

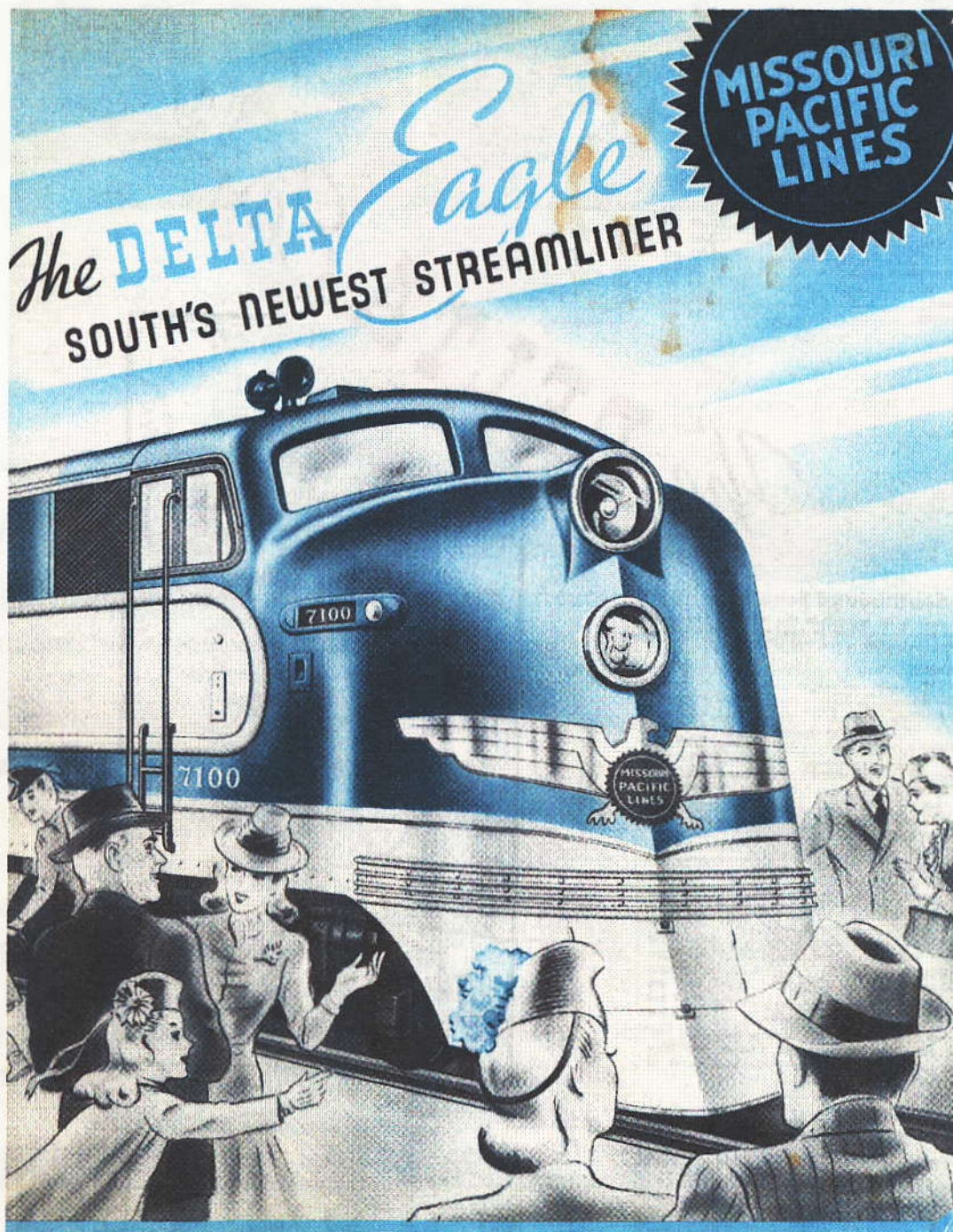


ARKANSAS RAILROADER

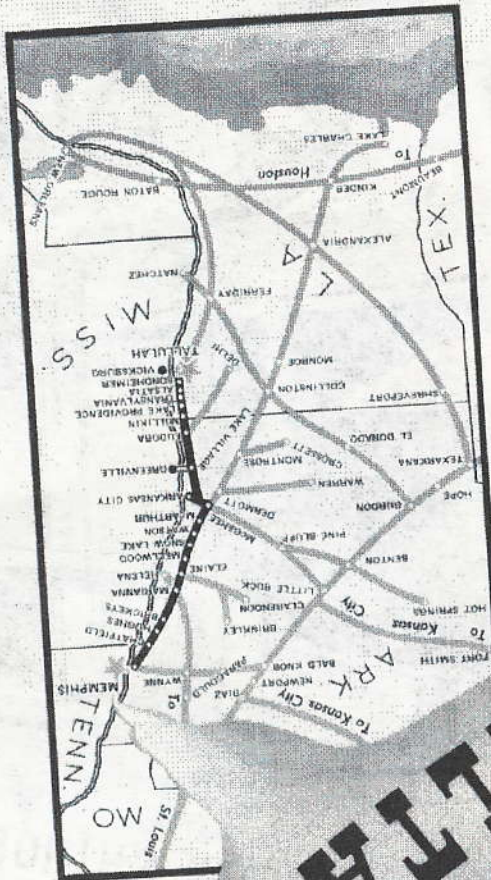


Little Rock Chapter
NRHS

VOLUME 32 NUMBER 5 MAY 2001



Mother's Day 1941 (May 11) saw the inaugural run of Missouri Pacific's famous *Delta Eagle* passenger train between Memphis and Tallulah, Louisiana, 518 miles through mostly eastern Arkansas (including the cities of Helena and McGehee). This year marks the 60th Anniversary of this special train (see more inside). Thanks to Randy Tardy for allowing us to use his copy (one of only two in existence) of this Missouri Pacific inaugural run booklet.



Additional train service in this territory as well as connecting trains for Monroe, Lake Charles and New Orleans will be found on the inside back cover of this booklet.

