MISSOURI PACIFIC First No. 15, the "Royal Gorge" leaves the immense train shed in St. Louis around 1946. See picture/article on later, declining days of the great St. Louis Union Station elsewhere in this month's RAILROADER. (Photo by Joe C. Collins, from the collection of Mike Adams).
Amtrak to Stop at Arkadelphia—maybe. Local rumors have it that the EAGLE will start stopping in Arkadelphia, Arkansas in October. Supposedly, it will continue to stop at Malvern for a few weeks, also. Meanwhile, the EAGLE continues hauling large crowds. On Sunday night, August 19, 85 boarded in Little Rock alone.

All Aboard America Fares Get Better—Amtrak's All Aboard America fares have been reduced for travel within one region, from $175 to $150. Trips must be completed within 30 days of date of purchase. Travel within two adjoining regions will remain $250 while all three regions will stay $325. These fares have been extended through May 31, 1983.

Amtrak's Auto Train will go daily (finally) on October 15. This train carries you along with your car from Lorton, VA to Sanford, FL. One-way coach fares are $130 for adults, $95 for children and $220 for each automobile. Sleeping space is, of course, available at extra cost. All fares include a buffet dinner, continental breakfast, after-dinner movies, etc. Over 50,000 have ridden the Auto-Train so far.

Reader Railroad Announces 1984 Night Train Schedule—The historic Reader Railroad will be operating special night trains again this year, leaving Camp Dickey, Arkansas at 6:30 PM, rain or shine, on the following dates this fall: September 8, October 6 and November 3. All trips include a meal at Reader (barbeque on September 8, South Arkansas fried chicken on October 6 and old fashioned cracker barrel featuring hoop cheese, assorted breads, sliced apples, hot chocolate, etc on November 3. Double headed steam power may be used. Tickets are $12.50 adult (12 and over), $7.50 (4 thru 11), $2.00 (1 thru 3) and under 1 is free. These prices include the meals. For reservations, which are required, write to READER RAILROAD, P.O. Box 9, Malvern, AR 72104. Your editor has attended this event for the past 2 years and it is well worth the trip to Southeast Arkansas, especially if friends are along.

Eureka Springs & North Arkansas Railway Co. now has DINING CAR SERVICE on its line in Eureka Springs, Arkansas. For about $23, you can take a leisurely trip aboard a steam train on a converted coach and enjoy a fine course meal in the process! These trips leave the old Missouri and North Arkansas Depot in Eureka Springs several times a day and last anywhere from 45 minutes to an hour, allowing you plenty of time to enjoy your meal. For more information and reservations, write to EUREKA SPRINGS & NORTH ARK RLY CO., P.O. Box 310, Eureka Springs, AR 72632.

Train Stolen—A Kansas City Southern freight was stolen by a drunken man in Watts, Oklahoma (just across the border from Siloam Springs, Arkansas) on August 15. The 51 car train was awaiting a crew change. Nineteen of those cars were loaded. The man was later jailed in Siloam Springs. (The Dispatcher).

Repainting Progressing—Some 1,445 MOPAC locomotives will be repainted in UP yellow shortly, at the rate of 5 to 7 locomotives a day. This repainting is occurring at Kansas City, Houston and North Little Rock. UP Pacific's yellow dates back to 1934 when UP debuted the nation's first streamlined. Yellow was selected for its great visibility. (INFO NEWS).

MOPAC Dispatchers Assisted by Computers—MP's train dispatchers use some very advanced computer systems to track trains, activate signals and switches and program signals for train "fleeting". MOPAC's roadway train dispatching and signals are controlled from three locations: Spring, Texas, North Little Rock and Kansas City. The Spring CGC center directs MP train operations in all of Texas and most of Louisiana while the people at North Little Rock direct train movements in all of Arkansas and Illinois as well as portions of Missouri and Louisiana. (INFO NEWS).

