

Kansas City Southern Historical Society

THE BELLE

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Cover

KCS 15, Mooringsport, La.
Photo by W. D. Caileff

Back Issue Available:

Vol. #1
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% KCSHS
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EDITORIAL

By J. T. Lynch

As you can see we have changed printers, let us know what you think, its costing us a little more.

Also we mentioned last issue about renewals, most of you should have received notice to renew, lets get it in guys. This is your last issue, because we're new we're giving 5 for the price of 4.

I've asked many times for our members to contribute and have received a few replies from our members that I live to far away or the KCS doesn't run near here. My answer to that is if you model the KCS, send us a modeling article, send us an editorial comment, write a critique on a model kit or book. There's other ways, Coal trains, former KCS equipment on other lines, all kinds of ways. So CONTRIBUTE!!!

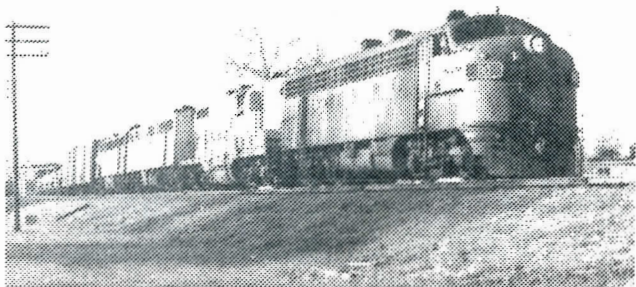
Listed further back in this issue are our criterion for contributions.

Lastly our convention date has been set for June 10 & 11, 1983 in Shreveport. We need SSAE from everyone who thinks they might attend so we can send reservation and agendas to. Please plan to attend let's have a great big turnout.

Terry

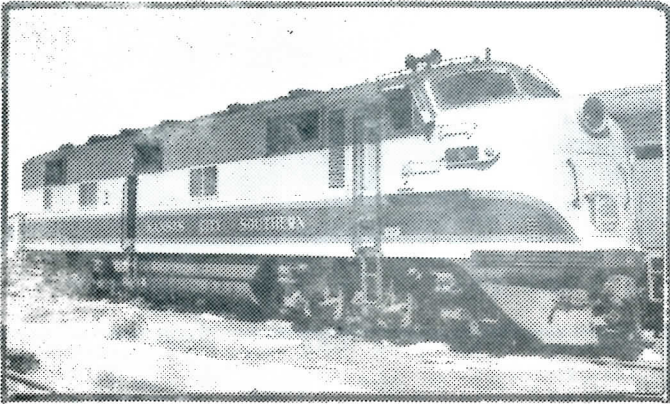
REMINDER:

For future articles we need, Depot, Steam, GP-30, GP-38, GP-40 & caboose pictures, also KCS news from your area.

