

DARDANELLE AND RUSSELVILLE

A&LM

# Arkansas Delta Valley & Southern Railroader



COTTON PLANT-FARGO RAILWAY



WARREN & SALINE RIVER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY



The Inter-American

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Your editor had some very good reports on our February meeting. Sorry had to miss that one. The youngest grandson in Memphis had a birthday and granddad had to be there. Looking forward to seeing all of you in March.

The March meeting will be held on Sunday the 13th starting at 2 PM at the Missouri Pacific Office Building, 1000 West 4th St. in North Little Rock. One of our new members, Mr. Harry Coenley will be in charge of the program and has a real treat in store for us. Harry will present Mr. Bruce Gurner of Water Valley, Miss., the author of the book, "Casey Jones And The Wreck At Vaughn". Mr. Gurner is a former Ill. Central engineer and is an authority on details of the wreck that made Casey famous. Trust our attendance will continue to hold up. Be sure and try to bring a visitor. Remember---a visitor is a prospective new member.

Our Vice President and Membership Chairman, Bill Bailey, has obtained lobby space in the Worthen Bank & Trust Company in Little Rock for our club to display railroad antiques and artifacts during the month of November, this year. This bank is, as you know, located at West Capitol and Louisiana Streets and extending to Center Street and is in the heart of downtown Little Rock. It is an ideal location for our showing. Congratulations Bill, this is something for us to look forward to.

During week of February 7th, Cotton Belt handled into North Little Rock a business car special consisting of Diesel SP 4450 containing steam generator, SP 99, Business Car with AMTRAK colors, SP 291, streamlined Diner-Lounge and SSW 151, Business Car SAN JOSE. Train stayed the entire week in North Little Rock and was spotted on Arkansas Avenue by the Cotton Belt office building. A very pretty train.

Some advance notice on our April and May meeting in that they will be held on the THIRD SUNDAY of these months instead of the regular second Sundays. The second Sunday of April is Easter and the second Sunday of May is Mother's Day. Our dates for meetings will be April 17th and May 15th. We thought a change might be in order as these are two special days that our membership might not want to come out for a meeting. We will run this again in the April news bulletin.

With news coming in thick and fast on 1977 steam excursions, Page 2 of the newsletter will mostly be taken up with some timely information received on them which are sure you will be interested in. So, look on Page 2.

A REMINDER----PLEASE PAY DUES NOW TO DICK BYRD. YOUR DUES KEEP OUR CLUB GOING.

STEAM

EXCURSIONS

We have previously given you some news on steam excursion out of Memphis this year. In SOUTHERN STEAM SCHEDULE, 1st Edition, 1977, received few days ago from MR. JAMES A. BISTLINE of SOUTHERN RAILWAY, the Memphis trip is scheduled for May 7th and 8th, round trip each day to Corinth, Miss. with Engine 4501. Fares and schedule not yet received but should be forthcoming soon from the Sentimental Journey Committee of Memphis, the sponsor of the trip. Come on guys and gals--lets get up a good crowd for this one, its close to home.

HEART OF DIXIE RAILWAY CLUB AND SOUTHERN RAILWAY; information received from Mr. Bill Hudson of Birmingham, Alabama about a big one; Sixteen car train from Birmingham to Chattanooga with power on the smoky end, READ IT CLOSELY former S.P. and AFT Engine GS-4 No. 4449, Saturday, April 2 and Sunday, April 3rd. NRHS News Extra advises the April 2nd trip was sold out in 3 days, so forget about that one. This trip will enable you to eat in the Dome Room of the famous CHOO-CHOO Restaurant in Chattanooga, see some of the worlds largest model railroad exhibits and ride a genuine New Orleans trolley car. Price of tickets are Adults-\$18.00 and Children under 12-\$16.50. Tickets by mail available from Mr. Jim Gibson, 417 N. 20th St. Bessemer, Alabama, 35020.

From NRHS News Extra: WESTWARD-NO THE 4449. Space will not permit giving you all the details on this one and the schedule is only tentative and no fares have as yet been quoted. In a nut-shell this is it--Train will be operated as a double excursion by SOUTHERN RY. and AMTRAK. Southern will operate it from Birmingham to Meridian, Miss. and Amtrak will take over at that point and operate it all the rest of the way to Portland, Oregon. It will route via Southern Birmingham to Meridian, ICG Meridian to New Orleans (via Jackson, Miss.) and thence over S.P. New Orleans to Portland. What a trip this will be. Tentative date for departure is Wednesday, April 13th with several layovers enroute, arriving Portland Sunday, May 1st. All NRHS members should receive flyer on the trip direct from Amtrak in the coming weeks. Flyer should announce equipment to be used and other details.

Saturday, April 23 and Sunday, April 24---RAIS TO ROCKETS. Chattanooga to Huntsville, Alabama and return with Ex-SOUTHERN No. 4501. This one by Southern Ry. and Tennessee Valley Railroad Museum.

