

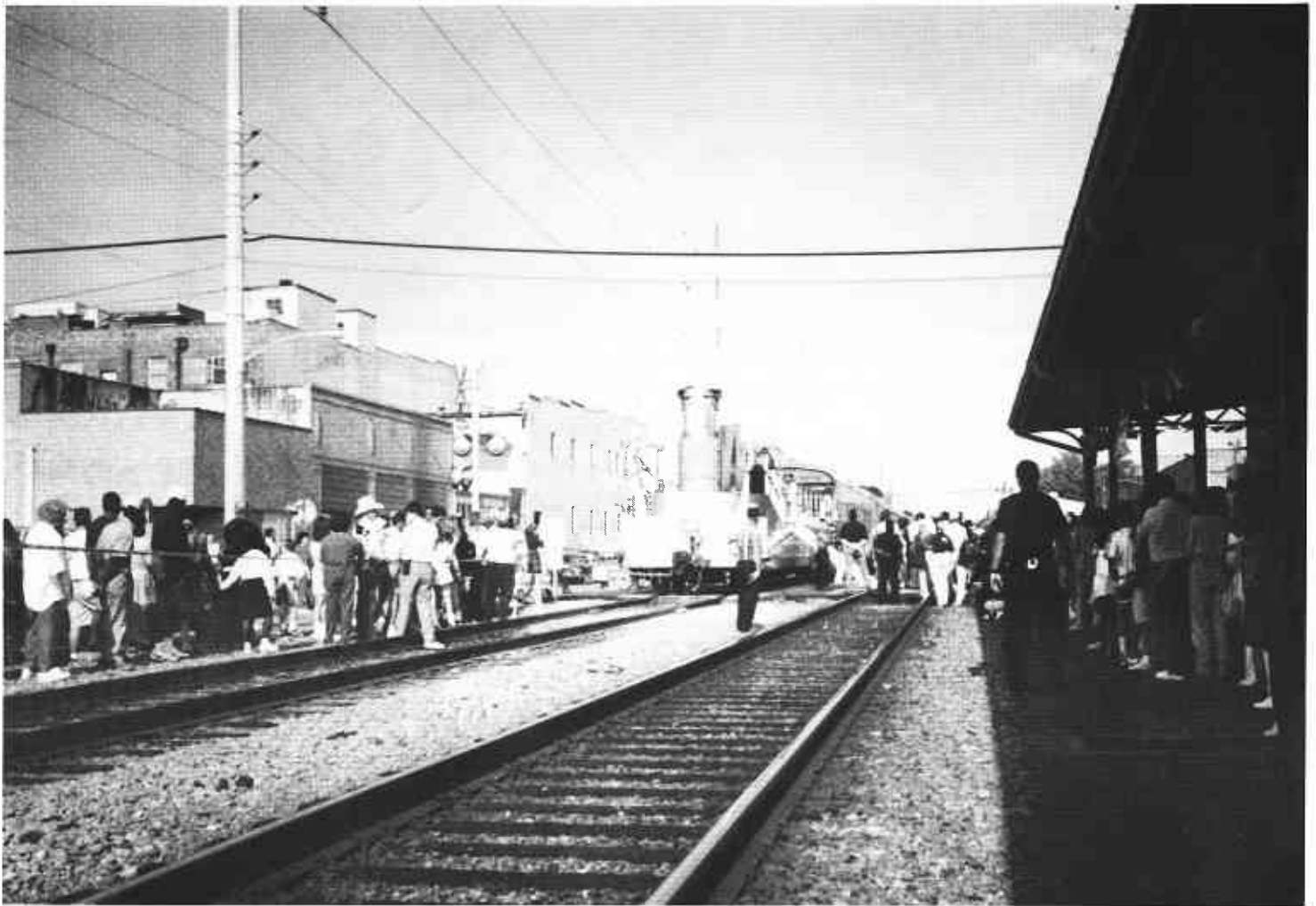


LITTLE ROCK CHAPTER
N.R.H.S.