Ar.	MEMPHIS	4:00 pm
Lv.	WIMPEY	4:15 pm
Lv.	WIMPEY	4:38 pm
Lv.	HUGHES	5:05 pm
Lv.	MARIANNA	5:20 pm
Lv.	LEXA	5:40 pm
Ar.	HELENA	5:42 pm
Lv.	HELENA	6:13 pm
Lv.	ONEIDA	6:19 pm
Lv.	LAKE VIEW	6:29 pm
Lv.	ELAINE	6:42 pm
Lv.	MELWOOD	6:59 pm
Lv.	SNOW LAKE	7:07 pm
Lv.	MOZART	7:16 pm
Lv.	MEDINA	7:26 pm
Lv.	WATSON	7:40 pm
Lv.	ROHWER	7:48 pm
Lv.	MCARTHUR	8:00 pm
Ar.	MCGERHEE	8:10 pm
Lv.	MCGERHEE	8:40 pm
Lv.	LAKE VILLAGE	8:59 pm
Lv.	EUDORA	9:29 pm
Lv.	SONDHEIMER	9:53 pm
Ar.	TALULAH	10:15 pm

Southbound Schedule

Schedule shown is the approximate time The Delta Eagle will arrive and depart. There may be some minor changes before train is placed in regular service, May 11.