Reported previously that Southern had obtained Ex-TP No. 610. Trinity Valley Railroad Club, Inc. Fort Worth, Texas report this engine will leave Ft. Worth on March 2nd with a Southern sleeper, coach, tool car and auxiliary water car. Trip to Birmingham will take four days and train will operate to Shreveport via MP first day. Second day-Shreveport to Vicksburg via ICG. Third day-Vicksburg to Meridian via ICG, Fourth day-Meridian to Birmingham via Southern. The run from Meridian to Birmingham will be a fan trip with tickets available. No further details are available at this time. The Trinity Valley Club will operate an excursion of their own on Sunday March 20th from Ft. Worth to Temple and return. This will be a 260 mile round trip and they will use Amtrak's Lone Star and Inter-American. Fares \$14.50 Adults, \$7.50 Ages 2-12.

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The second part of Gene Hall's excellent article, "An Arkansas Railroad Defeats A President", will be run in the April newsletter.

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The ARKANSAS RAILROAD CLUB is a non-profit organization. Meetings held second Sunday of each month in the MOP Office Bldg. North Little Rock. Visitors always welcome. For information address P.O. Box 5584, Little Rock, 72215 or to the Editor at 5007 Hawthorne Rd. Little Rock, Ark. 72207. (More News on Page 3)

After being absent from Arkansas since January 19th, Antrak restored the Inter-American thru the state effective February 22nd with the first train being the southbound train, No. 21. It has been running anywhere from one hour to two hours late since being restored account MOP limiting the SDP40F's to 40 miles per hour on curves. The MOP main line between St. Louis and Poplar Bluff as you know, has many curves. After a series of wrecks and derailments several other roads have limited these engines to restricted speed; in fact BN has banned them altogether. Looks like Antrak has a lemon on their hands and it is your editor's opinion that they will all wind up being sold to the railroads to be used in slow speed branch line service. While on the Antrak subject, THE MEMPHIS BUFF advises the Panama Ltd. has now lost all first class equipment and has been running without sleeping cars, although this train now carries AMFLEET equipment. Editor's note: Understand from local Antrak office that sleeping car service will be restored on the Panama.

Have just received a copy of the Eureka Springs Railroad's news letter OAK LEAVES, a dandy publication and containing two very good photos of their Engine No. 3 and two cabooses. They estimate that when completed this tourist road will handle over 100,000 riders a year. Progress is being made on its construction and we wish them lots of luck and want them to know we are behind them one hundred percent. Their museum collection now numbers over one hundred unpublished photos as well as other items such as sounders and telegraph keys, old train orders, passes, timetables and the train order board from the old station at Leslie, Ark. The Younger Brothers, Reat and Dreat are the men responsible for the restoration work which is, as you knew, a three and a half mile stretch of the old M&NA.

FROM THE PAST

CONDENSED SCHEDULES & EQUIPMENT OF COTTON-BELT MAINLINE PASSENGER TRAINS - YEAR 1929

CONDENSED SCHEDULES AND EQUIPMENT

St. Louis, Thebes, Illinois and Malden to Paragould, Jonesboro, Stuttgart, Pine Bluff, Texarkana, Dallas and Waco

STATIONS	No. 5-1-101 Daily
St. Louis	10 10 PM
East St. Louis (Relay Station)	10 33 PM
Thebes	2 30 AM
Illino	2 44 AM
Malden	4 42 AM
Paragould	6 28 AM
Jonesboro	7 10 AM
Brinkley	10 05 AM
Stuttgart	11 02 AM
Pine Bluff	12 10 PM
Note	
Texarkana	10 20 PM
Mt. Pleasant	1 23 AM
Mt. Vernon	2 04 AM
Sulphur Spgs.	2 54 AM
Commerce	3 33 AM
Sherman	12 50 PM
Greenville	4 23 AM
Dallas	7 00 AM
Tyler	8 00 AM
Corseana	8 00 AM
Waco	10 20 AM

Note—Passengers on Train No. 5 destined to points south of Pine Bluff take Train No. 1 at Pine Bluff.  
 Train No. 5-1-101, Coaches—St. Louis to Pine Bluff, Pine Bluff to Dallas (from Memphis), Texarkana to Waco.  
 Chair Cars—Pine Bluff to Dallas (from Memphis).  
 Club Car—St. Louis to Pine Bluff Buffet Service.  
 Dining Car—Jonesboro to Brinkley, Pine Bluff to Texarkana (from Brinkley).  
 Standard Pullman Sleepers—St. Louis to Pine Bluff, Pine Bluff to Dallas (from Memphis), may be occupied until 7:30 A. M. Texarkana to Waco (open for occupancy at Texarkana at 10:00 P. M.).

