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FEBRUARY PROGRAM: Our meeting and program for February will be held on the 8th, starting at 2 PM at the Missouri Pacific building in North Little Rock. The program will be a continuation of Ken Combs' slide presentation held at the January meeting. This will be the announcement of the winners and the awarding of prizes. Since this is not a program as such it might be a good opportunity for you to bring one or two items from your rail collection and show them to the membership. Be it china, silver, menus, timetables, cloth, passes, locks, keys, lanterns, etc. if its from a railroad its a collectible; so reach on the shelf, look under the bed, open the closet and try and bring something.

BETTER LATE THAN NEVER: Since it was impossible to get in the January newsletter, thought you might be interested in the consists of two special trains that graced our fair state; one on December 30, 1980; the other on Jan. 2-3-4, 1981:

UNION PACIFIC-MISSOURI PACIFIC DIRECTORS SPECIAL
OMAHA, NEB. TO NEW ORLEANS - DEC. 30, 1980

<u>R.R.</u>	<u>LOCO & CAR NUMBER & NAME</u>	
MP	No. 3318	SD 40-2 Diesel
UP	No. 3791	SD 40-2 Diesel
UP	No. 3790	SD 40-2 Diesel
UP	No. 300	Dorm-Steam Generator
UP	No. 5779	Baggage-Storage
UP	CABARTON	Staff Car
UP	No. 1611 "Sun Slope"	11 DEL. BED ROOM Sleeper
MP	No. 2	Business Car
UP	"Omaha"	Staff Car
UP	" Wyoming"	Staff Car
UP	No. 4810	Diner
UP	No. 9004	Dome-Lounge
UP	No. 103	Business Car
UP	"Arden"	Business Car
UP	No. 102	Business Car
UP	"Shoshone"	Business Car (Heavyweight)
MP	No. 1	Business Car (Heavyweight)

Your editor is almost at a loss for words to describe the sight of this beautiful train. Nothing like this had been seen in Little Rock in several years. In fact, Jim Bennett and your editor practically spent the day with it and in addition we may have been two of the very few local people invited aboard the train; this came about by the gracious invitation of a Union Pacific commissary official aboard the train. You already know what we came away with. Your editor caught a terrible cold that day with the train but it was well worth it.

SOUTHERN PACIFIC - COTTON BELT OFFICER'S SPECIAL - IN ARKANSAS JAN. 2-3-4,1981

	<u>EQUIPMENT NUMBERS</u>	<u>DESCRIPTION</u>
SP	No. 3201 - Diesel Loco	SDP-45 (EMD) (Boiler Equipped)
SP	No. 3207 - Diesel Loco	SDP-45 (EMD) (Boiler Equipped)
SP	No. 6733 - Lightweight Bag Car	
SP	No. 141 "Oakland"	Heavyweight Business Car
SP	No. 292	Lightweight Sleeping Car
SP	No. 100 "Airslee"	Heavyweight Business Car
SP	No. 140 "Stanford"	Heavyweight Business Car
SP	No. 150 "Sunset"	Lightweight Business Car

The above train was observed by Jim Bennett passing north switch, Cotton Belt Junction, Brinkley, Ark. at 8:35 AM, Jan. 3, 1981. Special was enroute from Memphis, Tenn. to Illmo, Mo. It later returned from Illmo to Pine Bluff and thence on into Texas. Jim stated it was a very beautiful train.

PROGRAM AT HELENA: Two of our good members, Walter Walker and Randy Tardy went to Helena, Ark. on Sunday the 25th and presented a program on that former great Missouri Pacific streamliner "The Delta Eagle", before the Phillips County Historical Society. Both of these fellows are from Helena and are very knowledgeable on the railroad scene, both yesterday and today at Helena. CONGRATULATIONS Walter and Randy.

After AMTRAK'S Coast Starlight is converted to Superliner equipment sometime in March, this will leave the SUNSET LIMITED as the last steam-heated conventional equipment train to the West Coast. The dome cars are gone on the Sunset; we wonder why? Domes would be a very good addition to the JALEPENO EAGLE, alias INTER-AMERICAN. (Information secured from Southeast Texas Chapter, NRHS, Beaumont, Texas) Editor's Note--Am not convinced yet that the new electric heated equipment used by Amtrak is better than steam heat. Steam heat served the passenger riding public well for many years and it just goes to show that many of the things we had in the past are better than what we have today.

It could very well be that Arkansas' INTER-AMERICAN is running on borrowed time. The REAGAN ADMINISTRATION, from what we heard on a news flash on T.V. is going to make some changes in Amtrak management, and from newspaper articles may cut back on some long distance trains. Whether or not the state's congressional delegation will have the "clout" that they had in the past to keep this train remains to be seen. President RONALD REAGAN has been identified in the past as being a railroad passenger train booster. We hope he will remain so.

