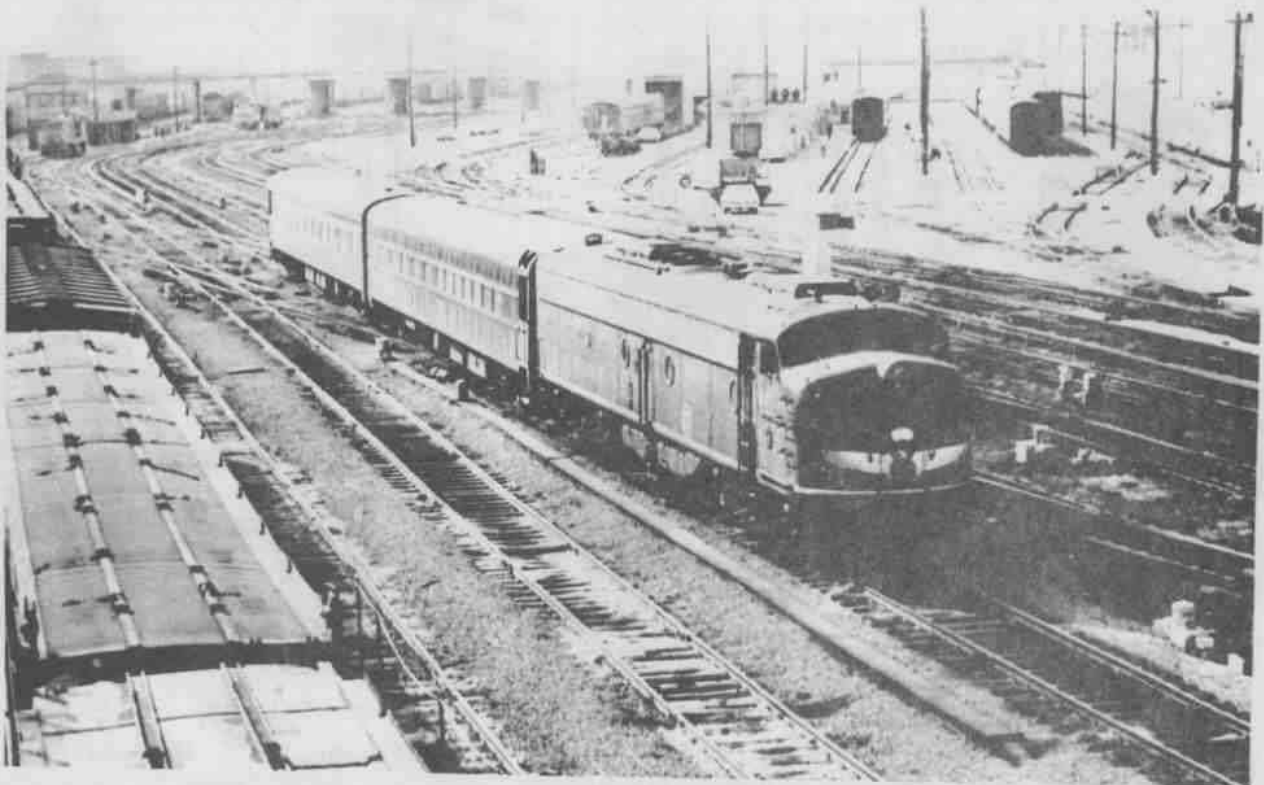
A SPECIAL WELCOME TO LOWELL TURNER

The speaker at our October 9th meeting will be Lowell Turner, Manager - Operating Services, Planning and Development, for the Union Pacific-Missouri Pacific System. He will show two films, one titled "Last of the Giants," about UP Steam Power, and one of the 8444, which is now in regular railfan service. He will also bring along slides of the UP Territory and be available to answer questions. He will be accompanied by his wife, having spent several days prior to the meeting vacationing in the Natural State.