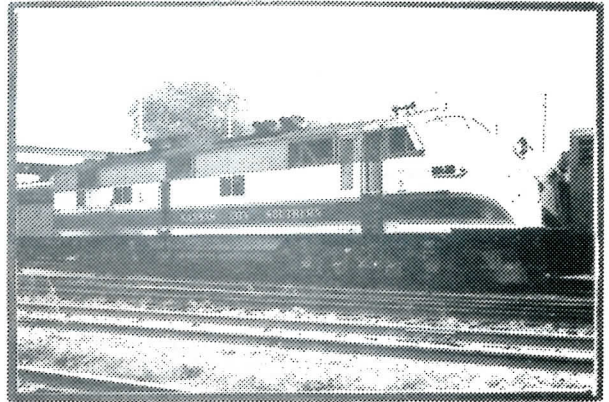


PHOTOGRAPH ALBUM OF "E" UNITS

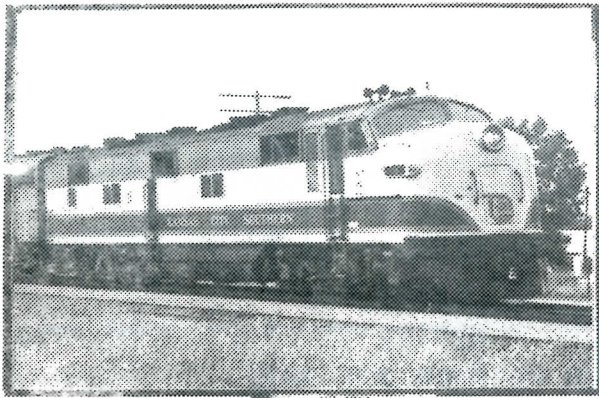
by W. D. Caileff



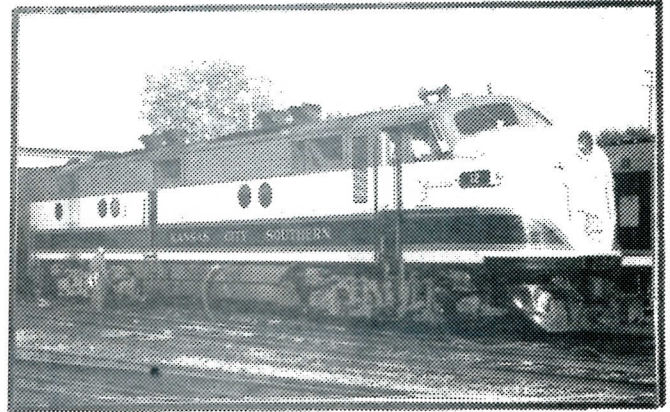
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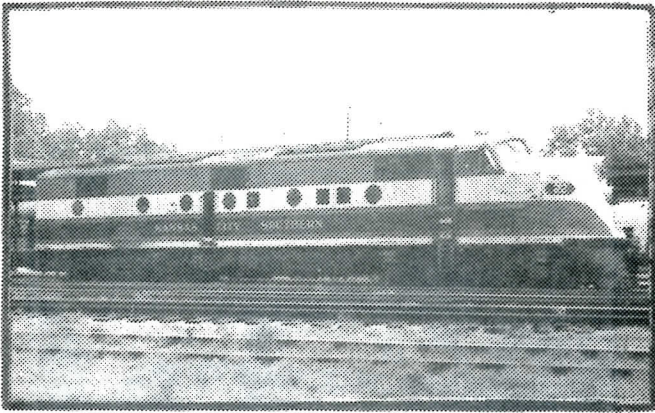
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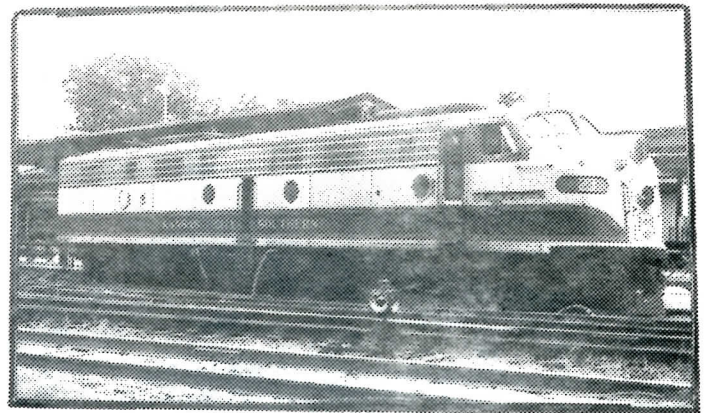
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Note: Anyone have photographs of "E" units they are willing to share? If so send them to KCSHS, 9825 Bellaire, Kansas City, Missouri 64134.