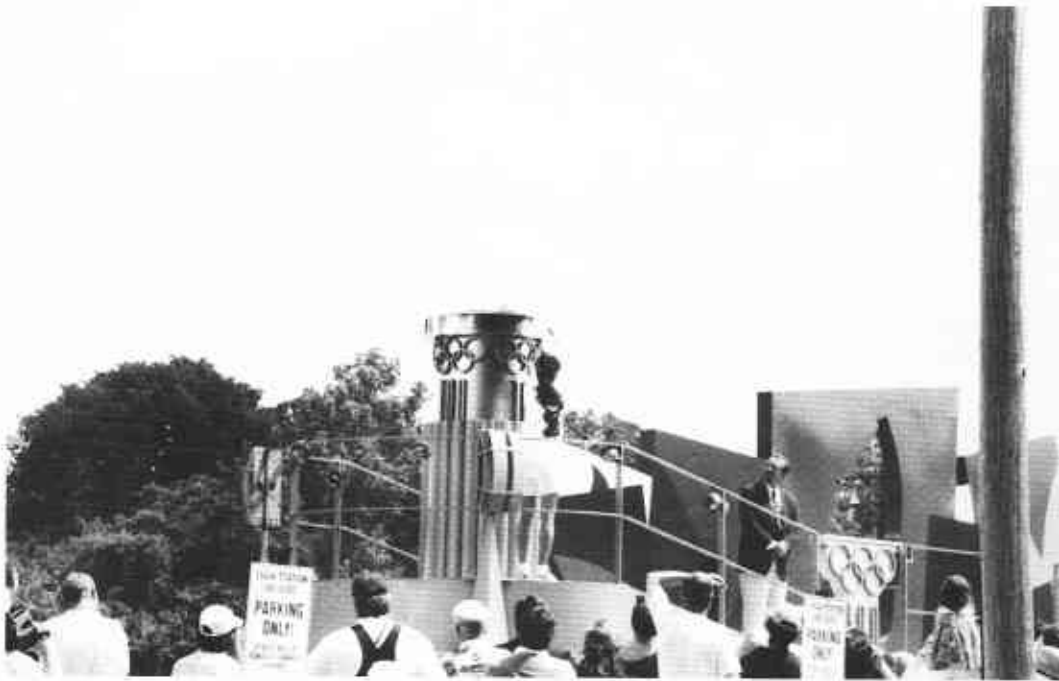
ARKANSAS RAILROADER



VOLUME 27 NUMBER 7 JULY 1996



The 1996 **Olympic Torch Train** (run by Union Pacific, sponsored by Coca Cola), on its stop in Pine Bluff early in the morning of Sunday, May 26, 1996. The torch at the end of the train was carried on a special cauldron car, with torchbearers in various cities, including Pine Bluff and Little Rock, lighting smaller torches and running relays through the city's streets. Thousands turned out, as you can see, lining the streets. This scene is looking west, with Pine Bluff's Union Station on the right. *(Photo by Krysti Hodkin, 8-year-old daughter of members John and Tammy Hodkin, Jr.)*



TOP- Olympic Torch Train at speed just north of Beebe, Arkansas, Sunday afternoon, May 26. (*Krysti Hodkin*).

BOTTOM - The first torchbearer lights the individual torch on the Torch Train's stop in Little Rock, about 11:10 a.m. May 26, 1996. The train and torch runners spent the next four hours in Little Rock and North Little Rock. (*Ken Ziegenbein photo*)



NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be **SUNDAY, JULY 14** beginning at 2 p.m. at the Mercantile Bank on Main Street in North Little Rock, just across the Arkansas River from Little Rock. The public is invited.

The program for July will be given by **ROBIN THOMAS**, who'll talk about the June NRHS National Convention. Robin always has some interesting things to say.

Future programs include: August - John Jones showing a Canadian video; September - visit to Peter Smykla's Paperton Junction Southern RR near Pine Bluff September 7 (map will be in August and September newsletters); October - Ken Ziegenbein will show super-8 movies of various railroad subjects; November - nothing assigned yet; December - annual Christmas party, this year at Ramada Inn in North Little Rock, on December 7, 6 p.m.

GOLF TOURNAMENT - The Arkansas Railroad Club will be sponsoring a hole in the Union Pacific Golf Tournament. The tournament's proceeds go for various scholarships. John Jones arranged for this to happen.

NRHS NATIONAL DUES INCREASE PROPOSED - At the Spring Board of Directors meeting in St. Paul, Minnesota it was proposed to increase national dues in 1997 by \$3.00, to \$17.00 per year. Why? Paper and printing costs have increased sharply in recent years; headquarters rental space has risen; general inflation. Final passage of this dues increase will not be done until the June 14 National Convention.

A TORCH TRAIN RIDER, Little Rock to Memphis May 26, was club member **JOHN JONES** (how does he manage to do these things?). John gave an interesting discussion about the trip and the train in Memphis at the June meeting. (See his picture on the back cover).

ROCK ISLAND TECH SOCIETY TO MEET - On August 16, 17, 18, the national Rock Island Technical Society will have its annual meeting in Little Rock for the first time. It will be held at the Riverfront Hilton in North Little Rock. A RITS board meeting will be held Friday, August 16 - Saturday, August 17 will be a swap meet at the hotel, open to the public, a model contest, several tours to events, including the 819 in Pine Bluff, layout tours, Jenks Shop tour. Saturday evening will be a banquet with a Rock Island speaker and a slide presentation of the Rock in Arkansas.

A rail excursion on the Fordyce & Princeton is planned (open only to RITS members) on Sunday, August 18 out of Fordyce.