* General News continued on page 12 *
Motive Power Trends was an internal document produced by the Missouri Pacific Lines Mechanical Department covering a 12-year period and revised up through December 31, 1972. Note there were three sharp fluctuations in MoPac's fleet ownership due to the acquisition of the Kansas, Oklahoma & Gulf in April, 1964; acquisition of the Chicago & Eastern Illinois in May, 1967; and sale of the CANE East side line to the Louisville and Nashville in June, 1969. Thus during the study period, the following increases were obtained:

Ownership: from 1,033 units to 1,037 - 4 units or 0.4%
Tractive Effort: from 60,100,000 lbs. to 67,000,000 lbs - 6,900,000 or 11.4%
Horsepower: from 1,533,760 to 1,851,350 - 317,590 or 20.7%
Gross Ton Miles: from 56,776,165,000 to 84,727,200,000 - 27,951,055 or 49.3%

While MoPac was aware that fleet ownership and capacity had lagged behind traffic growth, operating requirements were met with the help of the following course of action, according to Mr. John German:

1. Retiring obsolete, inefficient, high maintenance units, particularly Alcos, Baldwins and older EMD units.
2. Elimination of Passenger Service.
3. Procuring 335 new high capacity units with fully compatible multiple-unit control capabilities for greater fleet flexibility. (Note that in early diesel days, some Alco units would not M-U with EMD s, EMD units may have lacked M-U capability on one end (F-units) and Baldwin units would not M-U with EMD or Alco without modification.)
4. Upgraded the condition of the overall fleet by tightening maintenance standards and the use of the latest renewal parts. This resulted in improved operating efficiency, reduced locomotive down time and improved over-the-road performance.
5. Improved utilization of motive power by the Transportation Department.

As far back as 1961, on the Missouri Pacific System, a heterogeneous fleet of 1104 diesel-electric locomotive units was owned. At this time there were 38 different models manufactured by five builders - EMD, ALCO, Baldwin(BBH), General Electric, and Plymouth. The Plymouth units were diesel-hydraulic industrial type engines assigned to specific special duty ranging from 165 to 240 hp apiece. The diesel-electric units ranged from 350 to 1800 hp. Some of the units were built as early as 1937, being among the first diesel-electric locomotives in the country. This resulted in many of the power plants being obsolete, with parts being very difficult to obtain from the manufacturer or any other source of supply. Furthermore, the fleet had undergone deferred maintenance for some time, and the net result was extremely poor condition and performance for these locomotives.

Units which were most predominantly in the shops for heavy repairs were from the Alco road fleet and the older switch engines. The condition of the Alco 1500 and 1600 hp FA-1 and FA-2 freight units led to the decision in mid-1961 to remanufacture this group of locomotives. From experience with 12 Alco model RS-11 units powered by the 251 engine which MoPac owned, plus the shared experience of other roads, it was decided that there would be no further use in continuing ownership of the Alco units inasmuch as the 251 engine was already demonstrating the same attributes that made the 244 engine such a difficult and expensive engine to maintain. Further it was felt that the General Electric U25B was not yet fully developed enough to warrant acquisition and therefore MoPac turned to the other major locomotive builder, Electro-Motive, to see what they could do in revitalizing their freight fleet.

At this time the GP-20 was experiencing considerable problems with turbo failures and control circuitry so MoPac chose the normally aspirated GP-15 locomotive. While MoPac had some ring-breakage problems with the first 31 GP-18's already in service, they felt this problem was alleviated and could expect an average of 15,000 miles per month of reliable and economical service from additional GP-18's. This decision was made after extensive studies of other railroads and detailed cost studies of their own fleet.
Commencing in the fall of 1961, MoPac started trading-in Alco FA-2 units at the ratio of three for every two GP-18's mounted on Alco trucks. This project was completed in January, 1963, and the 100 units were assigned at North Little Rock and operated between St. Louis and Texas. In addition other BL-2 and F-3 units, which had suffered fire and wreck damage, were traded-in for 20 more GP-18 units on EMD trucks and operated between St. Louis and Pueblo. They were operated in heavy freight service accumulating 12,000 to 14,000 miles per month.

After about 3 or 4 months service they began to have trouble with broken exhaust valves and cracked cylinder heads. Studies were undertaken and it was shown that most of the trouble was from the units assigned at Kansas City. It was established that combustion at altitudes up to 4,600 feet had a lot to do with the problem. Because of the extremely high back pressure of engines of this type and additional two exhaust stacks were applied making this group of units "FOUR STACKERS". This modification alone reduced the back pressure from the exhaust by approximately 70% and increased the horsepower by 80 HP per unit without and increase in fuel consumption.