(continued on Page 4)



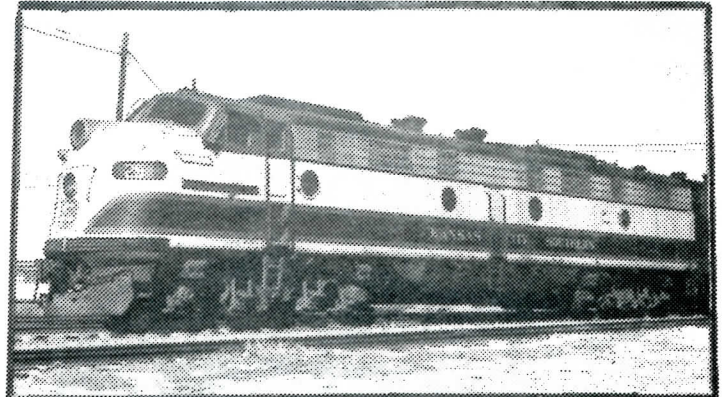
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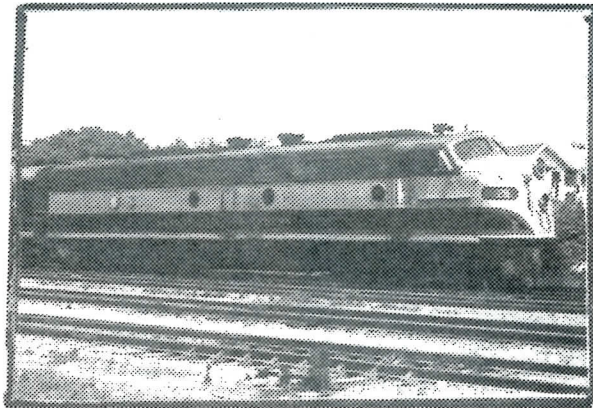
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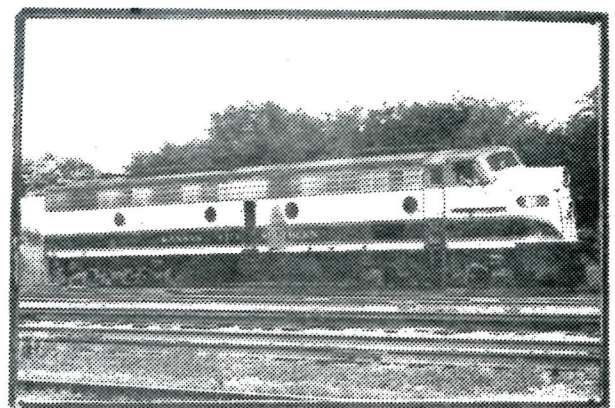
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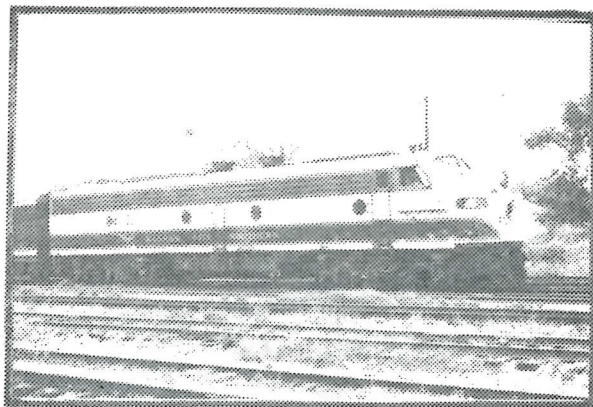
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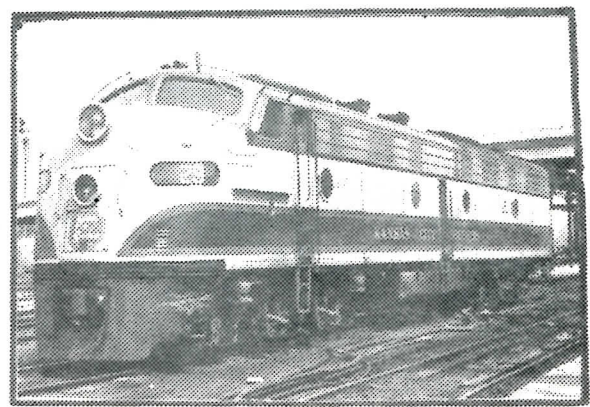
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A TRIP TO THE FAIR

Thursday night, October 26 found this railfan at the 1982 Louisiana State Fair held in Shreveport.