Lv.	MEMPHIS	6:15 am
Lv.	TALULAH	6:30 am
Lv.	SONDHEIMER	6:54 am
Lv.	LAKE PROVIDENCE	7:24 am
Lv.	EUDORA	7:45 am
Lv.	LAKE VILLAGE	8:20 am
Ar.	MCGERHEE	8:30 am
Lv.	MCGERHEE	8:36 am
Lv.	MCARTHUR	8:43 am
Lv.	ROHWER	8:58 am
Lv.	WATSON	9:09 am
Lv.	MEDINA	9:16 am
Lv.	MOZART	9:25 am
Lv.	SNOW LAKE	9:45 am
Lv.	MELWOOD	9:59 am
Lv.	ELAINE	10:10 am
Lv.	LAKE VIEW	10:16 am
Lv.	ONEIDA	10:48 am
Ar.	HELENA	10:50 am
Lv.	HELENA	11:05 am
Lv.	LEXA	11:20 am
Lv.	MARIANNA	11:46 am
Lv.	HUGHES	12:08 pm
Lv.	WIMPEY	12:35 pm

Northbound Schedule

Schedule shown is the approximate time The Delta Eagle will arrive and depart. There may be some minor changes before train is placed in regular service, May 11.





MISSOURI PACIFIC LINES present The Delta Eagle, newest unit in the fleet of fine Missouri Pacific passenger trains serving the South, and a worthy addition to the ranks of swift, modern streamliners which are creating new standards of speed, safety, convenience and comfort for today's travelers.