Waco, Dallas, Texarkana, and Pine Bluff to Stuttgart, Jonesboro, Paragould, Malden, Illinois, Thebes and St. Louis

STATIONS	No. 102-2-8 Daily
Waco	7 30 PM
Corseana	8 50 PM
Tyler	12 55 AM
Note	
Dallas	11 30 PM
Greenville	3 00 AM
Sherman	5 00 PM
Commerce	2 35 AM
Sulphur Spgs.	3 30 AM
Mt. Vernon	4 18 AM
Mt. Pleasant	5 25 AM
Texarkana	8 10 AM
Note	
Pine Bluff	4 25 PM
Brinkley	5 30 PM
Jonesboro	6 25 PM
Paragould	9 20 PM
Malden	10 28 PM
Illino	12 14 AM
Thebes	2 30 AM
East St. Louis (Relay Station)	3 44 AM
St. Louis	6 50 AM
St. Louis	7 08 AM

Note—Passengers on Train No. 2 destined to points north of Brinkley will change at Pine Bluff to Train No. 5.  
 Train No. 102-2-8, Coaches—Waco to Texarkana, Dallas to Pine Bluff (for Memphis), Pine Bluff to St. Louis.  
 Chair Cars—Dallas to Pine Bluff (for Memphis).  
 Club Car—Pine Bluff to St. Louis, Buffet Service.  
 Dining Car—Texarkana to Stuttgart, Stuttgart to Jonesboro.  
 Standard Pullman Sleepers—Waco to Texarkana, Dallas to Pine Bluff (for Memphis) (open for occupancy at 8:30 P. M.), Pine Bluff to St. Louis.

Memphis to Pine Bluff, Shreveport, Texarkana, Dallas, Ft. Worth and Waco

STATIONS	Less Star Ltd. No. 110s Daily	No. 1-101 Daily
Memphis	11 00 PM	11 20 AM
Brinkley	1 10 AM	1 40 PM
Clarendon	1 24 AM	2 12 PM
Stuttgart	2 00 AM	2 52 PM
Pine Bluff	3 15 AM	4 48 PM
Fordyce	4 14 AM	5 08 PM
Camden	5 03 AM	7 15 PM
McNeil	5 40 AM	8 14 PM
Shreveport	8 45 AM	
Texarkana	7 15 AM	10 20 PM
Texarkana	7 30 AM	11 00 PM
Mt. Pleasant	8 55 AM	12 50 AM
Mt. Vernon	9 19 AM	2 04 AM
Sulphur Spgs.	9 52 AM	2 54 AM
Commerce	10 27 AM	3 33 AM
Sherman	12 50 PM	12 50 PM
Greenville	10 57 AM	4 23 AM
Dallas	12 45 PM	7 00 AM
Ft. Worth	2 35 PM	
Tyler		5 00 AM
Corseana		8 00 AM
Waco		10 20 AM

Train No. 11 Lone Star Limited Coaches—Memphis to Dallas and Ft. Worth, Lewisville to Shreveport.  
 Chair Cars—Memphis to Dallas and Ft. Worth.  
 Observation-Lounge Car—Texarkana to Dallas.  
 Dining Car—Texarkana to Dallas.  
 Dining and Lounge Car—Lewisville to Shreveport.  
 Standard Pullman Sleepers—Memphis to Dallas and Ft. Worth, Memphis to Shreveport.  
 Train No. 1-101, Coaches—Memphis to Dallas, Texarkana to Waco.  
 Chair Cars—Memphis to Dallas.  
 Dining Car—Brinkley to Texarkana.  
 Standard Pullman Sleepers—Memphis to Dallas, may be occupied until 7:30 A. M. Texarkana to Waco (open for occupancy at Texarkana at 10:00 P. M.).

Waco, Ft. Worth, Dallas, Texarkana, Shreveport and Pine Bluff to Memphis

STATIONS	Less Star Ltd. No. 110s Daily	No. 102-2 Daily
Waco		7 30 PM
Corseana		8 50 PM
Tyler		12 55 AM
Ft. Worth	2 30 PM	
Dallas	5 20 PM	11 30 PM
Greenville	7 07 PM	3 00 AM
Sherman	5 00 PM	5 00 PM
Commerce	7 32 PM	2 35 AM
Sulphur Spgs.	8 08 PM	3 30 AM
Mt. Vernon	8 40 PM	4 18 AM
Mt. Pleasant	9 07 PM	5 25 AM
Texarkana	10 32 PM	7 35 AM
Texarkana	10 45 PM	8 15 AM
Shreveport	9 00 PM	
McNeil	12 17 AM	10 00 AM
Camden	12 58 AM	11 11 AM
Fordyce	1 45 AM	12 22 PM
Pine Bluff	2 52 AM	1 43 PM
Stuttgart	3 50 AM	2 57 PM
Clarendon	4 28 AM	3 47 PM
Brinkley	4 53 AM	4 20 PM
Memphis	7 10 AM	8 50 PM

Train No. 12 Lone Star Limited Coaches—Ft. Worth and Dallas to Memphis, Shreveport to Lewisville.  
 Chair Cars—Ft. Worth and Dallas to Memphis.  
 Observation-Lounge Car—Dallas to Texarkana.  
 Dining Car—Dallas to Texarkana.  
 Dining and Lounge Car—Shreveport to Lewisville.  
 Standard Pullman Sleepers—Ft. Worth and Dallas to Memphis, Shreveport to Memphis.  
 Train No. 102-2, Coaches—Waco to Texarkana, Dallas to Memphis.  
 Chair Cars—Dallas to Memphis.  
 Dining Car—Texarkana to Stuttgart.  
 Standard Pullman Sleepers—Dallas to Memphis (open for occupancy at 9:30 P. M.).  
 Waco to Texarkana.