It was sprinkling rain as I insisted that we go see the Kansas City Southern Railroad Display. For those of you who have not seen it, there is a huge H0 gauge train layout capable of running about four trains at once.

My wife reminded me that she had nothing on her head, my girl was in short sleeves and our son not much better equipped for rainy weather. "It will only take a minute", I advised.

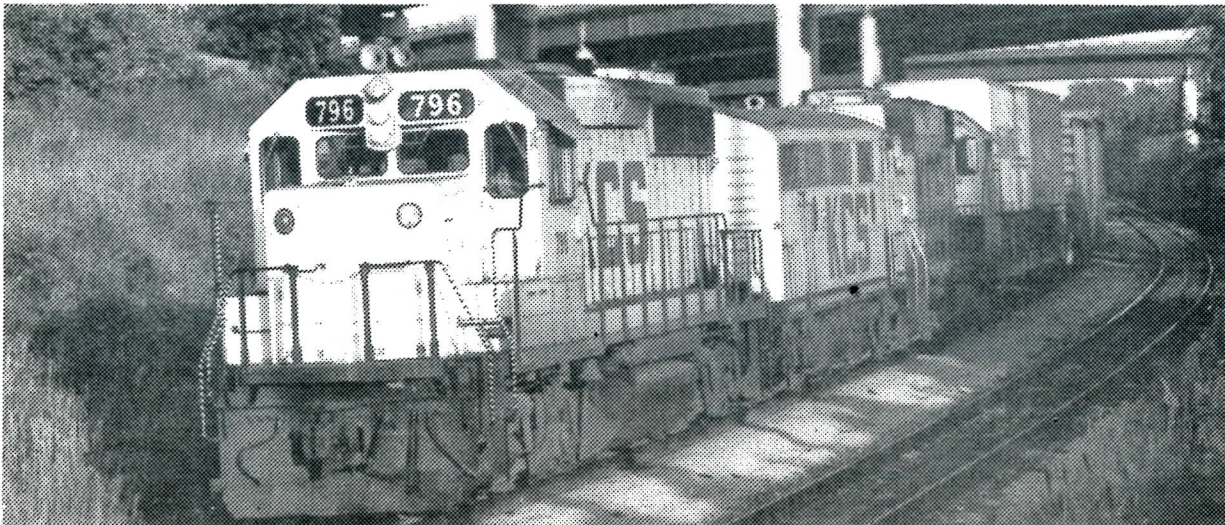
Even though the weather somewhat reduced the crowd at the Exhibit Building there was a large group of people at the train board. Balloons with safety slogans were being distributed and that was all it took to satisfy my girl. The boy and I being real fans took more interest in the trains on the line. Wife and daughter find other more interesting subjects down the row.

Running was a loaded coal train with one GP-40, a string of hoppers and a Burlington-Northern Caboose. Also a freight (probably a local) with one F unit in the old red with yellow cab paint scheme, a few wood racks, a box or two and an old outside braced caboose. One other freight was running but to save me I can't remember what units were on it except they were in the white paint configuration.

Nevertheless, it was great fun to watch and everyone stayed a long time to enjoy the action. My personal thanks to all who made it possible. Some are members of KCSHS.

At the continuing urging of my wife we finally left for home. As we trudged the three quarters of a mile back to our car (the rain was really coming down now), I thought it was all worth it. My wife who had a brand new store bought hairdo had other thoughts.

W. D. Carley



L&A Acquired in 1939

Mr. Johnston left the Kansas City Southern on January 1, 1939 to become Commissioner of Western Railroads and Chairman of the Western Association of Railway Executives. He was succeeded by Mr. Harvey C. Couch on May 23, 1939, under whose leadership the Kansas City Southern obtained control of the Louisiana & Arkansas Railway Company on October 20, 1939. Acquisition of the L&A added two more major port cities -- New Orleans and Baton Rouge, Louisiana -- to the system's operational sphere, and gave the line entrance into Dallas, Texas, on the L&A's "Texas-Line".