Embodying the most up-to-date principles of train design, The Delta Eagle is as sturdy in construction, as efficient in performance as it is striking and graceful in appearance. The two de luxe, streamlined coaches, built of low alloy high tensile steel, are drawn by a 1000-horsepower Diesel-electric locomotive — a combination which provides the maximum of smooth-riding speed with complete safety and comfort.

Colorful coach interiors, smartly styled and beautifully appointed, afford a perfect setting for pleasant, restful travel.

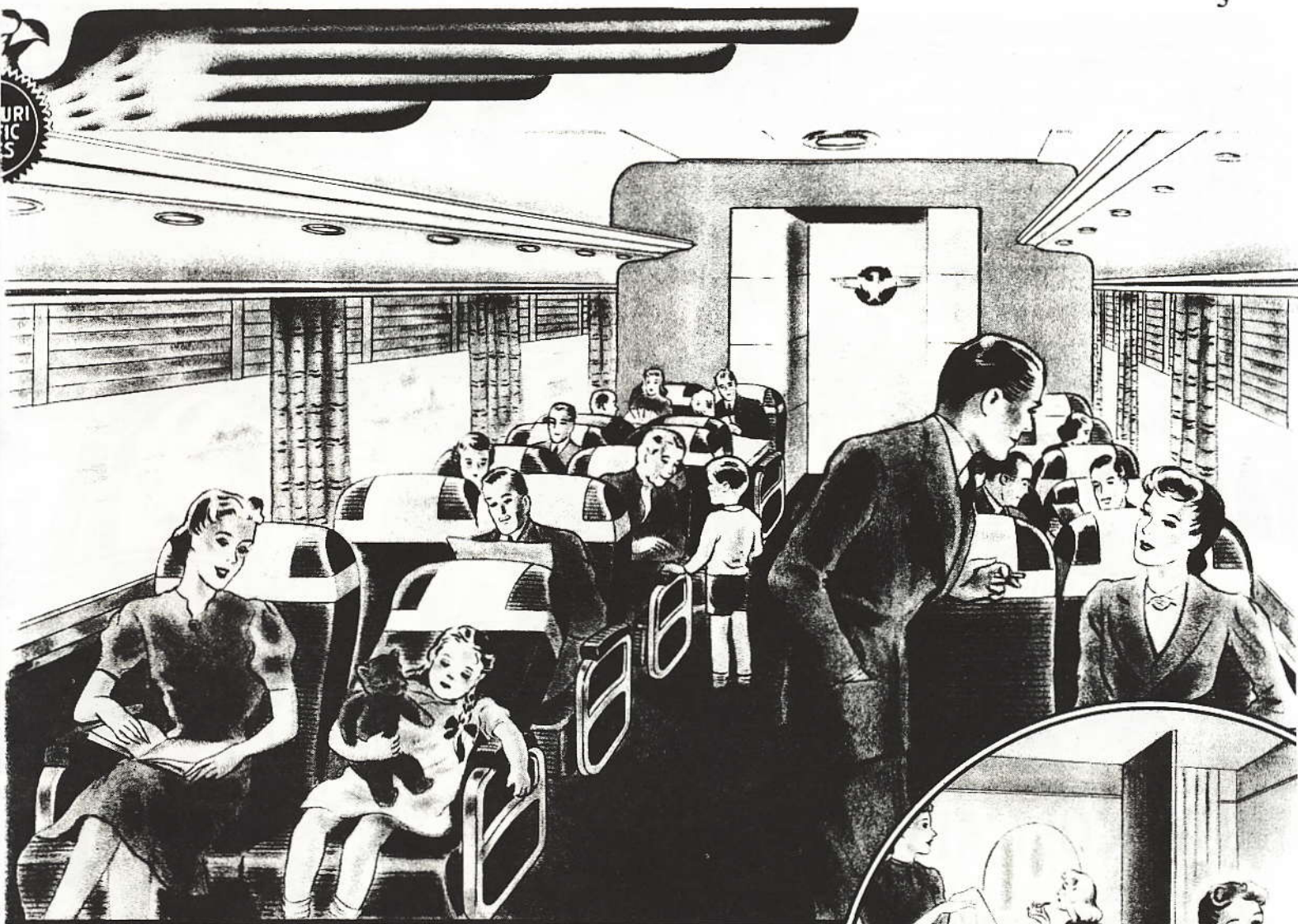
Inauguration of The Delta Eagle service between Memphis and Tallulah on Sunday, May 11, marks another progressive step in the 89-year history of the Missouri Pacific as "A Service Institution."



