



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Arkansas Railroader



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N. Little Rock, AR 72118

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★ NEW EDITOR (Temporary) - Until Ken Combs takes over as editor in December, Ken Ziegenbein will be the interim editor. My address is 905 Valerie Dr, North Little Rock 72118; phone 758-1340. Anyone having information they want in the Arkansas Railroader please don't hesitate to call or write. Any railroad information is interesting.

I would like also for you to let me know your particular area of interest in railroads (timetables, china collections, photos, excursions, etc) so I could put that in a future newsletter. I'm sure others would like to know what you like. Who knows, whole new friendships could result!

SEPTEMBER PROGRAM (Yes, there will be a program this month) - Gene Hull will give a program on New Zealand Railroads. This should be quite interesting and colorful as Gene always gives interesting shows.

Meeting will be at the usual place (the Missouri Pacific building in North Little Rock) at 2pm Sunday, September 13. Attendance has been exceptionally good recently. Lets keep it up (and hopefully from now on there'll be a program each month).

★ UPDATE ON OCTOBER SHOW - Bill Bailey told me that as of late August, 43 of 60 tables were sold. Ten states are represented with Minnesota the farthest one away so far.

Just a reminder, the show will be held on October 10 (a Saturday) from 8:30am to 3:30pm at the National Guard Armory in North Little Rock. Admission is \$1 per person, under 12 free. This Armory is located near the interchange of JFK-Main Stree with I-40 near Bonanza Steak House and the Weingarten Shopping Center.

★ FACT FROM THE EDITOR: Wet anyone? Cherrapunji India has the record for the world's greatest annual rainfall, getting 1,042 inches from August 1860 to July 1861. The same place got 366 inches in July 1861 alone!

★ AMTRAK NEWS - Good News! The "Inter-American" has been saved! (at least partially). Instead of having the Chicago-Texas train rerouted through Oklahoma via a cutoff from the "Southwest Limited" as had been proposed, it will continue coming through Arkansas. But... (now for the bad news)... beginning October 1st, the daily service on the "Inter-American" will be cut to 3 times a week. Also, the San Antonio-Laredo and the Temple-Houston legs will go (ending service to Brenham, Texas, my home town - having been served by Santa Fe's passenger trains, i.e. "Texas Chief", and Amtrak's "Lone Star" and "Inter-American" for over 70 years).

Thanks should be expressed to our Arkansas Senators and Congressmen for keeping the train on (after they found out how many Arkansans wanted it kept). They showed they are at least stronger than Oklahoma's Representatives!

After October 1 (or possibly after October 24 when the new timetables come out) the "Inter-American" will have thru - cars (both a coach and a sleeper) to Los Angeles connecting with the "Sunset Limited" at San Antonio. As it now stands, the southbound train will serve Little Rock on Monday-Wednesday-Friday at the same time as now (5:46am) and the northbound will come through the night of Sunday-Tuesday and Thursday about 1am (actually Monday-Wednesday-Friday mornings, which will be confusing to everyone).

The time estimated to transfer the 2 "Inter-American" cars from the Missouri Pacific siding in San Antonio to the Southern Pacific station to connect with the "Sunset" is 50 minutes, so as it stands now, there'll be about a 4 hour wait aboard the train between 11pm and 3am before going westward toward Los Angeles. About a 3 hour wait in San Antonio is expected on the return trip (between about 6am and 9am).

The new consist will be a Baggage-Coach, 2 Coaches, a Snack Coach, a Diner and a Sleeper (all Superliner equipment). There's also been a Superliner Sightseeing Lounge spotted on the "Inter-American" recently on several occasions! (These are similar to the full length dome cars used by the Santa Fe and others).

Tentative plans are to have 2 jobs at the Little Rock Train Station instead of the current 3 with the probable new hours being 8:30am - 5:30pm Monday through Friday and 11pm-7am Sunday through Thursday.

Finally, some optimism on the passenger train outlook in this country in general. Congress has indicated that it wants Amtrak to stress long distance routes from now on and not let the Northeast Corridor get all the attention. Amtrak complied by cutting several Northeast Corridor trains next year while only cutting a few long distance ones (The "Pacific International" between Seattle and Vancouver, B.C is one and the "Shenandoah" between Washington, D.C. and Cincinnati is another).