For registration information or swap meet forms, send a SSAE to Bill Pollard, 3005 Baxter Drive, Conway AR 72032. RITS Internet address is: <http://storm.simpson.edu/%7erits/>. RITS membership is \$15 with an additional \$25 for convention registration.

1997 SHOW AND SALE of the Arkansas Railroad Club will be held in conjunction with the NMRA Regional Meeting on June 21, 1997. For information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901.

OCTOBER UP EXCURSIONS - Here are the specifics of Pacific Limited's/Arkansas Railroad Club's October 1996 trips St. Louis-Little Rock-Branson-Kansas City.

SEGMENT	Economy	Coach	Dome	Deluxe
1. <u>St. Louis to Little Rock</u> <u>Branson and Kansas City</u> (This full package with Branson adventure - see note below - is priced based on double-occupancy)	\$1499	\$1549	\$1649	\$1849
2. <u>St. Louis to Little Rock</u>	255	284	335	(includes motel at Poplar Bluff, Missouri)
3. <u>St. Louis to Little Rock</u>	569	589	649	(includes Embassy Suites, St. Louis, Poplar Bluff motel, Excelsior Hotel in Little Rock)



4. <u>Little Rock to Kansas City</u>	819	849	899 (package with Branson, one-nite Little Rock hotel)
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(Only a limited number of St. Louis to Little Rock and Little Rock to Kansas City tickets will be available)

5. <u>Little Rock to Russellville</u>	69	99	129 (roundtrip with E-9s)
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6. <u>Little Rock to Bald Knob</u>	59	89	109 (roundtrip with 844)
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(Segments 5 and 6 are not included in the segment 1 package)

The complete St. Louis to Kansas City package includes:

Wed. Oct 23 - Stay at Embassy Suites, St. Louis. Includes hospitality hour, get acquainted meeting.

Thu. Oct 24 - Complimentary breakfast. Train to Poplar Bluff, 844, Poplar Bluff motels.

Fri. Oct 25 - Train, 844, Poplar Bluff to Little Rock. Stay at Excelsior Hotel (AAA, 4-Star).

Sat. Oct 26 - Roundtrip Little Rock-Russellville, E9s.

Sun. Oct 27 - Roundtrip Little Rock-Bald Knob, 844.

Mon. Oct 28 - Train and 844 on display in North Little Rock. Variety of tours in Little Rock area, rooms at Excelsior)

Tue. Oct 29 - Train, E-9s, Little Rock to Branson. Lodging at Settle Inn (AAA, 3-Star), buffet dinner on arrival at the hotel, then the Boxcar Willie show. (Rumors have it that the 844 will haul a freight Little Rock to Van Buren and westward starting on this date, also)

Wed. Oct 30 - Breakfast included, sightseeing, afternoon show, shopping, prime rib dinner, choice of three evening shows.

Thu. Oct 31 - Breakfast included, choice of cruise on Table Rock Lake, fishing excursion, Wayne Newton Show. Then dinner cruise on the Branson Belle showboat.

Fri. Nov 1 - Breakfast included. Train to Kansas City, stay at the Kansas City Airport Marriott.

As usual, photo stops are planned for each day.

ORDER ANY OF THESE TICKETS/EXCURSION PACKAGES FROM THE ARKANSAS RAILROAD CLUB! We get 10% of the roundtrips out of Little Rock plus a commission rate of \$100 St. Louis to Kansas City or \$40 St. Louis to Little Rock. We'll also get 10% on the rail fare on any of Pacific Limited's C&NW trips if we sell the tickets. Our address is the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

REQUEST FOR NEWS - Thanks to all of you who have been sending news in to me. I need MORE of you to send me railroad news from your city or town, especially if you live in Arkansas. Mainly, I need news from your LOCAL PAPER. That is the only way we can get it. That news will then be put in the *Arkansas Railroader*, where it will be preserved for future rail historians. As you know, the *Railroader* is sent to several libraries, both in and out of Arkansas, and some, like the Arkansas History Commission, microfilm them. Thanks in advance. You WILL be credited for sending the news.

BIRTHDAYS/ANNIVERSARIES WANTED - It was suggested that we print a list of members' birthdays and/or anniversaries each month. If you'd like to be a part of this list, send in your birth date and wedding anniversary date. We will also put your name and birthday in the 1998 calendar on its' day.

MORE INTERNET ADDRESSES - Our Board of Directors President John Hodkin - railsrme@ix.netcom.com; Editor Ken Ziegenbein - ken.z.rw@ix.netcom.com;

Conrail - <http://www.conrail.com>; Canadian National - <http://www.cn.ca>; CP Rail System - <http://www.cprailway.com>; CSX - <http://www.csx.com/csxi.htm>; Norfolk Southern - <http://www.nscorp.com>; Union Pacific - <http://www.uprr.com>. (Thanks to Barton Jennings for some of these).

