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Arkansas DELTA VALLEY & SOUTHER Railroader



EAST CAMDEN & HIGHLAND RAILROAD CO.

WARREN & SALINE RIVER



LITTLE ROCK CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY



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APRIL 1977

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APRIL MEETING - As advised in March issue of the Newsletter, our April meeting will be held on the third Sunday of the month, the date being April 17th, this account Easter falling on the second Sunday. Gene Hull will present slides on Famous Passenger Train Travel Folders. This should prove interesting and we trust our attendance will continue to hold up. A word or two about our March program; we extend thanks to Harry Coenley for bringing Mr. Bruce Gurner of Water Valley, Mississippi who spoke on the famous Casey Jones wreck. Bruce was well received by our membership and he is a first class gentleman in every respect. We hope he will come back to visit us again. Thanks again Harry. The April meeting will begin at 2 PM at the usual place, the Missouri Pacific Building in North Little Rock.

AMTRAKING ON THE LOCAL SCENE - With the severe winter behind us (thank goodness) the Inter-American is now back and its real good to see it again coming in and out of Little Rock. Account of severe washouts on Missouri Pacific at Bismarck, Missouri, north of Poplar Bluff, No. 22 from Texas died at Little Rock on March 28th with passengers being bussed beyond. Equipment was turned here and departed as No. 21 night of the 28th. Consist of the train laying over in Little Rock all day of the 28th was as follows: SDP40F No. 596 (loco), No. 6020 Coach used as a buffer, No. 1104, ex ATSP 3654, Baggage, No. 6012 Coach, No. 6030 Coach, No. 8082 ex SCL-ACL, LA GRANGE, 36 seat diner, and No. 2152, ex BN-Q No. 462, SILVER HYACINTH, 6-Roomette, 4 Dal. Bedroom sleeper. The Revised Second Edition of the Amtrak Car Spetter does not list cars Numbers 6020, 6012 or 6030. The latest edition of the "Spetter" probably does but it is not in my possession. Regarding the washout at Bismarck, Mo. on the 27th; also understand Cotton Belt had a washout in vicinity of Ellmo, Missouri on the same date and several trains were delayed. From reports on TV and radio, it rained about as hard in Missouri on the 27th as it did in Arkansas. Little Rock and vicinity really get a drenching.

SOUTH SHORE NEARING END OF LINE - All Traction, Interurban and Street Railway F.O. this is for you. If you want to ride America's last interurban railroad it may be too late by the time you get this newsletter--That is Unless--the state of Indiana comes thru with some coal or green stuff. The state of Illinois already has. If this does not happen the Chicago, South Shore & Southbend Railway will cease their passenger operations on April 1st. ~~XXXXXXXXXX~~ The South Shore will take down

ARKANSAS RAILROADER CONTINUED

their catenary, rip out their signal system and hereafter operate only diesel freight trains using train orders. Its very sad to contemplate and if the service is abandoned we trust that some rail club or clubs will endeavor to secure some of the cars. This information comes to us from BLACKHAWK CHAPTER, NRHS, SPIKE & TIE.

NEWS OF THE ROCK - A 110-man Rock Island right-of-way maintenance crew is now working on the section of RI track between Brinkley, Ark. and Memphis. The Rock is using some of its earnings and an advance from one of its tenant lines, Southern Pacific, to do the work, which will cost in the neighborhood of \$1.1 million. S.P. has operating rights over the Brinkley to Memphis portion of The Rock. These trains of course are the Cotton Belt. The Cotton Belt operate more trains over this section than does The Rock and feel sure that the so called "Advance" from the tenant line will pay most of the cost of the repair work. We are all glad to see "The Rock" come back into its own with some fast track and hot shot freight schedules again.

MORE ON STREAM EXCURSIONS - An quieting, in part, special news release received from Mr. Raymond H. Malmer, Editor, Gateway Railletter, St. Louis, Mo. Quote: On Saturday June 25th and Sunday, June 26th, two special Rail-Fan Excursions will originate out of St. Louis, Mo. using Southern Ry. #4501 along with its normal consist. On Monday June 27th, this special train will depart St. Louis utilizing N. & W. tracks, (former NKP) enroute to its destination of Cincinnati, Ohio. The two excursions will be sponsored by the Gateway Chapter N.R.M.S. and the American Association of Rail-rovers, a private tour group. We would also like to remind you at this time that plans are progressing on the "Mid-Rail 77" convention to be held in St. Louis on Oct. 14-15-16, 1977. End of quote. Editor's Note: Although not yet confirmed, understand there is a possibility of the St. Louis excursions using ex-E&P 610. The 610 is now in the Birmingham, Alabama steam shop of the Southern Railway for renovations. It should be ready for excursion service in the near future. It would be nice if some members of our club could go to St. Louis for the excursion, or better still take in "Mid-Rail 77". There should be some "Goodies" there in addition to having a chance of visiting the National Museum Of Transport located in that city. This museum is well worth visiting and it has sometimes been known as America's outstanding transport museum. Your editor has been there two or three times and its well worth seeing. You can spend the day there and still want to go back the next day, and the next, and the next, etc. Oh boy. How about it members? Lets talk it up and try and get up a bunch and go to the Gateway City, our mode of travel would naturally be on our Inter-American.