Also, Amtrak has been forgiven some interest payments and property taxes it owes, making its 1982 budget even more than the \$735 million indicated. (By the way, the Amtrak funding is for 2 years, although Congress will review it after one year).

Amtrak president Boyd has recently said that any further cuts in funding will be dealt with through economy moves and there is no intention by Amtrak to cut any more routes in the foreseeable future! (Thanks to Dr. Bill Pollard for much of the above).

★ There is still an excursion planned with the Memphis club up to Eureka Springs. Exact date hasn't been set (not October 10, however), but probably sometimes in October. This will entail some sort of carpool or bus ride together with them up there. Should know more by next newsletter.

★ TRAIN WATCHING IN ARKANSAS - The Kansas City Southern is sporting brand new diesels (GP-50s) on many of its trains, all in the familiar white with red lettering. This fine railroad picked up 4 new coal trains in the last 2 months, so business is booming on the KCS.

These coal trains have 3 units leading plus 2 in the middle (averaging 115 cars each). Due to the high terrain of eastern Oklahoma and Western Arkansas, the helpers are definitely needed. A Burlington Northern unit either leads these trains or they have a BN caboose.

In case you'd like to watch KCS trains sometimes, a good place would be at Watts, Oklahoma. Crews are friendly there and you'd have lots of railroad action. (Thanks to Bill Bailey for the above news).

The Missouri Pacific is experiencing a seasonal lull in activity with only about 48 trains a day through North Little Rock (about half normal). Some of this slack can be blamed on the totally subsidized barge industry which is taking away a lot of railroad business. However, business will pick up again soon as harvests are gathered.

Mike Adams said that even though business is down, net is up. Due to the slackened business, many older diesel units have been stored with not many leased units seen anymore (except of course on L&N, Frisco and Southern runthroughs). There were about 100 engines in the MOPAC shops in late August.

Another interesting piece of information passed on to me by Mike Adams is the fact that MOPAC's old Memphis, Helena and Lexa line is about to reopen.

This line became idle more or less in 1961 but has been kept up. Now its been rebuilt and should reopen sometimes this Fall. It runs from McGehee to Lexa (a former busy terminal) to Forrest City to Wynne to Paragould. Back in 1943 during the War, 78 freights a day traveled this route between McGehee and Wynne. (Hows that for train watching!).

According to the July 1981 SOUTHERN PACIFIC BULLETIN, the Southern Pacific Company had a great 1st half year. Net income for the 1st 6 months of 1981 was \$67.5 million, up from \$38.1 million in 1980. Operating revenues totaled \$1,634.4 million, up 19% from 1980. S.P.'s railroad operation had operating income 218% above last year, helped in part by a small rate increase in June. I noticed in the charts that every phase of S.P.'s total operation made a profit except trucking which consistently lost money!

The BULLETIN also mentioned Rice as a \$2 billion crop and that most of the export rice S.P. moves goes from Arkansas to Gulf ports for such places as Saudi Arabia, South Africa, Iraq and Asia. In the first 5 months of 1981, they moved 125,000 tons of rice on that route, almost as much as in all of 1980.

★ NARROW GAUGE HAPPENINGS - According to Gene Hull, the Durango to Silverton, Colorado narrow gauge train under new ownership this year for the first time is doing great! There's been 2 trains a day all summer long handling an average of 900 people a day for both trains. That's up a little from other years.

There are heavier K36 class engines being used now since the trestles have been strengthened along the route.

One change thats taken place is the parking of the train in Silverton. It still pulls into the town like always, but now instead of staying parked there the whole time, it unloads the passengers then pulls out and backs onto the wye and parks. When its time to leave for Durango again, it pulls out of the wye and backs into Silverton to load, then heads south.

Sadly, the Cumbres & Toltec narrow gauge patronage dropped off considerably this year. This was probably due to another increase in fares (up to \$25 now).

★ FEUDING IN THE OZARKS? - You say there are no longer any railroads in the Eureka Springs - Beaver area of northwest Arkansas since the Missouri and North Arkansas exited decades ago? Wrong, air brake breath! There are now 2 (count 'em), each one fighting for its own tourists!

