



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Arkansas Railroader



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A N O T H E R R E M I N D E R

P.O. Box 5584 at the Brady Sub-Station in Little Rock has been closed and all correspondence addressed to the Arkansas Railroad Club and your editor should be sent to 5007 Hawthorne Rd. Little Rock, Ark. 72207.

SEPTEMBER MEETING---Its good to be back again writing this newsletter and we hope all of you have survived the hot summer (its not over yet). If any of you made any trips of importance by all means tell us about it. Our September meeting will be the annual swap meeting and the date is September 11th starting at 2 PM at the Missouri Pacific office building in North Little Rock. If any of you have any "goodies" to swap or sell bring them along. Lets hope for a good attendance of the membership and don't forget to bring these visitors.

AMTRAKING AT LITTLE ROCK--By the time you read this Little Rock's Amtrak train, the INTER-AMERICAN will already be rolling with the new Amfleet equipment. On August 8th this train will shed the old and take on the new. Equipment will consist of an FLOP Loco, a Baggage Car, 2 Amfleet coaches and an Am-Cafe car. All meals will be served at seats and there will be no diner and no sleeping car. The schedule will remain the same at present although we heard a rumor that the train may go back on a Tri-Weekly schedule a little later. This is not confirmed. Hate the loss the equipment now being used on the train as it is your editor's opinion that the old equipment makes for a much prettier consist than the new Amfleet cars. An speaking of Am-Cafe or Am-Dinette; Arkansas had a form of Am-Dinette starting about the middle thirties when the Cotton Belt Railroad purchased some new AC lightweight chair cars. These cars were equipped to serve economical meals at your seat; in addition if you did not want a meal at your seat you had the option of going into the dining car and eating a meal in style. The riding comfort of these cars was of the very finest especially at high speed. Your editor rode them many times; he should know. (No sarcasm intended)

(See Page 2 for additional news on AMTRAK)

AMTRAKING AT LITTLE ROCK CONTINUED - What made your editor comment on shedding the old and taking on the new on the Inter-American; a recent hop down to the TRAIN STATION to see No. 21 roll in, this train had the following equipment which I considered very beautiful.

- E 9 Units 368 and 433 (former ownership unknown)
- No. 1051 - Luggage - EX ATSF 3537
- No. 2681 - 10 Rate-6 DBL. Sleeper - EX SP 9001
- No. 8300 - Diner-Luggage - EX C&O 1920
- No. 5270, 52 Seat Coach-10 Seat Lounge -EX SCL 5270
- No. 4421 - 44 Seat Coach - EX SP 2234
- No. 5242 - 52 Seat Coach - EX C&O 1649

The above equipment was all shiny and clean and did not see any broken windows. Understand vandalism is sometimes rampant especially between Chicago and St. Louis. Well, Adios to some fine equipment; too bad the new equipment is not of the same style as the old.

CALLING ALL STEAM WHISTLING ENTHUSIASTS: If you like steam loco whistling (and what steam fan doesn't) be sure and get Mobile Fidelity's "Steam Locomotives Of The American Freedom Train". Its de--lightful. Most of the sound is by America's Bicentennial Queen, Ex SP No. 4449; also Ex RDG. No. 2101 (No. 1 on Freedom Train) is featured along with Ex NKP No. 759, the Golden Spike Centennial Queen. EX TP No. 610 is not featured due to the recording being completed before No. 610's restoration was complete. Highlight of the recording (your editor's opinion) is when No. 4449 and her eastward consist enter the S.P. Nerden, California snowshed. As she passes the recording crew setup in the snowshed she whistles (man what a sound). Your editor needs the answers to a couple of questions, as follows: When the Queen enters the snowshed you hear a series of bells ringing that sound like crossing bells. Not ever having ridden thru a snowshed I am puzzled as to what the bells are for; second question; is S.P.'s Nerden tunnel, one of the longest in North America, adjacent to the snowshed or is it some miles further?? Perhaps some of you good readers can answer these two questions.