INFORMATION REQUEST - Information on the tour of the mock-pair of Bay Area Transit equipment that toured the country and California before BART came into existence. Needed are photos, dates, articles, etc., of this tour. The equipment is now in the hands of a proposed Florida museum operator. If you have information, contact Roger P. Semet, 611 Aspen Road, West Palm Beach FL 33409-6101.



FORMER F&P LOCOMOTIVE FOUND - ROBERT WRIGHT advised that the old Fordyce & Princeton steam engine that used to sit at the Little Rock Zoo can be seen on a UP industrial siding outside of Alexander, Arkansas.

WANTED: FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

FOR SALE - DARDANELLE & RUSSELLVILLE RAILROAD, 536 pages, 8

½" x 11", hard cover, photos, maps, etc. \$47.00 postage paid. Send orders to Clifton E. Hull, 3507 East Washington #31, North Little Rock AR 72114.

WANTED - Photo of the Newport, Arkansas depot from the city side. Contact Martha May, 1221 Cherokee St, Newport AR 72112, or call 501-523-7450 (w) or 501-523-3296 (h).

FOR TRADE - Passes, tickets, old photographs of KCS, Frisco, etc and wax sealers for trade. Contact P. L. Moseley, 6621 Springlake Circle, Shreveport LA 71107-8778 or call 318-929-2433 for copy of current list.

WANTED - Photo of KCS depot at Waldron, Arkansas. Contact Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944.

RAILROAD ABANDONMENT PROPOSALS

These are railroad abandonment notices that have been published in the FEDERAL REGISTER during the past couple of months. Effective abandonment dates are valid UNLESS stayed OR an offer of financial assistance is received OR trail use/rail banking requests are filed OR environmental issues are raised. They are presented generally in chronological order of being published. The states will be listed first, then the railroad. The "FR" stands for Federal Register.

- FLORIDA - THE BAY LINE RAILROAD** - To abandon 9.19 miles of its Graceville Branch between m.p. 61.3 near Campbellton and m.p. 70.49 at Graceville, in Jackson and Holmes Counties, Florida. Effective June 13, 1996. (FR May 14, 1996)
- KANSAS - BURLINGTON NORTHERN** - To abandon 3.38 miles of line between m.p. 134.20 to m.p. 135.18 and between m.p. 136.70 and m.p. 139.10 in Pittsburg, Kansas. Interim train use are imposed for the line from m.p. 136.70 to m.p. 139.10. Effective June 13, 1996. (FR May 14, 1996)
- INDIANA - CENTRAL RAILROAD, NORFOLK & WESTERN** - To abandon its line between m.p. I-57.2 near Kokomo, Indiana and m.p. I-74.2, at Peru, Indiana. Effective June 13, 1996. (FR May 14, 1996)
- WEST VIRGINIA - CSX** - To abandon 1.29 miles of line from m.p. BBQ-1.64 to m.p. BBQ-2.93 near Berkeley, West Virginia. Effective June 16, 1996. (FR May 17, 1996)
- OHIO - CSX** - To abandon 1.5 miles of line between Valuation Station I+82.8 near Smith Street and Valuation Station 81+12 near Mill Creek in Cincinnati, Ohio. Effective June 21, 1996. (FR May 22, 1996)
- IOWA - GREAT WESTERN RAILWAY OF IOWA** - To abandon 1 mile of line from m.p. 409.5 on the west side of Iowa State Highway 192 to m.p. 410.5 near South 17th Street in the City of Council Bluffs, Iowa. Effective June 27, 1996. (FR May 28, 1996)
- INDIANA - CSX** - To abandon 1.4 miles of line between m.p. BD-127.8 at Moorefield and m.p. BD-129.2 at Speedway, Indiana. Effective July 7, 1996. (FR June 7, 1996)
- NEBRASKA - BURLINGTON NORTHERN** - To abandon 42.13 miles of line between BN m.p. 44.50 near Shickley and BN m.p. 86.63 near Blue Hill, Nebraska. Effective July 6, 1996. (FR June 6, 1996)
- NEW JERSEY - CONRAIL** - To abandon 1.8 miles of line known as the Dundee Spur Track, from m.p. 0.0 near Garfield to the end of the track at m.p. 1.8 near Monroe Street in the city of Passaic, New Jersey. Effective July 7, 1996. (FR June 7, 1996)



ARKANSAS RAIL NEWS

KIAMICHI GAINS

Through April of this year, the Kiamichi Railroad saw carloadings up 27% over last year at this time. As a result, the railroad has added six new train crew members to their workforce, bought five additional GP38 locomotives, initiated track warrants systemwide and added three new Maintenance of Way employees. Train length has increased from 50-75 cars to 75-120 cars. (Kiamichi Korner, May 1996)

UPGRADING SYSTEM

(Little Rock) - The Little Rock Port

Authority Railroad has undergone a major upgrading, putting in heavier rail (110-pound), new ties and ballast. The railroad, which serves the Arkansas River port at Little Rock, handled 5,842 cars last year. (Arkansas Democrat-Gazette, May 18, via Jonathan Royce)