The result of the program was so gratifying that in the fall of 1962 they started a program to perform this modification on all GP-18 locomotives and later extended it to GP-9 locomotives. For the first time they were able to get a full 1800 horsepower out the the 16-567D1 engine.

About the time this problem was solved, it was found that air inlet trouble was developing because of the oil-bath intake filter material collapsing from the engine pulsations and vibrations. Modifications were made to correct this and resulted in decreased failures and improved performance. In the meantime the manufacturer, after constant prodding from the MoPac mechanical department, developed a smaller liner and injector tip nozzle which further increased the performance of the locomotive. Reducing to a 15 port liner and a 3 hole injector tip instead of a 20 port liner and a 6 hole liner also allowed even further increase in horsepower.

The 100 GP-18's placed on Alco trucks was the first time an attempt had ever been made on such a large scale to place EMD power plants over General Electric traction motors, according to the MoPac Mechanical Department. There were some problems in regard to flashovers and brush wear. This problem has been considerably alleviated by the fact that there have been changes made in the field shunting of these motors, adoption of a different type of brush and by EMD quality control. All in all the progress made in the development of these motors was gratifying and the GP-18 became the backbone of MoPac's fleet.

By mid-1962, age, obsolescence and the difficulty to obtain parts for the antiquated switch engine fleet, plus the fact that the engine repair points were continually flooded with these engines under repair, led to the decision to purchase or re-power 23 yard switchers annually. Because of the improved cost control and the segregation of certain engines to particular points it was possible to pinpoint problems that were encountered on certain classes of yard units, particularly Baldwins and Alcos.

During the year 1962, E-6 and E-7 units were given general repairs at the rate of two per month to enhance the performance of the passenger fleet. By early 1963, it was obvious that they could no longer tolerate the maintenance cost of the Alco PA-1 and FA-2 units and included them also as trade-ins on GP-18's.

Forty-two GP-7 units, equipped with steam generators, were used primarily in freight service but also protected some local passenger service in Texas and on the Kansas City run. These units were the last of the GP-7's to be built by EMD and therefore had the 16-567C engine w-ich is common to the later GP-9's. By this time the 16-567 traction motor armature had proven itself to be a good performer so they began upgrading these units for mainline passenger service by equipping them with this armature allowing them to operate up to speeds of 80 MPH with the standard 62:15 gear ratio common to 65 MPH engines. The steam generators were reconditioned and a larger fuel and water tank combination was applied. The result of an 1800 HP "Hot Rod" which could accelerate the train out of town and handle any type of passenger service it was assigned. In addition, at the end of the run, such as Brownsville, it could handle yard service or double back in regular freight service. This program was completed in 1965 and the introduction of the GP-7P in regular passenger service permitted the retirement of all Alco passenger units.

As passenger service further declined the use of GP-7P units permitted the retirements of all E-6 and E-7 units. According to the cost sheets, the E-6 and E-7 units were costing entirely too much money due to the style of construction and obsolescence of parts.

As E units were retired, MoPac salvaged two of the 12-567A engine for use in repowering the remaining RS-3 model road switchers. The Alco RS-3 was originally operated in local service. However they could not live with the high
cost of maintaining these units plus the failures experienced, particularly with the model 12-2444 engine. In order to reduce costs these units were re-assigned to yard service. The CB 752 traction motor under these units coupled with the 642 generator tends to make a well adapted performer where tractive effort, adhesion and high amperage rating is desirable. Therefore fourteen of these 88-3 units were originally placed into yard service at North Little Rock and Kansas City. Yard operation doesn’t require nor in fact can it utilize all 1500 HP. Therefore, it is felt that these Alco units could be maintained economically and operated for some time if they were repowered with an EMD 1200 hp engine surplus from the F-unit fleet. They called these conversions "EMCO's" (EMD—ALCO).

In 1967, the EMCO fleet had increased to 49 units with assignments at North Little Rock, Kansas and St. Louis. They averaged 2,519 miles per month in 1965 and were utilized 51.1% of the time.