CLUB CAR COMFORTS FOR COACH

TWO LUXURIOUS, air-conditioned coaches comprise the passenger carrying equipment of The Delta Eagle. The rear coach seats 48 passengers and has two attractive lounge rooms, each with extra seats, two wash basins and dental lavatory. In addition, this coach has a compact, modern kitchen equipped and provisioned to prepare and serve meals and refreshments at the adjoining grill counter or to passengers at their seats. The forward coach, designed for the accommodation of colored passengers, has seats for 60, with spacious rest rooms for men and women at the front end of the car.

Both coaches have deep pile carpeting, Venetian blinds and hand-loomed curtains, with separate radios for each car. The revolving seats are comfortably spaced, soft-cushioned and have adjustable, reclining backs.



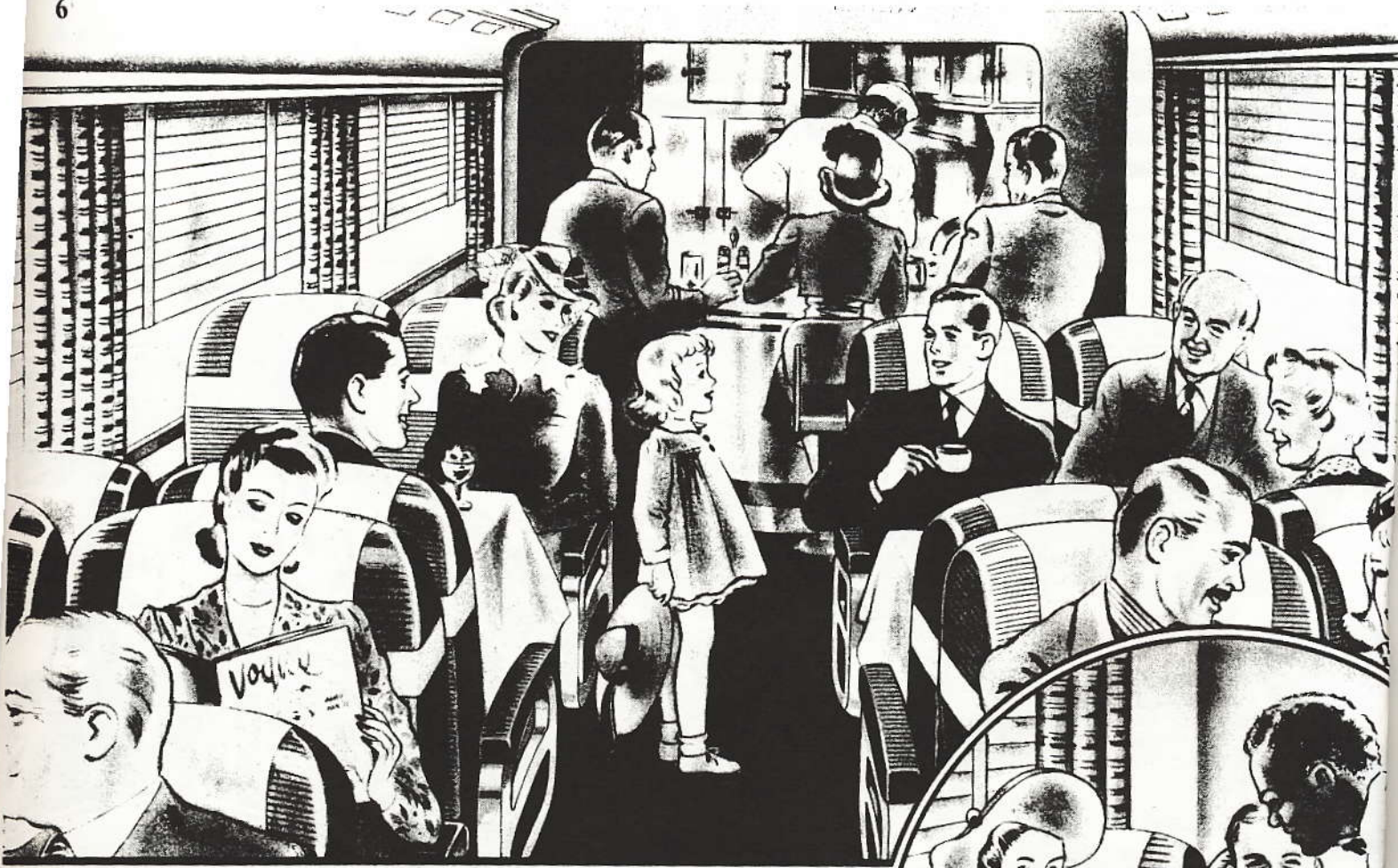
PASSENGERS ON THE DELTA EAGLE

BLUE is the predominating tone in the color scheme which is identical in the two cars. The deep rich hue of the carpet and seat upholstery blends with the soft gray-blue of the walls above the windows and is set off by the pale yellow ceiling. Bulkheads are finished in deep blue.

Specially designed fixtures set into the ceilings provide ample general illumination without glare or eyestrain, and individually controlled fixtures in the luggage rack above each of the seats provide direct light for reading.

Modern air-conditioning, heating and ventilation systems maintain uniformly comfortable temperature and humidity regardless of outside weather conditions.

A baggage room is situated at the rear of the locomotive and mail is carried in a special compartment at the forward end of the first coach.



LOW-COST APPETIZING MEALS

AN ATTRACTIVE and convenient feature of the new Missouri Pacific streamliner is the grill counter at the forward end of the second coach, with an adjoining stainless steel finished kitchen, stocked and equipped to prepare and serve a variety of appetizing meals and light refreshments.

Popular-priced breakfasts, luncheons and dinners will be offered with a la carte service also available at meal times. Sandwiches, coffee, tea, milk or cocoa and candies, ice cream and bottled beverages may be ordered at any time.

Passengers will be served at the counter or, if they prefer, may have their orders brought to them on portable tables which can be set up at any of the seats in either coach and removed when no longer required.