According to the September 81 issue of Arkansas Times Magazine, a dispute has arisen over ownership of some of the right-of-way. One line, owned by Reat Younger, runs out of Beaver along Table Rock Lake heading for Eureka Springs; the other, owned by Bob Dortch (former operator of the Scott and Bearskin Lake RR at Scott, AR), runs from Eureka Springs to a junction 2 miles north of town.

It seems that both parties consider that junction north of Eureka Springs their property and that's where the hassle lies. A court suit to settle the issue is likely.

Meanwhile, both are continuing laying track, Dortch northward to the junction from Eureka Springs (possibly later on eastward toward Berryville) and Younger southward from Beaver toward the junction to Elk Ranch and northward from Beaver toward Seligman Missouri.

So, Carroll County has 2 competing rail lines.

Ed. Note: Hopefully a solution can be found (after all, both parties are civilized adults). Otherwise, the ghosts of troubles past on the old M&NA will rise again possibly forever killing the chances of a rail comeback in the region. The potential of a tourist line along the old M&NA right-of-way from near Berryville to Eureka Springs to north of Beaver is tremendous whether under one ownership or not. Lets get going!

★ LATEST ON STATE OF ARKANSAS - SANTA FE DISPOSITION OF OLD ROCK ISLAND LINES IN ARKANSAS....

According to the Arkansas Gazette of August 28, 1981, Governor White is reportedly "leaning toward" endorsing Arkansas's buying the Rock Island track between Memphis and the Oklahoma border. He said that loss of rail service to such cities as Booneville, Danville and Ola would be a real detriment.

As you know, Oklahoma and Texas are also applying for the \$50 million loan needed to buy 762 miles of the old Rock Island between Amarillo and Memphis.

The Santa Fe RR has agreed to operate the line and repay the loan over a 40 year period. Governor White said that they had worked out a plan for the state to issue bonds to finance its share of the rehabilitation costs. The Santa Fe would repay the bonds, so the state would not be out of any money.

Arkansas Railroad Club member and Director of the State Transportation Commission, John Corbett, has been pushing hard to get the state to purchase this line.

★ Enclosed you will find the story Mike Adams wrote for the last Newsletter ("By Their Name You Shall Know Them"). It has been reduced in size so I could fit all of it on 1 piece of paper. This was accomplished by typing his 10 doubled spaced pages onto 4 regular sized sheets taped together. This large "super sheet" was then reduced 50% by the printer and run off. (I don't like the words "To be continued" unless its an old Buck Rogers series!).

★ The Arkansas Railroad Club is a non-profit organization. Regular meetings are held second Sundays of each month. Visitors always welcome. Send all news items and exchange newsletter to Editor, Ken Ziegenbein, 905 Valerie Dr., North Little Rock, AR 72118. See you at September meeting!

On May 2, 1870 the Arkansas Gazette reported that, at a meeting of the board of directors of the Cairo and Fulton Railroad Company held at Little Rock, it was resolved that "in recognition of the eminent services of Roswell Beebe, deceased, in procuring and preserving the original grant of lands to the C&F RR Co., and in otherwise forwarding this great enterprise, the first locomotive to run on the road shall be called the "ROSWELL BEEBE". Beebe was born in New York state, made his mark in Arkansas, returned to his native state to die and was then interred in the venerable Mount Holly cemetery in Little Rock. His name is forever inscribed on the consciousness of Arkansas in the White County town of Beebe.

The Cairo and Fulton did not survive Beebe for long. In 1873 the line met the St. Louis and Iron Mountain, building southwest from Missouri, north of present day Bald Knob and in May, 1874 these two along with another Missouri line, the Cairo, Arkansas and Texas, were welded into the St. Louis, Iron Mountain and Southern. In 1917 the Iron Mountain was completely absorbed by the present day Missouri Pacific. The ROSWELL BEEBE went on to become STL&MS Number 201 in 1879 and in 1882 was renumbered to 431. In 1889 the engine was sold to the Little Rock and Fort Smith Railroad, about which more soon, and became Number 5. In December, 1905 all locomotives of the Iron Mountain, Missouri Pacific and subsidiaries, including the LR&FS were renumbered. The former ROSWELL BEEBE was assigned Number 8836 and was carrying this imposing array of digits when it was dismantled in 1914 after nearly 44 years of faithful service. Just how long the engine was actually referred to as the ROSWELL BEEBE is not known but the practice of naming engines as well as assigning them numbers died out in the United States, for all practical purposes, in the early 1880's. By then the use of telegraphic train orders was fast becoming standard on American railroads and brevity was of the essence. Spiraling labor costs plus the emerging use of soft coal for locomotive fuel dictated the exchange of the polished brass and gaudy colors of the earlier day wood burners for engines painted stark black. The rich reds and greens, the blues and golds, along with the elaborate names, fell by the way side.