Speaking of tunnels, Central Florida Chapter, NRHS who publish "The Flat Wheel", comes up with the following that I thought may be of interest to our readers, As follows:

10 LONGEST TUNNELS IN AMERICA (CONDENSED)

<u>TUNNEL</u>	<u>RAILWAY</u>	<u>LENGTH IN FEET</u>
Cascade	Great Northern	41,152
Moffat	Denver & Salt Lake	32,798
Connaught	Canadian Pacific	26,518
Hoosac	Boston & Maine	25,081
Mount Royal	Canadian National	16,645
Hudson River	Pennsylvania	15,600
East River	Pennsylvania	14,172
Snoqualmie	CMStP&P.	11,890
Park Avenue	New York Central	10,440
Nerden	Southern Pacific	10,326

You of course know that GN is now Burlington Northern, D&SL is now D&RGW, and Pennsylvania and New York Central are now ConRail.

A BIT OF THIS AND THAT - Back in the passenger train days, the Milwaukee Road had some real speedsters. Did you know that that line's Morning and Afternoon Hiawatha trains ran 85 miles in 75 minutes?? (Chicago to Milwaukee and vice versa) Also on a certain curve between Chicago and Milwaukee was a speed restriction sign that read (get this) SLOW DOWN TO 90 MILES PER HOUR) This piece of track had to be the racetrack of North American Railroading. What do you think??

(See Page 3 for additional A Bit Of This And That)

A BIT OF THIS AND THAT CONTINUED---Another interesting newsletter comes from the Central Oklahoma Railfans Association who publish "The Dispatcher". One feature of their latest letter contains an article about an unusual special excursion. What was so unusual about it? Club members only rode two Frisco R.R. hyrails with the compliments of the Frisco from Talihina to Hugo, Oklahoma. The hyrails were International vans and real brass hats wore the "engineers". (Editor's note) Wouldn't it be nice if one of the Arkansas lines would do something like this for our club? There are lots of hyrails around Little Rock, North Little Rock, Pine Bluff, Texarkana, Fort Smith, Jonesboro and other places.

Our good member, E.A. Hille, wishes to thank V.P. Bill Bailey thru the pages of this newsletter for the very nice insulator presented to him by Bill at our May meeting. What made this insulator so special? It came off the old Baring Cross Bridge of the Missouri Pacific that was ~~almost~~ partially destroyed in the big flood of 1927.

Congratulations to Tom Sheek and his crew for helping make the NMRA Mid-Centinent Region Convention held in Little Rock on June 9th thru the 12th such a great success. Understand attendance was approximately 176 people. Congratulations also to Naomi and Gene Hull for the fine museum sales. Most of the "goodies" went like proverbial hotcakes. Our club's display was outstanding and there was even a T.V. star among us; none other than member Wayne Couch with his excellent display of railroadiana.

There are many steam excursions this season, outstanding ones being the Chessie Steam Tours with Ex RDG. No. 2101 painted in Chessie colors; Southern Ry. 4501 and 610 and a host of others too numerous to mention all of them. There will be lots of steam activity at the NRHS National Convention at Roanoke, Va., the dates being Aug. 31-Sept. 5th.

Your editor wishes to thank good friend Keith White, Editor of The Memphis Buff, the fine newsletter of the Memphis Club, for his telephone call a short time ago to your editor. Keith works for ICO at Memphis and we "shot the breeze" for several minutes, primarily about Inter-American equipment changes at Little Rock. Do it again Keith; always glad to hear from you.

Understand the Inter-American, Train No. 21 southbound, came thru Little Rock not too long ago carrying a dome car. The car was empty; it may have been deadheading, not sure about this. Can you imagine a dome car running empty? What wouldn't you have given to ride in it? Don't know whether any of you have ridden in any dome cars; one of the finest trips I ever made was riding in the dome car of the WABASH BLUEBIRD from St. Louis to Chicago several years ago. It was a ride not easily forgotten.