NO. 610 GOES HOME: Former T. & P. "Texas" type steam locomotive which has been used by Southern Railway for the past two or three years in excursion service, came thru North Little Rock-Little Rock on Thursday the 29th enroute back to Fort Worth. Did not get to see it but was advised it was traveling under its own power with a tool car and caboose in tow. It stopped at North Little Rock for water and refueling.

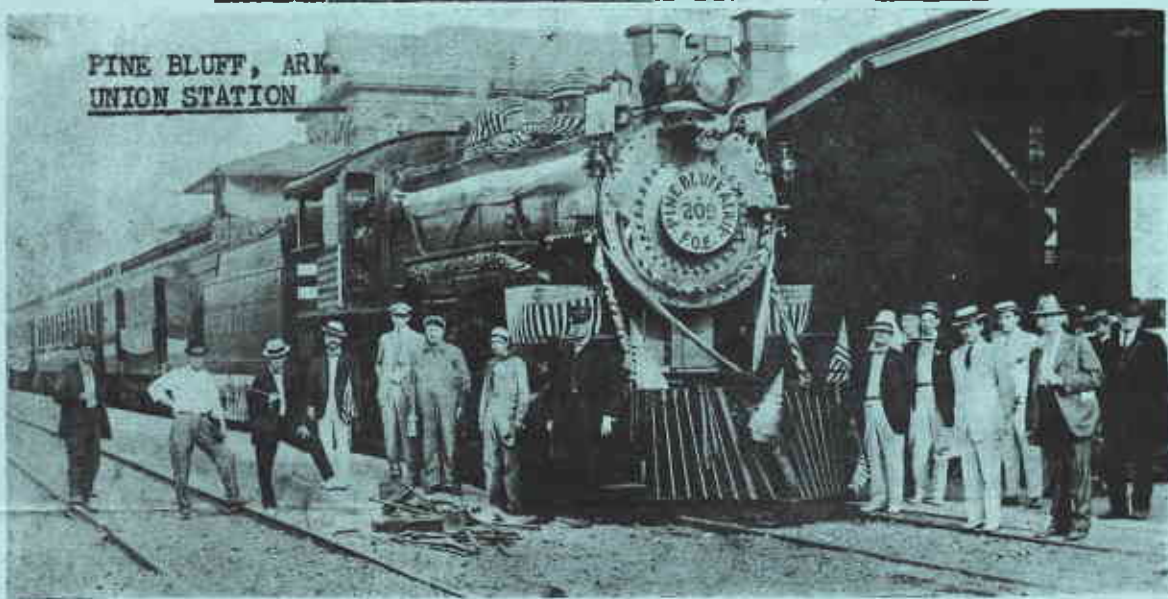
If you are interested in making a trip aboard Hogtrain's private pullman car, "CYNTHIA", owned by Bill Pollard & Company, to the National Association of Railroad Passengers, Region IX at Kansas City, Mo. on February 21st; contact Bill for complete information. This is a beautiful car which is now painted in MOP EAGLE colors.

Trust we will have a good attendance at our February meeting and, BRING THOSE VISITORS. Also don't forget your DUES which are now due and payable.

Non-Profit organization. Regular meetings held on second Sunday of each month (with some exceptions). Visitors always welcome and refreshments usually available. Send all news items and exchange newsletters to Editor.

"He was coming down the grade making 90 miles per hour when his whistle broke into a scream". Excuse me, just singing to myself, "The Wreck Of Old 97".

A LITTLE BIT OF NOSTALGIA - FROM THE COTTON BELT



Very little identification from the above photo is possible including the date. Only thing positive is that the train is an extra for the F.O.E. Pine Bluff Aerie, possibly enroute to a convention. Only person identified is the engineer holding the oil can whose last name was Merrill. Note engine is a coal burner and that it is bedecked with American Flags. (CREDIT COTTON BELT NEWS)



**75 Cents
LUNCHEON**

- Choice: Soup or Tomato Juice
 Breaded Pork Chops — Tomato Sauce
 or
 Chef's Entree
- | | | |
|------------------|------------|-----|
| Potatoes | Lima Beans | |
| Salad | Dessert | |
| Bread and Butter | | |
| Coffee | Milk | Tea |

Sunday

The little menu above was used by the Cotton Belt in the lunchroom at the Pine Bluff Shops for passengers using Train No. 5 after dining car service had been discontinued sometime in 1951. Likewise Train No. 6 stopped at the shops for supper. Cotton Belt employees referred to the lunchroom as "The Beanery". Your editor will vouch for the food; it was very good. Where could you get a lunch like this in this day and time for 75¢??? (Courtesy Mr. & Mrs. Lynn Gaines)