Seemingly enough, the second and third engines of the old Cairo and Fulton were named just that, the CAIRO and the FULTON. These, along with the ROSWELL BEEBE, were bought from the old McKay Iron and Locomotives Works at Jersey City, New Jersey in December 1870 and the ROSWELL BEEBE hauled the first passenger train on the C&F from Argenta, now North Little Rock, to Jackson Springs, now Jacksonville, on June 6, 1871. The St. Louis and Iron Mountain, older and longer of the trio welded together in 1874, started operating out of St. Louis in 1856. The first engine on this line was the CARONDELET followed by the LITTLE ROCK, the OLYPHANT and the J.H. MORLEY. Morley became chief engineer of the C&F; then there was the ELIZABETH LOVE, honoring I know not who, which was destined to become STL&MS 245, later the 399 and, finally, in 1905, the 8802. This engine is forever immortalized on film while heading up a passenger train in front of the archaic Little Rock depot of the Iron Mountain in 1890. Engine Number 20 of the Iron Mountain was named the JESSE LYON and had the honor of being the first locomotive to operate over the Baring Cross Bridge, this on December 22, 1873 with Charlie Seymour at the throttle. Other names gracing the locomotives of the old Iron Mountain and familiar to Arkansans were the H.M. HOKIE, one of the builders of the Union Pacific and later a confidant of the infamous Jay Gould and longtime operating vice-president of the Missouri Pacific - Iron Mountain, heart of the wide spread Gould properties. Hoxie, Arkansas was for many years an important terminal on the Iron Mountain until displaced in the affections of the Management by Poplar Bluff, Missouri. Then we found the WALVERN, CORNING and TEXARKANA and even the ROSEMARY, possibly recognizing the daughter of an early day official. And the list goes on and on, the BLACK RIVER, BLACK FOREST, BLACK MINGO, MINERAL POINT, PILOT KNOB and the miniscule BESSIE, Number 17, and a small engine in the days of small engines. Unfortunately the engine ARKANSAS, built in 1858 did not survive long enough to operate in its namesake state, being destroyed in a wreck in 1872.

Now the naming of locomotives certainly did not originate in Arkansas, much less on the Cairo and Fulton. The first practical railroads were constructed in mother England and as early as 1808 one Richard Trevithick was hauling passengers around a circular track near where Euston Station stands in London today. The open carriages were pulled by a steam locomotive named CATCH ME WHO CAN. The next practical steam engine was built in England in 1813 by a William Hedley and called the PUFFINGBILLY. A trend was being established that endured until the end of steam operation in the British Isles and continues to some extent with diesel motive power. In the hey-day of the steam locomotive in Great Britain the naming was carried out with a great deal of ritual. An entire group of engines would be designated as a certain class, such as the Merchant Navy Class on the Southern Railway. All engines within that class would be given the name of a famous merchant marine company such as, CHANNEL PACKET or the BRITISH INDIA LINE. Then there was one of my favorites, the Royal Scots on the old London, Midland and Scottish with such stirring names as ROYAL WELCH FUSILIERS and the KING'S DRAGOON GUARDSMEN. Any English school boy during the zenith of steam who lived near a railroad terminal of suitable size was thought by his peers to be a little bit peculiar if he did not have several note books filled with the names and dates of the various locomotives he had sighted during his excursions to trackside.

That railroads could effectively weld together the fledgling United States was quickly recognized and the first steam locomotive to operate in the United States was imported by the Delaware and Hudson Canal Company from the firm of Foster, Reastrict and Company of Stourbridge, England. Places in service by Horatio Allen himself at Honesdale, New York on August 9, 1829, the STOURBRIDGE LION proved too heavy for the track and was later used as a stationery power plant. In an earlier day and perhaps to some extent today, every school child learned the names of the first engines to huff and puff in these United States. Peter Cooper's TOM THUMB on the Baltimore and Ohio, the BEST FRIEND OF CHARLESTON on the South Carolina line-longest in the country when built. The DEWITT CLINTON on the Mohawk and Hudson, later to become the lordly New York Central. The JOHN BULL of the Camden and Amboy, later to become part of the equally famous Pennsylvania Railroad, the Standard of the World. Both the New York Central and the Pennsylvania now part and parcel of the vast conglomerate Conrail.