In mid-1963, the decision was made to acquire some high-horsepower units. Twenty-five F3 and F7 units all coming due for heavy general overhaul or having wreck or fire damage were traded in for 25 GP-35’s in the fall of 1963. Prior to this decision, considerable research was made on the GP-30, the General Electric counterpart - the U25, and the Alco model Century 424 locomotives. A study of confidential cost figures and failure sheets plus inspection of these units on various roads indicated that the most reliable power plant in the 2500 hp range was the GP-35. These units were originally operated in service from El Paso, Texas to Pueblo, Colorado, via St. Louis at the rate of 19,800 miles per month. A true test for this engine.

Trouble was experienced with brush wear and flashovers in the traction motors; however, as with the GP-18’s MoPac took action to eliminate these problems. Also there were problems with static control devices, namely, transductors. EMD has continually redesigned this element and their latest designs appear to be satisfactory.

Continuing with the high horsepower trend, in 1967 twenty 3000 HP SD-40’s were purchased by trading in E and F unit power. They were slated to make the El Paso to Pueblo via St. Louis run, an average of 18,800 plus miles per month.

The first 34 SD-40’s experienced electrical troubles but with the change of certain diodes this problem was reduced. In 1968 and 1969, 16 more SD-40’s were purchased by using older switch power and F units as trade-ins. Through 1969, the SD-40 fleet totaled 54 units and their performance on the El Paso and Pueblo runs continued to improve. Because of their adaptability to long freight service and low cost to operate, sixteen more were purchased in 1970 and 20 in 1971. This brought the total fleet of SD-40 units to 90 by December 1971.

In the high-horsepower units the old problem of liner leakage, rings cracking and injectors not functioning properly continued; but MoPac and the diesel manufacturers are working to alleviate this weakness and with the advent of newer quality control gaskets it is improving.

In 1972, the EMD GP-38/2 was added to the fleet. During the first quarter of 1972, 45 of these 2000 HP units with 16-645E engines were purchased. In addition 20 more were received in the last quarter of 1972.

By trading-in high cost F-units, MoPac reaped the benefits of a big saving in maintenance expense and added more flexibility in fast freight movements.

Because of an increasing need for power to pull long unit coal trains and unit ore trains, a purchase of the General Electric U30C was made in 1968. The U30C compares in price and performance with the EMD SD-40 and its low minimum continuous speed is very helpful in the long heavy drags related to iron ore and coal.

Thus we trace the evolution of MoPac’s fleet thru the Mid-1960’s with the decline of Passenger service and several changes in locomotive concepts.
DIESEL FLEET
MISSOURI PACIFIC RAILROAD AND SUBSIDIARIES
AS OF DECEMBER 31, 1972

TOTAL FLEET

EMD UNITS

ALCO
BLH
RS 3/GP 12
RS 11/GP 16
GE

YEAR

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* ACQUIRED 20 KOG-MV LOCOMOTIVES
** ACQUIRED 104 CEI LOCOMOTIVES
*** SOLD 48 CEI LOCOMOTIVES TO L&N

GRAPH I

*ACQUIRED 20 KOG-MV LOCOMOTIVES
**ACQUIRED 104 CEI LOCOMOTIVES
***SOLD 48 CEI LOCOMOTIVES TO L&N
LOCOMOTIVE OWNERSHIP BY CLASS
MISSOURI PACIFIC RAILROAD AND SUBSIDIARIES

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* ACQUIRED 20 KOG-MV LOCOMOTIVES
** ACQUIRED 104 CEI LOCOMOTIVES
*** SOLD 48 CEI LOCOMOTIVES TO L & N

GRAPH II
Before the first Presidents of the Selective Service Act of 1917 were conducted into the United States Army, plans were made to add one new branch of service. It was first assigned to the Engineer Corps and later assigned to a new arm of the Service, called the Transportation Corps, which was later redesignated as the Ordnance Corps.

