

ARKANSAS RAILROADER
The Arkansas Railroad Club Newsletter
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ARKANSAS LOCOMOTIVES STAR AT MID-CONTINENT MUSEUM. . . . by Jim Tatum
The Railroad Club of Chicago sponsored a "steam-in" October 4, 1970 at North Freedom, Wisconsin. I managed to work the trip into my vacation and it proved to be one of the highlights of my three weeks away from work. D & R No. 9 with the passenger train and W & O V No. 1 with a freight consist were the "stars" of the day, making several runbys on the Museum's 4½-mile line. Yreka Western 2-6-2 No. 9 was also in steam but played a lesser role, pulling the passenger train on the return trip (no wye at the end of track). For any of you who get a chance to go to the Museum, I highly recommend it. The active locomotives and rolling stock are beautifully restored and maintained. I find it hard to dispute the statement in the advertising for the steam-in that the W & O V No. 1 is America's best-looking active steamer.

Also, the Museum publishes a fine 24-page book called "Whistle on the Wind" which features four pages of photos of D & R No. 9 and W & O V No. 1 and is similar in format to the Stowe books ("Rails to Possum Trot", etc.) No. 1 is also featured on the front cover. It is available from Mid-Continent Railway Museum, North Freedom, Wis. 53951

NEW YEAR'S STEAM-IN STAGED BY R. A. GRIGSBY COLLECTION AT BUTTERFIELD
To say goodbye to 1970 and welcome in 1971, the Grigsbys fired up their locomotives #2 and #7 December 31. Coupled pilot to pilot, because #2 is temporarily without brakes, the two ex-loggers steamed back and forth a few hundred feet. Then #7 made several trips "just once more" for the benefit of the cameras and tape recorders. Amen.

AT OUR LAST MEETING, the program included "When Steam Was King", which featured Missouri Pacific steam power along with a few sequences showing early MoPac diesel-powered streamliners. Other films showed East Broad Top (hauling coal instead of tourists), more MoPac, Southern and several other lines, both mainline and shortline.

AT OUR NEXT MEETING Mr. Walter J. O'Rourke will present slides showing "the Trains of Austria." The meeting is Sunday, January 10, 2:00 p.m. Room 305, Missouri Pacific Union Station, Little Rock.

INTERESTED IN MISSOURI PACIFIC STEAM MOVIES? John Harper reports the Missouri Pacific's Publicity Department started the film, "When Steam Was King" but never completed it beyond the work copy which was shown at our last meeting. A retired employee of that department may have a few copies made of the film along with some additional footage. If you would be interested in a copy, probably in 8mm or Super-8, please contact John Harper, Room 206, Union Station, Little Rock, Ark. 72201

FORMER UNION PACIFIC BUSINESS CAR SPENDS HOLIDAY AT BIDDLE. . . An ex-Union Pacific business car, reportedly now the property of three Texas gentlemen, spent several days including New Years parked in the Biddle Yards of the Rock Island. One of the owners and his family were staying on the car.

HELENA SOUTHWESTERN
by Clifton E. Hull

Corporation papers for the Helena Southwestern were filed at the Secretary of State's office on November 5, 1913, for the purpose of performing yard switching at the West Helena, Arkansas, mill of the Chicago Mill & Lumber Co. A 20-mile line was proposed southwest from Helena through Phillips County to a point in Section 1, Township 4 South, Range 1 East to Lambrook. Civil Engineer L. R. Parmalee surveyed the route and estimated the cost of construction and equipment would be \$100,000. This line was never constructed.

Trackage rights were obtained over the St. Louis, Iron Mountain & Southern (Memphis, Helena & Louisiana) from Huma, Arkansas, (HSW Jct.) to Tallulah, La. The various stations listed in the official guide were lumber mills located on many branches from the Iron Mountain. Quadrangle maps show many abandoned railroad grades in the area between Helena and the Louisiana line.

Directors of the original road were E. C. Nelson, F. Cragger, W. R. Satterfield, all of Helena, R. L. McClelland and Wm. Wilms of Chicago.