Here are some typical meal-time selections offered at The Delta Eagle Grill

SPECIAL BREAKFAST . . . 40c

Chilled Tomato Juice

Choice of:

Mixed Ham with Scrambled Eggs

Siddle Cakes, Maple Syrup

Eggs (2): Fried or Scrambled

Toast

Coffee

Tea

Milk

SPECIAL LUNCHEON OR DINNER

Grilled Club Steak 80c

Baked Sugar-Cured Ham 60c

Home Fried Potatoes

String Beans

Bread and Butter

Coffee

Tea

Milk



Complete Train Service

MEMPHIS - HELENA - TALLULAH

Via The Delta Eagle and Other Missouri Pacific Trains

Convenient Connections for
CLARENDON - NATCHEZ - MONROE - ALEXANDRIA
LAKE CHARLES - NEW ORLEANS

Sunshine Special	Train 331	The Delta Eagle		The Delta Eagle	Train 330	Sunshine Special
Southbound — Read Down			Northbound — Read Up			
10:30 pm	8:10 am	4:00 pm	Lv.....MEMPHIS.....Ar.	12:35 pm	6:45 pm	7:00 am
.....	9:55 am	5:20 pm	Ar.....LEXA.....Lv.	11:05 am	5:00 pm	.....
.....	5:30 pm	Lv.....LEXA.....Ar.	9:50 am	.....	.....
.....	7:10 pm	Ar....CLARENDON...Lv.	8:10 am	.....	.....
.....	10:20 am	5:40 pm	Ar.....HELENA.....Lv.	10:50 am	4:30 pm	.....
4:15 am	8:00 pm	Ar.....McGEHEE....Lv.	8:30 am	.....	9:25 pm
5:25 am	8:10 pm	Lv.....McGEHEE....Ar.	8:20 am	.....	8:55 pm
8:30 am	10:15 pm	Ar....TALLULAH...Lv.	6:15 am	.....	5:45 pm
*11:25 am	Ar.....NATCHEZ....Lv.	.....	.....	*3:00 pm
4:25 am	8:05 pm	Lv.....McGEHEE....Ar.	8:25 am	.....	9:15 pm
6:05 am	9:50 pm	Ar....COLLINSTON...Lv.	6:50 am	.....	7:42 pm
6:35 am	10:25 pm	Ar.....MONROE....Lv.	6:15 am	.....	7:15 pm
9:20 am	1:10 am	Ar....ALEXANDRIA...Lv.	3:55 am	.....	4:50 pm
7:00 pm	7:30 am	Ar...NEW ORLEANS...Lv.	10:30 pm	.....	8:55 am
11:09 am	Ar.....KINDER.....Lv.	.....	.....	2:50 pm
12:20 pm	Ar...LAKE CHARLES...Lv.	.....	.....	1:55 pm