KCS 100-YEAR CELEBRATION

(Heavener, Oklahoma) -

The Kansas City Southern will be celebrating its 100-year anniversary in Arkansas and Oklahoma



with a special July 4th weekend celebration in Heavener, Oklahoma. On Friday, July 5, the recently renovated and very shiny *Southern Belle* passenger train will arrive in Heavener (at noon) and stay until that Sunday. I understand it's a very nice looking train. Activities in Heavener include 5¢ lemonade (worth the trip alone!!), arts and crafts, **FOOD BOOTHS** (I guess you eat the booths), street dance, antique car show, cow patty caper. The *Southern Belle* will depart at 2 p.m. on Sunday, July 7. (Thanks to Bill Bailey)

GENERAL RAIL NEWS

UP REJECTS CONRAIL OFFER

On June 7, Union Pacific officially rejected Conrail's \$1.9 billion offer to purchase part of the Southern Pacific, including that part of the Cotton Belt through Arkansas. "The Southern Pacific is not for sale," Drew Lewis, UP Chairman said.

BICENTENNIAL TRAIN

(Memphis, Tennessee) - Member Chuck Crisler sent an update on the Tennessee bicentennial train. This train will begin circulating around Tennessee starting July 4th. The complete schedule will be released later. The starting point will be Union City, TN and it is assumed that the train will be there July 2-6, open to the public the 4th. It will then head down to Dyersburg, Covington and Memphis. Ex-Pennsy E8 #5794 in a new paint scheme will be the motive power, along with ex-Burlington 9988 E9A. This Tenn 2000 train will have four, former Amtrak bag-dorms, exhibition cars, a lounge car and an open ended ob on the rear. It will be in the state through November and be on display at 40-50 locations.

"SOCIAL SECURITY "RIGHTS" -
"Henceforth, Social Security checks should be printed in black ink until aggregate benefits equal what a retiree paid in over the

years, plus interest. Thereafter, red ink, with a running total kept, would record the rest. The average married worker who retired in 1995 would discover this way that he is eventually paid a whopping \$182,000 more than he contributed." (Jessica Mathews, in the January 15-21, 1996 Washington Post National Weekly Edition)

CAJON PASS OFF LIMITS

Part of Cajon Pass in southern California has been fenced off with security cameras, high intensity lights and armed security guards as a result of the February derailment there, in which sabotage of angle cocks is suspected. (NRHS News)

RAILROAD POLICE NUMBERS

Here's a larger list of toll-free emergency numbers you can call if you see anyone tampering with railroad property: AMTRAK - 1-800-331-0008; CSX - 1-800-232-0144; CONRAIL - 1-800-272-0911; NS - 1-800-453-2530; SP - 1-800-892-1283; UNION PACIFIC - 1-800-877-0509. (NRHS News)

HOUSTON UNION STATION

The president of the Texas Limited excursion train, which ran between Houston and Galveston, Texas from 1989 to 1994, wants to start the train up again and spend

\$2.5 million renovating the downtown Houston Union Station, which served many railroads (Missouri Pacific, Rock Island and Santa Fe to name a few) until the late 1960s and Amtrak until 1974. He has applied for grants to renovate the station and Union Pacific would again run the train (over former KATY tracks). However, the line is now restrained to 20 to 35 mph due to low usage. (Houston Chronicle, May 13 via Wilma Ziegenbein of New Ulm, Texas)

OPERATION LIFESAVER STATS

About every 90 minutes a vehicle-train crash occurs; Two motorists are killed daily in vehicle-train collisions; Motor vehicle occupants are 30 times more likely to die as a result of a train-car accident than any other type of accident; More than 70 percent of all train-car collisions involve male drivers and 35 percent are between the ages of 16 and 25; About half of all railroad crossing fatalities during the past five years involved large and small pickups; The highest percentage of crossing fatalities occur in the last three months of the year; Most crossing accidents occur within 25 miles of the driver's home between the hours of 10 a.m. and 4 p.m.: A car traveling 60 mph needs 225 feet to stop, while the average freight train going 60 mph needs a mile to stop - nearly 18



football fields; The average train weighs 12 million pounds, while a car weighs only 3 thousand pounds. (*The Dispatcher, June 1996*)

FAST TRAINS

(Florida) - The state of Florida selected the Florida Overland Express consortium to develop its next-generation high-speed rail system. The system will be completed in 25 years and stretch from Miami to Orlando to Tampa, using 200-mph trains. GEC of France will develop the power cars, while Canadian Bombardier will make the passenger cars. The system will eventually cost \$4.8 billion. (*Popular Mechanics, June 1996 via Jonathan Royce*).

MERGER - WAITING

Everyone is just waiting for a mid or late summer decision on the UP/SP merger.