In September 1924, the capital stock was increased to \$300,000. On December 1, 1924, the charter was amended to allow branches from the mainline (which were never built).

The last trip was made in March 1939 to Ewa Jct. just south of Wabash, Arkansas.

On June 25, 1965, capital stock was reduced to \$50,000 with \$250,000 in shares being purchased from Chicago Mill & Lumber Co.

The trackage rights were given up in 1966.

MISSOURI PACIFIC'S "DELTA EAGLE"
by John M. Martin, Jr.

The Missouri Pacific Lines initiated service between Memphis, Tenn. and Tallulah, La. on May 11, 1941, with the inaugural run of the "Delta Eagle". The train consisted of two streamlined coaches and a custom-built diesel locomotive, painted in the road's "Eagle" color scheme. It made its run from Memphis to Tallulah in six hours and twenty-five minutes. It first appeared as the "Delta Eagle" in the August 3, 1941, MoPac timetable, leaving Memphis at 4:30 p.m. and arriving in Tallulah at 10:55 p.m., with stops at Marianna, Helena, McGehee, Lake Village and Eudora. This was considerably faster than the old schedule which required almost ten hours each way with a 3½-hour stop at McGehee. It returned as #334 leaving Tallulah at 6:15 a.m. and arriving in Memphis at 12:45 p.m.

The train proved very successful for the Missouri Pacific. It reportedly paid for itself within four years and two months of its inaugural run. This, of course, was during wartime when traffic was at a peak everywhere. But the war ended and highways and cars improved. In the June 8, 1952, timetable the Eagle was cut back to Memphis to McGehee. It left Memphis at 4:00 p.m. and arrived at McGehee at 8:45 p.m. At this time it made connections with MoPac trains #103, to New Orleans, and #116, to Little Rock. The "Delta Eagle" last appeared as such in the October 19, 1954, timetable. Then, it not only lost its name but its streamlined diesel and coaches. It was replaced by a streamlined motorcar, #670, painted in the "Eagle" colors. The train was erased from timetables in 1960. During its last days service consisted of a bus from Memphis to Helena, and train from Helena to McGehee.

The locomotive, #7100, was designated AA-6 and was built by Electro-Motive Division of General Motors in August 1940, builder's number 1082. The loco had an E-6 carbody but in the place of a second diesel engine there was a baggage compartment. Its 567 type diesel produced 1,000 horsepower on A1A-3 trucks. It was scrapped at North Little Rock, Ark., February 1, 1962. It spent its last days on Hot Springs to Little Rock passenger trains and later on the branch between Gurdon, Ark. and Monroe, La.

The cars were numbered 760, a mail-coach, and 732, a grill-coach. The 760 was built by St. Louis Car Co., Lot 1708, in April of 1941. It was renumbered 561 after being rebuilt to a grill-coach in 1963. The 732 was also built by St. Louis Car Co., Lot 1709, in April of 1941. It was renumbered 560 and was scrapped at Sedalia, Mo. in July of 1958.

The motorcar, number 670, was built by American Car and Foundry Co. in 1942. After being retired from service in Arkansas, it ran from Union to Lincoln, Neb. on the Mop's Lincoln Branch, connecting at Union with the "Missouri River Eagle". It later was scrapped.

The story of the "Delta Eagle" is one of rise and fall. It prospered during the war years and suddenly could head nowhere but downward. It has gone into the long list of trains discontinued.

(I would like to thank John Baskin Harper, Jack F. See, Jr. and Bill Pollard for their assistance.)

THE ARKANSAS RAILROAD CLUB is a non-profit corporation whose goal is the promotion of interest in railroads--past, present and future. It meets on the second Sunday of each month at the Missouri Pacific Station, Little. Dues: Regular (anyone) \$5; Associate (outside central Arkansas) \$3. Payable to C. R. Byrd, Treasurer, 6815 Dahlia Drive, Little Rock, Ark. 72209. Articles, news or comments for the Arkansas Railroader should be mailed to Jim Wakefield, Editor, 316 Auburn Dr., Little Rock, Ark. 72205 Telephone 663-5673