WOMEN AT WORK---(From Mid-Year Issue SOUTHERN PACIFIC BULLETIN) Early in 1974 Southern Pacific became the first American railroad to qualify women as locomotive engineers; now there are nearly 40 women working on, or in training for SP operating jobs--running or switching trains. Note: Its here boys--we might as well make the best of it as they say. Kidding aside, am sure the gals make good employees and as some of them have said, "The pay is much better than the airlines". You better believe it.

(See Page 4 For Other News)

GONE FROM ARKANSAS FOREVER--EX READER R.R. No. 11 is now in service at the Orange Belt Tourist Railroad, San Antonio, Florida, and EX READER No. 108 is at the Conway Scenic R.R., North Conway, N.H. EX READER parlor car is at the Valley Railroad in Connecticut and the EX-READER EX-MILW. mixed-train combine is at the Indiana Railway Museum. Do not know whereabouts of Loco. 1702 or coaches 502 & 503.

Coming In The October Newsletter--Second installment of Gene Hull's excellent article, "AN ARKANSAS RAILROAD DEFEATS A RESIDENT". Hopefully, (not decided yet) there may be a second article written in amateur style by your editor entitled, "HOW MANY MILES". Also, a couple of book reviews.

Mike Adams, our very popular knowledgeable Missouri Pacific member has written a book entitled, "MISSOURI PACIFIC 4-8-4", the book to be published by the Missouri Pacific Historical Society and which will be available at \$2.50 per copy as soon as supplies are received. Also understand a new book that may be released during September entitled, "LOCOMOTIVES OF THE COTTON BELT ROUTE" will sell in neighborhood of \$20.00 per copy. At this time do not know who the publisher will be.

Regret to report the death on July 29th of Miss Rosemary Entringer, Manager Editor of TRAINS Magazine. Miss Entringer was a familiar and friendly face along the path of the iron horse and her passing is a deep loss to the railroading fraternity. (FROM: Office Of The President, Nat'l. Ry. Historical Society, Oak Park, Ill.)

MORE ON INTER-AMERICAN--It finally happened; news article in Arkansas Gazette for August 10th announces that The Inter-American will reduce its service to three times weekly effective September 8th. It seems that budgetary cutbacks are forcing service reductions on six major routes. Inter-American will operate southbound thru Little Rock on Sundays, Wednesdays and Fridays, arriving L. Rock 9:30 PM, and will operate northbound on Mondays, Wednesdays and Saturdays, arriving L. Rock 6:20 AM. We hope that this is not the beginning of the end for Amtrak service thru Arkansas. Additional routes for our state is probably now just wishful thinking.

ST. LOUIS-BELLEVILLE JAUNT---On Friday, August 12th, Harry Coonley, Walter Walker, Bill Bailey and your editor took off for St. Louis, Mo. and Belleville, Ill. In Belleville we visited The Private Car Ltd., which is private car, "The Oliver C. Joseph No. 1914. This car was built in 1927 by the Pennsylvania R.R. in Altoona, Pa. It now sports Great Northern livery and is lettered Empire Builder and is owned by the Oliver Dee Joseph Family. It sits on trackage just across the street from Mr. Joseph's automobile agency. The family's courtesy to us was as they say, "Out Of This World". Their private dining car china collection is in the car and they also took us out to their home where you can purchase china and other goodies. We also visited the National Museum Of Transport in St. Louis. By all means if you get the chance, visit The Private Car at Belleville. Needless to say we all enjoyed the trip.

Sorry to have to report that Earl Saunders is seriously ill and is in Room 520 New Baptist Hospital under constant care and can have no visitors. We are all praying for Earl's speedy recovery.

The Arkansas Railroad Club is a non-profit organization and meets the second Sunday of each month (except June, July and August) at the Mo. Pacific Building, 1000 West 4th Ave. North Little Rock, Ark. Visitors always welcome. For information address the club at 5007 Hawthorne Rd. Little Rock, AR. 72207.

Several other items will possibly come before the club at the next meeting. Space in the newsletter has run out. See all of you in September.

Bill Merck - Editor