Meanwhile, here's both railroad's 1994 operating statistics: OPERATING REVENUES - UP (\$6.44 billion), SP (\$3.1 billion); EMPLOYEES - UP (35,000), SP (18,010); MILEAGE - UP (22,600), SP (14,500); STATES SERVED - UP (23), SP (15); LOCOMOTIVES - UP (3,922), SP (2,413); FREIGHT CARS - UP (97,600), SP (44,629); TRAINS OPERATED - UP (1,200 freight, 197 commuter); SP (750). (*Arkansas Democrat-Gazette, via Jonathan Royce*)

CONRAIL SHORTIES

In late May, Conrail began a policy that any short-line operator that signs contracts with Conrail can call themselves "Conrail Express." Conrail will get their name on any new business that the short-lines establish. Conrail is taking their cue from the Airlines, which have done this for years, such as

American Eagle connecting with the major carrier American Airlines. (*Conrail press release*)

DART TO BEGIN

(Dallas) - The first runs of the new Dallas Area Rapid Transit light rail system were slated to begin June 14 between Pearl and 8th & Corinth Streets and two branches. (*Age of Steam RR Museum*)

LOCOMOTIVE CRACKS

(Florida East Coast RR) - The Florida East Coast has used concrete ties for years. Now it appears that structural cracks have been found in some locomotives, due, it appears, to the frequency of vibrations created between and among the train, rail and concrete ties. (*Whistle Stop, January 1996 via The Gateway Railletter, St. Louis Chapter*)

AMTRAK NEWS

ANOTHER PROPOSED CUT

On June 6, 1996, the House Appropriations Committee proposed cutting 28% from Amtrak's Fiscal 1997 budget while leaving highways, airports and other transportation basically untouched. Amtrak would get only \$542 million in 1997, down from \$750 million in 1996. The biggest cut was in the capital programs of Amtrak, down 42% from this year. Meanwhile, Amtrak is trying to get a half-cent tax on gasoline to be used as an Amtrak trust fund. All these figures are much less than the Republican-controlled Congress

envisioned last year in its 1997 budget resolution for Amtrak. (Anyone for lying? Or do Congress members in subcommittees have memory problems? Are they awake?)

Here's a rundown of proposed funding in 1997: Highways - \$17.55 billion (0.00% change); Transit - \$4.05 billion (-0.01%); Aviation - \$8.00 billion (-0.37%); Amtrak - \$0.542 billion (-28.0%). (Ed. note...I suppose it is somewhat a victory in that neither highways nor aviation got INCREASES next year). (*From NARP*)

DRUG SEARCHES

(Kansas City) - Kansas City police have started to randomly search luggage and bedrooms of Amtrak's *Southwest Chief* when it stops in Kansas City for drugs. This has angered some passengers, who have been waken early in the morning for the searches. Apparently, this route has been used for transporting drugs. The KC police are also searching buses. However, it has gotten some drug dealers in the past. (*The Kansas City Star, May 16 via Jim Johnson*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ST. LOUIS, MISSOURI - July 27, 7 p.m. - Annual meeting of the Terminal Railroad Association of St. Louis Historical and Technical Society at Union Station - Greg Stout, author of *Route of the Eagles*, will have a book signing. For reservations, contact TRRA at PO Box 1688, St. Louis MO 63188-1688.

LITTLE ROCK, ARKANSAS - August 16-17-18 - The Rock Island Technical Society's ANNUAL national meeting, to be held in Little Rock for the first time with the newly established local Rock Island group hosting - swap meet on Saturday, August 17 with other activities on other days - see article on page 5 for more details.

WILLIAMS, ARIZONA - October 4-5-6 - The Grand Canyon Chapter is having a "Return of the ex-CB&Q 4960" weekend, with a banquet and excursion to the Grand Canyon behind CB&Q 4960 - prices for the trip are \$100 first class or \$50 coach with extra required for the banquet and box lunch and guided tour of the Williams Locomotive Shop - contact the Grand Canyon Chapter



NRHS, PO Box 391, Williams AZ 86046.

STRASBURG, PENNSYLVANIA - October 11-13, 1996 - Symposium celebrating the 150th anniversary of the Pennsylvania Railroad's charter in 1846 - If you'd like to submit a paper on the history of the PRR, submit a 500-word abstract and one-page CV by April 1, 1996 to R. L. Emerson, Director Railroad Museum of Pennsylvania, Box 15, Strasburg PA 17579 - for more information on the Symposium itself, call 717-687-8628.