The Louisiana & Arkansas Railway Company was a combination of two lines -- the original Louisiana & Arkansas Railway and the Louisiana Railway and Navigation Company. The original L&A was started about 1896 by William Buchanan for transporting logs to his sawmills at Stamps, Arkansas. As he bought and cut new tracts of timber, Buchanan gradually built the line southward. On March 18, 1898, it was chartered as a common carrier, and was extended into Louisiana. Other small lines were purchased, the gaps were closed, and soon the L&A reached several important cities in Louisiana -- first city reached was Minden through the purchase of the Arkansas, Louisiana & Southern Railway, running from Cotton Valley, Louisiana, then the southern terminus of the Louisiana & Arkansas, to Sibley, Louisiana. The Arkansas, Louisiana & Southern was built in 1899 and was the successor to and an extension of the Minden Railroad (commonly called the Minden Tap), which was built from Sibley to Minden in 1885. The Louisiana & Arkansas built south from Sibley in 1899, and operated over the Arkansas, Louisiana & Southern trackage until that line was purchased on June 14, 1900. The extension south of Sibley was first to Ashland, Louisiana, the road having been completed into that point on September 25, 1900.

The next extension southward was to Winnfield, Louisiana, reached on May 31, 1902. Prior to the next extension, the Louisiana & Arkansas Railway Company was organized and took over the property of the Louisiana & Arkansas Railroad Company.

The extension to Hope, Arkansas, to connect with the Missouri Pacific and the Frisco railroads, which had built into Hope simultaneously, was completed on June 1, 1903.

On December 24, 1903, the line was extended south to Jena, Louisiana, to reach large timber holdings in that vicinity, sawmills having been built at Trout and Good Pine. Jena was the southern terminus of the road until it was extended at Alexandria, Louisiana, from Packton, in 1906. Operation into Alexandria began on July 1, 1906.

HOW TO CONTRIBUTE TO THE BELLE

1. Articles

All articles should be typed and double spaced. Any photos should be numbered and have a separate caption sheet with corresponding numbers. Make sure you give credit for use of outside material.

2. Photos

Make sure your photos are 35MM 5x7 or 8x10 Black and White prints. They should be in sharp focus with good contrasts, maybe slightly overexposed, but just slightly. If it's not your photo, give credit where credit is due. Make sure your name is on the corner where it won't come through, use labeling tape to be sure.

3. Data and Rosters

Typed and double spaced, make sure it is accurate give date and sources.

Remember if you don't have a complete article send it in anyway we might have the material you need to add. Of if you need photos for an article let us know. Also don't be disappointed if it doesn't get right in, it will eventually.



East Bound Arkansas Western Freight at Waldron, Arkansas
with 4322 & 4062 for power. November 26, 1982. Photograph
by David W. Caileff

KCS News

Around Kansas City rumors abound. However one thing for sure. If the Rio Grande comes into Kansas City, via concessions from the U.P./MoPac merger, they will share the Joint Agency Yard with the Milwaukee & K.C.S.

One other thing to look for is the S00 Line making a bid to take over the Rock Island from Minneapolis to Kansas City. How will this affect the "Haywire"? There is supposedly (?) an agreement to turn S00 trains over to the KCS for shipments to the Gulf. I'll believe it when I see it.

Terry Lynch

Work is progressing on the Ark. Western. Many new ties are in place and chat is on hand for spreading.

Santa Fe units continue to come to Deramus Yards on occasion off the Texas line.

The Depot at Waldron, Ark. on the Ark. Western has been torn down.

W. D. Caileff

Belle Bargins

Follow the KCS in "Rails South"
Six issues for \$7.00 to

Rails South
P. O. Box 286 KCSHS
Geneso, Illinois 61254

KCS Models available from Loomis SD-40-2
Hobbies, P. O. Box 803, Siloam Springs,
Arkansas 72761. Send SSAE with all inquires.
Mention you saw it in "The Belle".



Minden, La. Bound L&A Frt. Rounds the curve at Sarepta, La.
on a cold February 6, 1982 afternoon. W.D. Caileff, Photo