The first Railway Engineer Battalion formed at this time was the 711 Railway Engineers. The cadre was drawn from the Corp of Engineers, Railway Artillery and the Quartermaster Corps. Regular Army personnel were selected for railway engineering and infantry experience with civil service engineers to learn the job of the engineers. These men were sent to Ft. Belvoir, Va., and later Ft. Leonard Wood, Mo., where they underwent 13 weeks of Combat Engineer training and upon graduation from these training camps were assigned to the 711 By. Engineers.

The 711 Railway Engineer was activated at Ft. Belvoir, Va. on May 161, 1941. Men from various civilian railways were given assignments as assistant officers of this unit.

The first assignments for the 711 By. Engineers was the re-building of the Ft. Belvoir Quartermaster Railroad. The battalion re-surfaced the entire line and cleared it of trees and debris using equipment, cutting the entire line in first-class shape. This gave the battalion valuable training experience for its new assignment.

The 711 By. Engineers was to be a training battalion for future Railroad Troops and their mission was to train combat troops in railway operations and construction to save time in the event of a National Emergency at base.

The civilian railway plan of operations was adopted for this branch of the service, the 100 mile division concept was the basis of operation, each company in the battalion to correspond to a 100 mile sector of the division, and to resupply the division. Headquarters and Service Company was a dual company. The service supplying all military needs, such as supplies, men and the necessary support groups. Headquarters company supplied the train movement section and trained the necessary train dispatchers, track foreman and vine line men. The Company Commander of K & L Co. was to be the Chief Train Dispatcher. The Battalion Commander and his Staff were to operate in the positions as a Civilian Division Superintendent.

Company A was to be the Maintenance of Way company and its commander the Division Engineer.

Company K was to be the locomotive and car repair group and the Company Commander was to be the Master Car Builder and the Master Mechanic.

Company C was to be the operating company. This company was the largest in the battalion and supplied the necessary train and engine cars, yardmaster and yard clocks. Commander was the 'master mechanist' with his lieutenant serving as Master Mechanic.

Mid-summer of 1942, the Ft. Belvoir Quartermaster line was re-furbished and the army was looking for a new duty station for the 711 By. Engineers.

Camp Claresholm, Louisiana, was selected to be the Army Post from which all future railroad troops were to be trained. This selection was largely due to the fact that near Claresholm is a short-line railroad, the "Red River and Gulf," which had expressed an interest in the army proposal of leasing track rights over several miles. It was agreed to operate army trains over by the 711 By. Engineers and established Headquarters and Service company as a dual company. The company commander was the Chief Train Dispatcher. The battalion commander and staff scheduled in the positions as a Civilian Division Superintendent.

Company A was to be the Maintenance of Way company and its commander the Division Engineer.

Company K was to be the locomotive and car repair group and the Company Commander was to be the Master Car Builder and the Master Mechanic.

The battalion was to build a standard gauge line from the end of the track, which was just west of the Quartermaster Depot, to a connection of the Red River and Gulf line, a distance of some five miles. Also, the battalion was to build some rolling stock and maintain its own shops.

Trains were to operate from Claresholm to the end of track on the Red River and Gulf Railroad.

But before final plans could be made for the future of Railroad Training in Claresholm, the Red River and Gulf objected to some of the Army's proposals and pulled out of the talks. The Army insisted on abandoning the plans simply changed them and decided to build a standard gauge line between Claresholm and Camp Polk, La., a distance of some 30 miles, using men of the 711 as the sole team. And by sending two regular Army Engineers, the 36th and 94th Engineers, as support troops in the railroad building.

Captain Henry A. Israel, commander of "K" Company, was in charge of the survey between Camp Claresholm and Camp Polk, La. It was said that Captain Israel walked the fifty miles between the two posts making no written notes and when he arrived at Camp Polk he sat down, filled out his note book and gave it to the men of the survey team who then ran the line from St. One team was made up of engineers and civilian carpenters, while the other was made up of the first officers of Claresholm. One of these teams began work by the 711 By. Engineers, was named "The Claresholm and Polk Military Railroad." All equipment was marked with the "711 By. Engineers." The motive power of the Railway and Polk Military Railroad was from various sources. Some ex-WW-2 M-2-6-0's that had been stored in the Claresholm line were dispatched to Claresholm for overhaul by men from "K" Co.'s locomotive plant. There were nine 4-6-0's from the 749 R. R., and two new 2-6-0's refurbished at Claresholm were real humans.