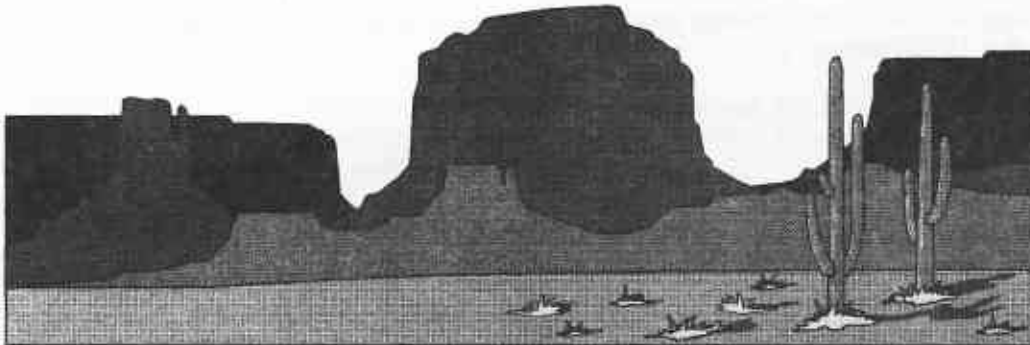
LITTLE ROCK, ARKANSAS - October 26, 27, 1996 - Union Pacific roundtrips out of

Little Rock both days, using the E's and steam engine 844 - sponsored by Pacific Limited with Arkansas Railroad Club getting 10% of these sales - contact Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

FLIPPIN, ARKANSAS - Fridays, Saturdays, Sundays through March, more frequently rest of year - White River Railway excursions - leaves Flippin 8:30 a.m. and 1:30 p.m. and Calico Rock 10:50 a.m. on roundtrips - runs on the scenic White River line of the Missouri & Northern Arkansas (ne. Missouri Pacific) - prices are \$22 adults, \$14

child, \$20 senior - call 800-305-6527 for reservations, or write White River Railway, L.C., PO Box 1093, Flippin AR 72634.

CHATTANOOGA, TENNESSEE - Weekends much of year - sixteen trips scheduled by the Tennessee Valley Railroad, many into northwest Georgia on the Chattooga (not a misspelling) & Chickamauga Railway shortline - uses steam engines 610 and 4501 as well as diesel 1829 - these *Dixie land Specials* will be daylong, roundtrips and includes lunches - call 423-894-8028 or write TVRM, 4119 Cromwell Rd, Chattanooga TN 37421. ~~100%~~



DELTA EAGLE ANNIVERSARY



May 11, 1996 was the **55th anniversary** of the Inaugural run of the Missouri Pacific's **DELTA EAGLE**, which ran through southeast Arkansas on most of its route. The Helena-West Helena *Daily World* had an interesting story on the train with the picture at left (sent in by Leonard Thalmueller). The story on the next page was sent in by Jim Bennett, the expert on the Delta Eagle.



MAY 11, 1996



Dear Friend:

This commemorates the **55th Anniversary** of the Inaugural Run of the Missouri Pacific's Streamlined, Diesel-Powered **DELTA EAGLE** which was placed in service on Sunday, May 11th, 1941 (Mother's Day), on a daily 518-mile round-trip between Tallulah, Louisiana, and Memphis, Tennessee, running as Train 334 Northbound and Train 335 Southbound, serving such on-line cities and towns as Sondheimer and Lake Providence in Louisiana; Eudora, Lake Village, McGehee, Watson, Snow Lake, Elaine, Helena, Lexa, Marianna and Hughes in Arkansas. The **DELTA EAGLE's** schedule allowed for a four-hour mid-day layover in Memphis, permitting passengers ample time for business and shopping, enabling them to return to their homes the same day. The trip was made in six and one-half hours in each direction at an average over-all speed of 40 MPH, a remarkable feat considering the more than twenty regular and "flag" stops en-route.

The colorful blue and gray **DELTA EAGLE** consist was made up of No. 7100, a 1000-HP General Motors Diesel-Electric Locomotive with Baggage Compartment, and two DeLuxe Streamlined Chair Cars, these built to Missouri Pacific specifications by The St. Louis Car Company. The first car, numbered 760, designed for the accommodation of colored passengers, had seats for 60, with spacious rest rooms for men and women, and had a special RPO-Mail compartment in its forward end. The second car, numbered 732, seated 48 passengers and featured spacious lounge rooms for men and women, and a compact Grill serving complete meals and refreshments to passengers at tables, the grill-counter, or at tables set up at their seats in either car. Both of the luxurious, air-conditioned Chair Cars featured identical deluxe reclining, revolving seats, deep-pile carpeting, hand-loomed drapes and venetian blinds at the wide, shatter-proof windows, individually controlled lighting fixtures above each pair of seats, and (*new in 1941*) radio reception. The deep, rich hue of the blue carpeting and seat upholstery blended with the soft gray-blue of the walls and was set off by the pale yellow ceilings, with the cast-aluminum **EAGLE** insignia mounted on the blue bulkheads.

The highly popular **DELTA EAGLE** continued to run into the 1950's, until declining patronage forced discontinuance of portions of its run; first between McGehee and Tallulah in 1952; then between Memphis and Helena in 1954. The remaining Helena-McGehee service was then provided by Mo-Pac's ACF-built Single-unit, Bi-directional, Streamlined "**EAGLET**" Motorailer, Number 670, which seated 34 passengers and handled what little 'head-end' business that remained, running as un-named Trains 334 and 335, the **DELTA EAGLE** name having been quietly dropped.