MID-CONTINENT REGION CONVENTION, N.M.R.A. Camelet Inn, Little Rock, June 9-12, 1977

The above is especially for you Medal Buffs. It should prove interesting to all rail fans. Our club will have its annual museum show at the Camelet on the above dates and will have quite a vast collection of private rail goodies to show. More on this in the May issue of the Newsletter.

With so much news coming at your editor, steam excursion news and others, space is not going to permit running another of Gene Hull's excellent article entitled, "AN ARKANSAS RAILROAD DEFEATS A PRESIDENT". Don't give up Gene, it will be forthcoming soon, we hope. Hope we can run Part II in the May issue, we hope, we hope. we hope.

The Arkansas Railroad Club is a non-profit organization that holds its regular meetings on the second Sunday of each month at the Missouri Pacific Building in North Little Rock. Visitors always welcome. Address all communications to the Editor at P.O. Box 5584, Little Rock, Ark. 72215.

ARKANSAS RAILROADER CONTINUED

STREAMERS ON DISPLAY - The state of Arkansas does not, and as it may seem, have very many steam locomotives on display. Certainly not as many other states do. The real sad fact is that the state is not as rail minded as many other states are or else people simply do not care. Two or three of the ones we have in the state have already been vandalized. For example the big Cotton Belt 800 in the park at Pine Bluff is already minus its bell, whistle and one of the builders plates. One at Warren, Ark. ex W&SR is in horrible condition with crude writing on it, etc. One at Paris, Ark. ex MP, ex FtSS&RI looks like its falling to pieces (or it did last time this editor saw it which was several years ago). There are also some "goofs" in railroad painting; Example, the ex Ferdyce & Princeton loco in the Little Rock Zoo has painting on one side reading "Ferdyce and Princeton R.R.", the other side reads "Princeton and Ferdyce R.R." To this editor's knowledge other cities and towns in the state with steamers on display are as follows: Paragould, Ark., ex-Augusta R.R. - Ft. Smith, Ark. ex-Frisco R.R. Benton, Ark. ex-Dierks Forests, Queen Wilhelmina Lodge near Mana, Ark. ex-Dierks Forests, Texarkana ex-KCS, (do not know whether this loco is on the Arkansas side of the city or the Texas side). At one time Louisville, Ark. had ex-Cotton Belt used by Marriwother Gravel Company and later retired. Do not know whether this engine is still at Louisville or not. I stand to be corrected on any of the above information and possibly there are other steamers in the state on display that I do not know of. Speaking of vandals, two cars on the Inter-American I witnessed sitting in the station on the 28th had broken windows which I understand was caused by rock throwing vandals north of St. Louis and that Amtrak is having increased trouble in this respect. And they say the railroads do not have any troubles; the general public does not know the half of it.

ANOTHER ITEM FROM THE PAST

RETURN PORTION OF EXCHANGE TRIP PASS ISSUED BY MOBILE & OHIO R.R. APRIL 27, 1921

MOBILE & OHIO RAILROAD COMPANY

April 27, 1921

No. A
PASS Roy Harris----

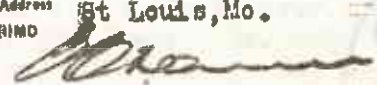
ACCOUNT Baggage Handler, TRRAofSTL---

TO E. St Louis, Ill. FROM Percy, Ill.

Until June 27, 1921

Address St Louis, Mo.

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COUNTERSIGNATURE 

VICE-PRESIDENT

Not Transferable—Void if Altered. Stop-Over at Stations Permitted.

In consideration of the issuance of this free pass, I hereby assume all risk of personal injury and of loss of or damage to property from whatever causes arising, and release the carrier from liability therefor, and I hereby declare that I am not prohibited by law from receiving free transportation and that this pass will be lawfully used.

Valid only when signed here in ink or indelible pencil by person to whom issued

That's all for this issue and looking forward to seeing all of you at the April meeting. Don't forget--No. 4501 excursion Memphis to Corinth, Miss. and return, May 7th and 8th. Adult fare \$22.00, kiddies thru 11 years of age \$20.00. Train departs Buntyn Station 8:00 AM both days. The usual consist including that wonderful observation car "Lookout Mountain". This trip is close to home, lets ride it and try and meet some of these wonderful guys from the Memphis Club, N.R.H.S.