Construction work on the Claresholm and Polk Military Railroad started in the late Fall of 1942. While assisting the motive power, the construction work trains were powered by a coal fired steam plant. The first of the 711 boxes were being completed, using borrowed Pacific doodle rails and a 711-owned Sunnycrane and 711-owned freight cars.

The Missouri Pacific daily switcher from Alexandria, La serviced the Quartermaster Depot at Claresholm when the mechanics were away. It often went to the end of track west of the Quartermaster Depot to pull the empty flat at the rail to return then back to Camp where they would be loaded with telegraph equipment and other similar materials.

Shortly after arrival at Claresholm of the first motive power occurred. The ex-160 ten-wheelers were put into service followed later by the new 2-6-0's from Lima Locomotive Works. The Hove was relieved of all the Quartermaster switching by the 711 By. Engineers.

After the 711 assumed all rail duties in Claresholm, the Kansas City Southern was relieved of all of the work at Camp Polk, La. and most of the trains were sent to Fort Polk for operations there. At the same time, the Blue Star 11,711 and several ex-160 ten-wheelers were transferred from Claresholm to Polk via the Missouri Pacific to Columbus, Kansas from Oklahoma to Byrd Station, La., Kansas Southern from De Ridder to Lake Charles, and then over the Camp Polk Extension to Camp Polk.

As Camp Polk was expanding, the men of the 711 were kept busy building building materials to what they called "New Camp." The new men were all members of the 711 and the 711 and 711s were laying tracks outside.

Construction work westward out of Camp Claresholm carried the Claresholm and Polk Military Railroad to a point where the first railroad connection with the Red River and Gulf was to be located, but now instead of a locomotive train, a street car girder bridge was to be built. This bridge was noted as "the original" because of the deep cut that the tracks of the Red River and Gulf traversed. From "Big Oak Bridge" the line cut through second growth pine woods to "Spring House," where the man of the 711 crossed a small orange colored stream, using burpiled railroad grade fillers and a 711-owned Sunnycrane and 711-owned freight cars.

From "Spring Creek" the Claresholm and Polk Military Railroad entered the Claresholm Swamp. Numerous steel culverts instead of small wood pile bridges were used, using a large amount of manual labor to remove trees and other obstacles in their way, mostly from the sides of the railroad rather than deep water obstacles.

The largest bridge job was the one to the Claresholm River Bridge, more 1400 feet in length. This was a wood piling bridge and the men of the 711 erected it in what was later recalled a record time.

After the Galloper was crossed, the Claresholm and Polk followed the abandoned right-of-way of the B. & S. Northern to Claresholm.

This right-of-way was restored and put into a usable shape.

To house construction crews, a tent camp was erected near the Galloper Bridge and named Camp Gray, after Commanding General of the Railroad Troops.
Shortly before the last of July in 1942, the work gangs from Camp Polk and Camp Claiborne met and the rail line was joined midway at La Camp, La. The official ceremony for the last spike was to be at La Camp on the 11th of July, 1942.

The east end of the Claiborne and Polk was built on solid ground with some ballast, but the west end was on gumbo which theContractors had turned into an impassable place of track. So had was the track that it was almost impossible to move a hand car over the track, neither the Jess a locomotive and cars.

This condition made it impossible to run a train from Camp Polk to meet a train at La Camp from Camp Claiborne so a change of place was made.

Planes called for engines No. 7 to meet engine No. 11 at La Camp, thus the 7th month, 11th day, engine 7 and 11 would honor the 711th Engineers. But since the Claiborne and Polk was not passable and No. 11 was at Camp Polk and it would have to take the long detour to get back to Claiborne, plans were changed. No. 7 was honored with an additional digit, making her No. 11 for one day. Then it was planned that No. 7 with Sgt. Ed Forman at the throttle would pull a train of coaches to La Camp and run around the train and be facing east, ready to steam into La Camp when Engine No. 11 arrived from Claiborne with the first load of passengers for the celebration.