Coming back to Arkansas we find the Arkansas Gazette for April 22, 1856 reporting the officers of the Memphis and Little Rock Railroad as saying they were expecting their first engine in a short time and it was to be named ARKANSAS and that two more were on order one of which was to be called the ARKANSAS TRAVELER. The third was not identified but later reports indicate the first engine actually to operate on the struggling M&LR was named the LITTLE ROCK and ran from Hopefield (now West Memphis) to the end of track on August 24, 1857. This same locomotive had the honor of handling the first revenue on an Arkansas railroad when it hauled a car containing six bales on cotton into Hopefield on November 6, 1857 destined to the burgeoning Memphis Cotton mart. The Memphis and Little Rock had the honor of being the first railroad to begin construction in Arkansas and the one that took the longest to complete. While grading operations started in 1856, it was to be a long 17 years before the last spike was driven and then the line did not physically reach into the corporate limits of either namesake city being halted by the broad Mississippi and the turgid Arkansas. The last spike was driven by W.A. Woodruff, founder of the Arkansas Gazette, at De Walls Bluff on April 11, 1871 and the Arkansas Gazette for April 12th reported that the first engine to pass over the gap was the R.C. BRINKLEY. President of the M&LR at the time, Brinkley was also honored by the Monroe County town bearing that name.

The next rail line to spike down track in Arkansas was chartered as the Mississippi, Ouachita and Red River Railroad in 1855 and actually managed to lay a few miles of rail prior to the onset of the Civil War. Through a series of consolidations and reorganizations it went through titles and destinations such as the Little Rock, Pine Bluff and New Orleans (1868) to the Texas, Mississippi and Northwestern (1873) to the Little Rock, Mississippi River and Texas in 1875. Built into Little Rock from Pine Bluff in 1881 it was rather quickly taken over by the Iron Mountain and today is the Louisiana Division of the Missouri Pacific operating from Little Rock to Alexandria, Louisiana with multiple branches. The first locomotives of record were the J.E. REDFIELD and the J.A. WOODSON, both familiar names in southeastern Arkansas. These engines were followed by the J.T.W. TILLAR and the CHICOT and then the LOGAN H. ROOTS, the T.W. FORDYCE and the DUMAS. All familiar to an Arkansan. Among other engines on this line were found the PINE BLUFF, the LITTLE ROCK, the VARNER and the MONTICELLO. Several of these locomotives survived until the great Missouri Pacific-Iron Mountain renumbering in December 1905 with the PINE BLUFF, LITTLE ROCK and MONTICELLO becoming the 8817, 8818 and 8820 respectively.

The next Arkansas rail line we will consider started out of Huntersville, nee Argenta, and now North Little Rock, in 1869 headed for Fort Smith and named simply the Little Rock and Fort Smith Railroad. The LRF&S is now the Central Division of the Missouri Pacific. This road used an extremely simple naming system to kick off operations. Extending through the then existent Arkansas counties of PULASKI, CONWAY, POPE, JOHNSON, FRANKLIN, CRAWFORD AND SEBASTIAN that was exactly what they named their first seven engines. These were followed by the F.G. DEXTER, J.H. CONVERSE, E. ATKINS and F.M. WELD, all honoring Boston capitalists and the first named president of the road for a time. Swinging back to Arkansas for inspiration a later engine was named the JUDGE TURNER, recognizing a Van Buren magistrate. A mystery of sorts accompanies the naming of the LRF&S's early locomotives. The McKay Iron and Locomotive Works issued a large, handsome lithograph of one of their products lettered for the Little Rock and Fort Smith and entitled "McKay Locomotive in an Arkansas Setting". The engine was plainly named the ARKANSAS but no records exist of any such named locomotive being used on the LRF&S. The engines CRAWFORD and SEBASTIAN were, however, built by McKay. Strangely enough also, the fireman was obviously Chinese and the locomotive was surrounded by Indians in full regalia plus prancing cavalymen heavily armed. A fine example of this lithograph hangs in the Arkansas Room at the Little Rock Public Library.