Those who knew the beautiful **DELTA EAGLE** fondly recall pleasant memories of the luxurious and popular service provided by the proud little train, which Mo-Pac contemporary advertising grandly described in colorful and widely distributed **DELTA EAGLE** brochures as "*The South's Newest Streamliner*", providing "*Low-Cost Appetizing Meals*" and "*Club Car Comforts For Coach Passengers*", "*Marking*" (they stated) "*Another Progressive Step In The 89-Year History Of The Missouri Pacific As A Service Institution*".

Sincerely,

JIM BENNETT • 1002 SOUTH LESLIE STREET • STUTTGART, ARKANSAS 72160

1996 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Tom Shook , 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
VICE-PRESIDENT - Craig Gerard, 2011 Aztec Dr, Bldg 16 #6, N Little Rock AR 72116-4470 (501-835-4057)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)
NATIONAL NRHS DIR -Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
HISTORIAN - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
BOARD '96 - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)
BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)
BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JULY 14 at the Twin City Bank on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The **ARKANSAS RAILROADER** is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$20/year for Arkansas residents and also \$20/year for out-of-state. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year. The **RAILROADER** is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119.

Editor of the **ARKANSAS RAILROADER** is Ken Ziegenbein. Everything having to do with the **ARKANSAS RAILROADER** should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as **NEWSLETTERS CANNOT BE FORWARDED**.

Arkansas Railroad Club mail should also be sent to the address below.



ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Newsletter and FAX phone: (501)-758-1340
(Leave message on recorder if I'm not there)
E-mail address: ken.z.rw@ix.netcom.com



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$20/year per individual. Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$34 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly. Send the coupon below to our address in the center of this page.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

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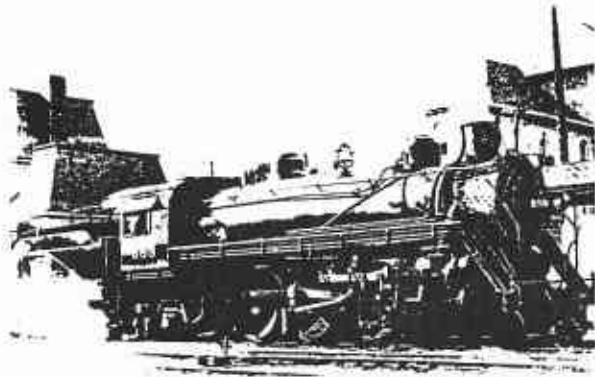
Arkansas Railroad Club
 Little Rock Chapter - NRHS
 PO Box 9151
 North Little Rock AR 72119

501-758-1340



The Little Rock Chapter NRHS

RAILROAD CALENDAR 1997



The Arkansas Railroad Club's 1997 calendar consists of 12 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month and a cover shot.

Railroads included are: Arkansas Central Passenger train in Paris, 1915; Cotton Belt's Blue Streak leaving Camden, 1937; Union Pacific steam #8444 in Little Rock, 1984; Missouri Pacific, Pine Bluff, 1980; "Branson Special", Little Rock, 1995; Rock Island 4-6-2 #888, Hot Springs, 1938; Cotton Belt caboose, Pine Bluff, 1986; El Dorado & Wesson 2-8-0 #15, Wesson, 1957; Southern Pacific #7611, Pine Bluff, 1979; White River Railway near Cotter, over trestle, 1995; Fordyce & Princeton #1805, Crossett, 1987; Kansas City Southern passenger train, Siloam Springs, 1968. Plus, there's a railroad map of Arkansas in the back of the calendar.

Our calendar (format and sample picture shown at left) will make a great and unique Christmas or special occasion gift. There's a discount for ordering more than one and all include postage.

1997 *June* 1997

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday

Make checks payable to: Arkansas Railroad Club

MAIL TO: Arkansas Railroad Club
 PO Box 9151
 North Little Rock AR 72119

Please send me:

- Calendar @ \$7.00 each
 - Calendars (2-9) @ \$6.50 each
 - Calendars (10 or more) @ \$6.00 each
- (Calendars are Postage Paid)

TOTAL ENCLOSED

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TOP - The Olympic Torch Train (left) facing south in Memphis, Tennessee, with Amtrak's *City of New Orleans* on the right. The old Illinois Central station is just to the right of Amtrak. (*John Jones photo, Monday, May 27, 1996 at 6:20 a.m.*). **BOTTOM** - A closer look at the cauldron car which carried the olympic torch, as the train was speeding northbound, just north of Beebe, Arkansas, on its way to Memphis, about 3:15 p.m. May 26. (*Ken Ziegenbein photo*)