Early morning of 13 July 1942 the 711 had all of the motive power in Claiborne steamed up for the overrnon. Engine No. 7 had departed for La Camp as scheduled. Later that morning No. 11 followed by the rest of the roster. All were pulling passenger carrying equipment. The men of the 711 were riding on benches secured to the decks of flat cars with homemade GI cabanas brought up the rear.

At La Camp, Major Welch, the Commanding Officer of the 711 and General Grey drove home the last spike on the Claiborne and Polk Military Railroad, then the engineers of the 77 and 111 moved forward their engines and reached couplers. General Grey and Mayor Welch shook hands across the couplers.

Although it was several weeks before the first trains could be operated between Claiborne and Polk, the railroad issued a timetable and set up operational schedules. The daily details of ballasting the line continued and soon the Claiborne and Polk was in operation.

The 711th Engineers did not operate the Claiborne and Polk for any length of time after completion. The Battalion was changed from a Training Battalion and received new men to fill out the I.O.T., and was alerted for overseas duty. They were relieved of the Claiborne and Polk by the 358th Railway Operating Battalion in October 1942 and were sent to Ft. Dix, NJ for overseas shipment.

The 711 arrived in the Persian Gulf in December 1942 and immediately took control of the Iranian State Railways. Their mission: to supply the Russian Army through their back door. This supply line existed until the war with Germany was over in May 1945, then the 711 was deactivated at Ft. Benning, Georgia in October 1945.

The Claiborne and Polk Military Railroad was abandoned in December 1945 and its equipment transferred to Ft. Knox, KY, Headquarters of the Transportation Corp.

(Authors Note)...A slide show of 160 slides showing the construction of the CAF Y MCA and operations in Iran by the 711 should be seen to appreciate this report of the first Railway Battalion of World War II.

--- End ---
The good old VALLEY EAGLE of the Missouri Pacific (Train 9211) arrives in Kingsville, Texas on the morning of June 13, 1962, mere weeks before it was discontinued. (Photo by Ken Ziegenbein).

MEMORIES OF THE VALLEY EAGLE

by: Ken Ziegenbein

Train riding has always been an experience I've enjoyed, often spending weeks looking forward to a train trip. One trip (for years, the only trip) that stands out in my memory is riding NOPAC's VALLEY EAGLE between Houston and the Rio Grande Valley of Texas.

This trip would begin well before dawn in Brenham, Texas (90 miles northwest of Houston) when my grandfather, W.H. Riel, would wake me up about 4 AM. I remember walking in the darkness to get a drink of ice water from the refrigerator, the refrigerator light being the only light illuminating the room.

We'd call a taxi to take us to the Santa Fe depot in downtown Brenham and there board Santa Fe #5 at 5:13 AM destined for Houston. I don't remember this train ever being late.
After stopping at Bellville, Bellville Yard, Sealy and other towns, we'd back into Houston Union Station on time at 8:00 AM, and there wait for our connection with the VALLEY EAGLE. It was a good little wait, too, from 8 AM to 11:30 AM. Of course, the waiting time flew by for me. At 11:30 AM we boarded the VALLEY EAGLE bound for Kingsville and a visit with my uncle and his family. We'd often visit the King Ranch, where my uncle worked (and still does). Years before, we would ride the train farther south to Harlingen, Texas and board a Missouri Pacific bus to San Juan, the town my uncle used to live.

After our visit, we boarded the northbound train at AM and headed back to Houston. In 1962, the train had lost its Corpus Christi coaches and was down to one engine, a baggage car, a diner, and one coach. (The spaghetti and meatballs were great in the diner!). In a few weeks, the train would be gone altogether. On one trip, the conductor pointed out that our speed was over 90 MPH along a certain straight segment of track. I'm sure he was right. Our arrival in Houston was usually on time at 3:25 PM. There we walked a couple of blocks to the Greyhound Bus Station and got on a bus to Brenham. Another wonderful trip was over.

--- END ---

July 1956 view of VALLEY EAGLE unloading in Houston. (Ken Ziegenbein photo).
AMTRAK SAFETY ISSUE HITS NEWS MEDIA - In an interview in the September 3 issue of PEOPLE Magazine, Barry Williams of the National Association of Railroad Passengers says the following: "In its 13 year history, Amtrak has lost only 25 passengers. That many die in eight hours on the highways." "There are some 250,000 grade crossings in America."