Another early day Arkansas railroad and one that was pretty handy with a name was the Texas and St. Louis Railroad. The T&StL was the only major Arkansas railroad to be built to the 3 foot gauge or, as it is commonly known, narrow gauge, which gauge found considerable use in the Colorado Rockies. Actually starting as the Tyler Tap Railroad in central Texas, in 1866 the T&StL became the St. Louis, Arkansas and Texas and was quickly converted to the standard gauge of 4 feet 8 1/2 inches between the rails. In 1891 the StL&AT became the present day St. Louis Southwestern, more familiarly known as the Cotton Belt. The Tyler Tap hung the name GOVERNOR HUBBARD on their first tiny steamer, undoubtedly honoring the leader of the Lone Star State. Other names of the now Cotton Belt included the M.C. HUBBARD, JOHN KRAMBS, G.B. FINLEY, the THOS. C. TUTT, the A.W. SOBER and the J.W. PARAMORE. All these gentlemen undoubtedly identified with the financial structure of the various roads with Paramore serving as president in the early 1880's. Colonel Paramore was a Union Army officer and his name coupled with that of old Jay Gould graces the northeastern Arkansas city of Pargould, long an important junction between the Cotton Belt and the Missouri Pacific. Also initially built to the yard wide gauge we find the 25 mile Hot Springs Railroad constructed between Malvern and Hot Springs and opened for traffic in November, 1875. Built by Joseph "Diamond Jo" Reynolds, a Chicago grain buyer and steamboat operator, the line purchased three small locomotives from the Porter and Bell plant in September, 1875. Engine Number 2 was named the DIAMOND JO but unfortunately the names of the other two are lost to posterity. Number 1 was eventually wrecked and the boiler sold to a lumber company with the running gear being retained for spare parts. Number 3 was sold to a lumber company but Number 2 was sent to the little Missouri Southern Railroad where it became their MERRILL SPRINGSB.

While still flourishing in England, the naming of locomotives in the United States was barely kept alive by an occasional railroad down through the years. One example was the Erie Railroads MATT H. SHAY, a gigantic multi-cylinder steam behemoth named in honor of an early day locomotive engineer. In the late 1920's the grand old Baltimore and Ohio built a series of beautiful Pacific type locomotives and named them after the first twenty presidents of the United States - the renoun President Class. The Delaware and Hudson Railroad, successor to the Canal Company of the same name, was wont to experiment with extremely high pressure steam engines and gave these, usually one of a kind specimens, names. Most of them honored the roads eschelon officialdom, tough, bearded old L.F. LOBBE, longtime president of the line, for one. Our Arkansas railroads had no truck with such doings until the St. Louis and San Francisco, more commonly called the Frisco and now incorporated into the gigantic Burlington Northern, started naming their first passenger diesels after famous racehorses, MAN 'O WAR and all. Once in a while a particular locomotive would be given a nickname and one of the most famous, certainly in Arkansas and elsewhere, was the Missouri Pacific's high-stepping Pacific type Number 6001 built at North Little Rock in 1947 and known far and wide as the MADAME QUEEN. While this name was never inscribed on her flanks there is not a veteran employee of the Mo Pac extent that doesn't remember her and her blazing trips up and down the old Southwest trail between Poplar Bluff and Texarkana.