Mr. Turner began with the Union Pacific in 1958 while attending school in Pocatello, Idaho and entered UP's officer training program in Omaha in 1967. Turner holds a bachelor's degree from Idaho State University and a master's degree from Michigan State University. We heartily extend a welcome to Mr. Turner.



Our Covergirl in her prime, hauling Passengers and Express on the Missouri Pacific. Above #41 leads a train on the Missouri River Line West of St. Louis. From the Collection of Ken Ziegenbein. Below, she leads the Texas Eagle into the Gateway City in 1969. Photo by John Martin



ARKANSAS - RAILROAD BASEBALL CHAMPIONS OF THE WORLD

by Clifton E. Hull

On 4 September 1929, the "Roundhouse Nine" from North Little Rock beat the St. Louis team by a score of 10 to 6 at Kansas City, while DeQuincy walked over Nevada (Mo.) 11 to 4. Then, the next day the North Little Rock boys eliminated DeQuincy (La.) 3 to 2. This assured NLR a chance at the championship on 12 October at St. Louis. The Altoona Works boys came out on top for the Pennsy. They, also, would be a contender for the railroad baseball crown.

At the High School Athletic Stadium in St. Louis on 12 October 1929 there were 10,000 avid fans ready to rant, rave, and yell for their favorite team, whether it be the Altoona Works boys from the Pennsy, or the NLR "Roundhouse Nine" from the MOP. It was time for the Railroad World Series to "whistle off."

In the 1st inning each team got a runner across home plate. In the 3rd Altoona fizzled out, and NLR brought one man in to lead 2 to 1. NLR scored twice in the 6th with 2 home runs, ahead 4 to 1. Altoona scored once in the top of the 7th inning, and again in the 9th. This let the "Roundhouse Nine" capture the coveted crown of the Railroad Baseball championship of the World with a score of 4 to 3.

Officers and employees of both roads had a day of friendliness, fraternization, and good will. That night there would be a banquet at the Statler Hotel with about 750 in attendance. Thirty-five special trains discharged streams of passengers into the cavernous concourse of the majestic Union Station at St. Louis. Can you just imagine this magnificent, echoing parade of humanity? Train shed filled with track after track of heavy-weight, green passenger equipment glistening in the semi-darkness. Distant, whoosing exhaust of panting locomotives. Acrid smell of coal smoke. Jostling crowds flowing through the ceramic-tile opulence of the Harvey House coffee shops. An army of Red Caps struggling through a mass of humanity with tons of leather luggage. The unintelligible blaring of the public address system.

Yes, this would have been far more exciting and wonderful than ANY ballgame!

- END -

☆☆☆ PROGRAM ☆☆☆

Don't forget...our next regular program will be October 9th at 2pm at the usual site, the Train Station, Markham and Victory Streets, Little Rock (see elsewhere for contents of the program...a very special one indeed).

Arkansas Railroad Club President Bill Merck advises that the Club's Christmas Party this year will be held Friday, December 9th. Full details will be announced at the November meeting

Found out some information about all those old train pictures displayed at the Wendy's Restaurant on Camp Robinson Road in North Little Rock. Most of them were taken by none other than Mike Adams, with the one located above the cash register taken at the north end of Union Station in Little in the Fall of 1941. Other pictures there were taken by the late Earle Saunders. Member Danny Pennington did much of the work in getting the pictures displayed.

THE ARKANSAS RAILROADER is the Official Publication of the Arkansas Railroad Club. The Regular Meeting of the Arkansas Railroad Club is held the Second Sunday of Each Month at Union Station in Little Rock, Arkansas at 2:00 p.m. Visitors are always Welcome. The Arkansas Railroad Club has memberships available for \$10.00 for In-State and \$7.50 for Out of State Associate Members. You must be a paid member of the Arkansas Railroad Club to Receive the Monthly ARKANSAS RAILROADER or you must be voted a Complimentary Member. Inquiries may be made to:

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

John M. Martin - Assistant Editor