The September 3rd issue also had a very pro-Amtrak article written by Charlie Fink, one of Amtrak's on-board "chefs" on the EMPIRE BUILDER. He said, among other things, that it's "the adventure and romanticism that make trains totally unique over buses and airplanes." He also said, "Part of the magic of trains is you become a self-reliant community and everybody becomes neighbors and friends."

STRESSES IN STRAIGHT RAILS UNDER LOCOMOTIVE 819

by: Bill B. Bailey

For the entire length of a locomotive and tender, the track will be depressed slightly below the normal surface of the rail, with an extra depression under each wheel. In front of Locomotive 819, the rail is actually above normal level (due to wave motion). The depression under 819 wheels is 1/8th inch to 3/9th inch, partly due to compression of the ballast and roadbed. To determine the fiber stresses in rail under the 819's load and the distribution of these stresses in the rail is a matter beyond the general mathematical calculations. However, I will endeavor to state some of the facts and conditions that exist in this problem.

As the load (static or dynamic) is applied, the rail deflects, and there is a compression of the ties, ballast and roadbed, the deflection and compression being naturally greatest under the wheels, or the points where the load is applied. In regard to the rail under a moving load, there is a compression in the head, a tension in the base and a shearing stress across the rail section at or near the ties which at that instant are bearing the load. The span of the rail deflection under the wheel is usually longer than the tie spacing.

At a point a little distance on either side of the wheel the stresses are reversed, the head being in tension and the base in compression. The rail in curves are another subject matter. Also, rail expansion and contraction are other rail topics.

ST.L.S-W. ENG. 819 CLASS L1-484

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LATE NEWS

HYDROSTATIC TEST HAS GOOD AND BAD NEWS - but mostly good.

On August 30 and 31, hydrostatic tests were performed on Cotton Belt Engine 819 in Pine Bluff. Results...the engine has a structurally sound boiler (up to 370 pounds of pressure were applied - 250 lbs being normal pressure). The throat of the boiler had no leaks. The flue sheets and smokebox were dry (there are 200 big flues and 57 small ones). The not-so-good news is that the boiler flues need to be pulled out and inspected and 43 or 44 staybolts were leaking and have to be repaired. Even so, it looks as though 819 will one day be steamed.

ARKANSAS RAILROAD CLUB CHRISTMAS PARTY SET - it will be held at the Coachman's Inn in Little Rock, Friday December 7 at 7PM. More details in the months to come.

- 12 -
UPPER LEFT - Union Station in St. Louis as seen in October 1975. At this time, it was still used by Amtrak. It still looks like this today from the north. MIDDLE LEFT - Track 3 obviously has seen better days. Grass and trees are reclaiming the area where hundreds of passengers once boarded trains for countless destinations (Oct 1975 photo).
LOWER LEFT - Ghost trains wouldn’t even have room in this April 1982 view of a weed-infested platform. UPPER RIGHT - Where have all the people gone? All have left on the last train out and none will return. Taxis are no longer needed here (April 1982). UPPER-MIDDLE RIGHT - Howling winds can be heard under the empty train shed, but no more train whistles. LOWER-MIDDLE RIGHT - Track to nowhere. How many trains once exited St. Louis on this track going to many diverse locations? LOWER RIGHT - A line of empty cars from various railroads were lined up on the west track in this April 1982 view. (All photos by your editor, Ken Ziegenheim).
The ARKANSAS RAILROADER Club is a non-profit organization of railroad and modelers interested in the operation of railroad and modelers. Monthly meetings are held on the second Monday of each month. Those interested in becoming members are encouraged to attend these meetings.

The monthly publication of the ARKANSAS RAILROADER Club is mailed automatically to all members. If you would like to join, send your check, made payable to the ARKANSAS RAILROADER Club, to Dick Byrd, 12 Flintwood Dr., Little Rock, AR 72207. You may also join the National Railway Historical Society through the club by writing to their office.

Stunness for publication is not guaranteed as all as possible. Send all correspondence regarding the ARKANSAS RAILROADER to:

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-- HAPPY RAILROADING --

ARKANSAS RAILROADER

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