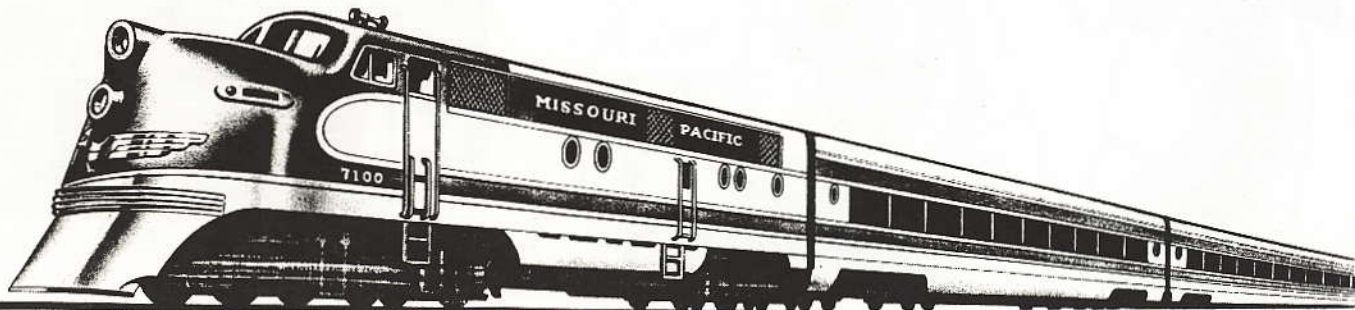
HELENA - WYNNE - ST. LOUIS

Northbound
Read Down

Southbound
Read Up

6:30 am	Lv.....HELENA.....Ar.	11:15 pm
8:30 am	Ar.....WYNNE.....Lv.	9:15 pm
8:45 am	Lv.....WYNNE.....Ar.	8:55 pm
5:45 pm	Ar....ST. LOUIS...Lv.	2:00 pm

*Via Missouri Pacific Trailways Motor Coach.





The following letter was written to Randy Tardy by Jim Bennett in 1991 regarding the *Delta Eagle's* 50th anniversary at that time. It's still relevant today on the 60th anniversary.

Dear Friend: *RANDY,*

60

This is to commemorate the 50th Anniversary of the Inaugural Run of the Missouri Pacific's Streamlined, Diesel-Powered DELTA EAGLE which was placed in service on Sunday, May 11, 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 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, seated 60 passengers 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 luxurious, air-conditioned Chair Cars featured 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 Streamlined, Bi-directional, single-unit 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
JIM BENNETT
1002 SOUTH LESLIE ST.
STUTTGART, ARK. 72160

The following article was typed verbatim from the June 1941 *Missouri Pacific Lines Magazine*. (Copy of article given by Randy Tardy):

THOUSANDS ACCLAIM NEW DELTA EAGLE

Three-Unit Streamliner Begins Serving Rick Alluvial Valley Between Memphis and Tallulah on May 11 (1941), Following Exhibit Tour of Area; Arkansas State Officials on Maiden Trip.

The Delta Eagle, three-unit streamlined train of the Missouri Pacific Lines, entered daily two-way service between Memphis and Tallulah on May 11 (1941), after an exhibit tour through the rich and populous delta country from which it derives its name. It was inspected and acclaimed by several thousand persons, many of whom traveled far for their first look at the South's newest streamliner.

Persons young and old, rich and poor, and from all walks of life turned out to inspect the new and shining symbol of Missouri Pacific progress. Our guests came by every conceivable type of conveyance and left with the sincere conviction that streamlined transportation has more to offer than any other and with high praise for the trains' luxuriously appointed and richly carpeted interiors and its sleek and graceful exterior lines.

"Ain't she a beaut?" was the expression most often heard from the youngsters, who eagerly awaited their turn to inspect the train as it paused for exhibit stops. An equal measure of admiration was expressed by the adults.

Missouri Pacific representatives were especially gratified to note that the train was not only a four-star attraction on its exhibition stops, but also was a revenue earner from the word go. From April 30 through May 10, the streamlined speedster made six trips into Memphis carrying goodwill tourists from towns along the route and was on display five days. On each of the six trips it operated at

near-capacity or actual capacity, while, after entered service, the same story continued to hold good.

The Delta Eagle, its two deluxe coaches built at the St. Louis shops of the St. Louis Car Company, and its' 1,000 horsepower locomotive a product of the Electro-Motive Corporation shops at LaGrange, Ill., began its Missouri Pacific career with a courtesy call at Little Rock on the morning of April 30.

At Little Rock, the train was boarded by a number of state officials, including Joe Hardin, commissioner of state revenues; Herbert Graves, commissioner of insurance; D. N. Graves, secretary of the Game and Fish commission; M. B. McLeod, state comptroller; H. E. Proctor, W. H. Miller and W. H. Stittlington, members of the state corporation commission; T. E. Wood, chief rate clerk of the corporation commission, and Guy Freeling, secretary of the state racing commission.