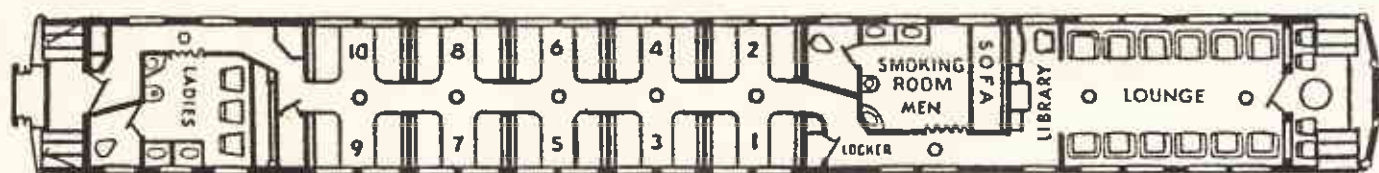
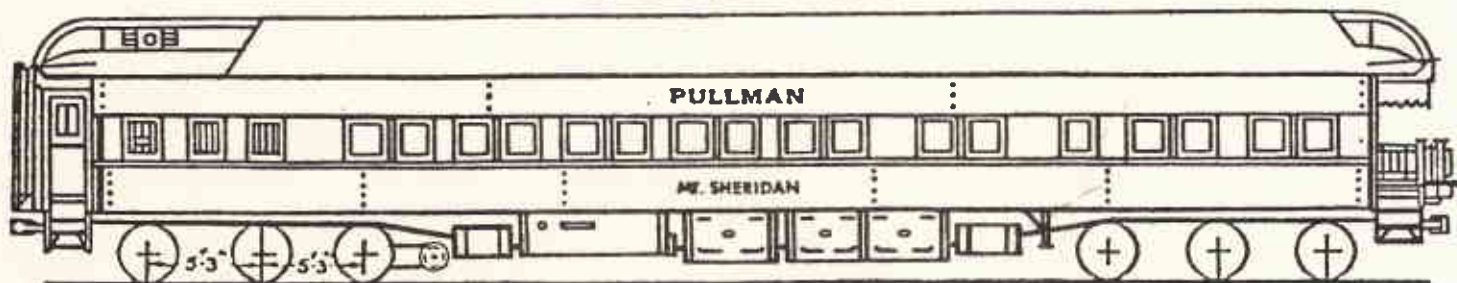
Back to Arkansas's first to build and now unfortunately first major railroad to fold up. Through a series of name changes, receiverships and reorganizations our Memphis and Little Rock became the Little Rock and Memphis; the Choctaw, Oklahoma and Gulf; the Chicago, Rock Island and Pacific and then simply the ROCK. Now being fought over in the courts and legislative halls and being operated, locally, in part by the Missouri Pacific and Cotton Belt, the ROCK in her dying days resorted once again to naming motive power. This coupled with a distinctive paint scheme designed to call attention to the road and perchance, up the car loadings. The last it did not do and the CITY OF LITTLE ROCK, the CITY OF EL RENO, the IVAN THE TERRIBLE, the DAVID P. MORGAN, the AMERICAN RAILFAN, the NAVAJO NATION, yes, even the ARKANSAS, are fast being repainted and renumbered by their new owners. One of the favorite pastime of the avid railfan is to track these engines through their successive owners and find out what numbers they have assumed at their new home and just where home is.

Now I can certainly buy the CITY OF LITTLE ROCK, and the CITY OF EL RENO honors a major terminal of the old Rock Island in Oklahoma. AMERICAN RAILFAN is also easily understood albeit the average railfan neither ships or receives an appreciable amount of freight. DAVID P. MORGAN is editor of TRAINS Magazine, bible of the American railfan and NAVAJO NATION is likewise easily understood. Now they come up with IVAN THE TERRIBLE is utterly baffling but when we consider such names as EDWARDS STIFFES, FIRDAUSSI, GWENDDWR ORANGE and LANTHONY ABBEY on our English cousin's railroads, we can see the ROCK was wholeheartedly in the spirit of things!

This car, the MT. SHERIDAN ran for a number of years between Memphis and Shreveport in Cotton Belt trains Nos. 1 and 2 "THE LONE STAR".

Lone Star

Pullman Company
All-Steel DeLuxe Train
 Mt. series
 10 Sections-Observ. Lounge
AIR-CONDITIONED



St. Louis Southwestern

268 Grove St.
 Charleston, SC 29403

GEORGE BARTH

GEORGE BARTH PLAN from the Collection of Jim Bennett

Thought you might like to see a picture and enclosed article from the Houston Chronicle regarding S.P.'s new "Glasshopper" car. It weighs 11,000 pounds less than conventional steel cars.



A railroad hopper car made of polyester reinforced with fiber-glass will be displayed from 8 a.m. to 5 p.m. Wednesday at the Houston Amtrak passenger station at 907 Washington Ave. The new car, called the Glasshopper, is designed for fuel efficiency,

corrosion resistance and easier upkeep than the traditional steel car. The prototype is based on a \$7 million investment in a three-year development involving ACF Industries, Cargill Inc. and Southern Pacific Transportation Co.