Among Missouri Pacific Lines officials on the inaugural trip were P. J. Neff, assistant chief traffic officer; R. C. White, assistant general manager; W. E. Lamb, general superintendent of the Southern District; O. W. Williams, general freight and passenger agent, Little Rock; C. L. Shortridge, assistant general passenger agent, Memphis; Henry Donham, general attorney, Little Rock; Harvey Combs, assistant attorney, Little Rock; Fred Hudson, general attorney, Monroe; C. W. Pace, superintendent, Poplar Bluff; T. D. Moss, assistant general passenger

agent, who planned the Delta Eagle's itineraries and worked out all details of the tours, and several others.

An enthusiastic crowd gathered at the Wynne station when the Eagle, heralded by a blast from its powerful horn, moved to a gentle stop. A ramp was placed against the rear door, and 1,400 men, women and children filed through, being the first delegation of any size to have a look at the interior of the train. This required a half hour and at 10:10 a.m. the train and its official delegation continued onward to Marianna, where a noon-day luncheon was held under the auspices of the Young Business Men's Club. The Community House was the scene of the luncheon at which Attorney John Daggett, Marianna civic leader, was toastmaster, and Mr. Neff the principal speaker.

The Delta Eagle, Mr. Neff said, forms the first unit of an ultra modern north-south route over our rails, and will be a great benefit to the people living along its route, enabling them to leave their homes, ride to Memphis, visit that metropolitan center for more than three hours, and return to their homes all the same day.

Leaving Marianna shortly after the noon hour with 100 of its leading citizens aboard, the Delta Eagle headed for Tallulah. A large crowd and the high school band was on the station platform to greet the Arkansas delegation and the new train. Tallulah civic organization entertained the visitors with a barbecue at the Shamrock Club that night with State Representative Henry Sevier serving

as toastmaster, and with the speakers including Jeff Snyder, district attorney, Tallulah; R. N. Ware, manager of the Chicago Mill and Lumber Company; Mr. Neff and others.

On the following day, the train was on public display at Marianna from 12:30 p.m. until 4 p.m. Friday, May 2, was devoted to a special trip to Memphis by Civic organizations of Helena. On Saturday it returned to Helena, where it was displayed to an admiring crowd from 10 a.m. until 5 p.m. Sunday, May 4, was taken up with visits to the smaller communities along the route, including Elaine, Melwood, Snow Lake, Watson, and Lake Village, with a two and a half hour layover at McGehee.

The exhibition tour continued next

day, the streamliner being shown at Eudora, Lake Providence, Sondheimer and Tallulah. Tallulah civic groups banded together for a trip to Memphis on May 6, while an excursion to Memphis under the auspices of Lake Providence groups was carried out May 7, and an excursion participated in by residents of Eudora, Lake Village and Greenville, Miss., was on May 8.

On May 9 the train was shown at Brickeys and Hughes, and used late in the afternoon for a special trip sponsored by the Memphis Traffic Club. The preliminary festivities were concluded May 10, with an all-day public showing at the Memphis Union Station.

The visitors divided their attention between the Delta Eagle's 1,000

horsepower Diesel electric locomotive, with its modern streamlined design of glistening steel and chromium, and the train's pair of pleasingly decorated coaches, which are finished in blue and creme colored tints.

The two air-conditioned coaches, it was agreed, set a new high in pleasing appearance as well as in comfort and convenience. The rear coach seats 48 passengers and has two attractive and commodious lounge rooms. The forward coach, designed for the accommodation of colored passengers, has seats for 60, with rest rooms for men and women at the front end of the car.



ARKANSAS RAILROADER

2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)
VICE-PRESIDENT - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$17 a year more, bringing the total to \$37 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The *Arkansas Railroader* is put on the Web monthly, and that address is: <http://www.trainweather.com>

MEETING DATE CHANGED FOR MAY - As is custom every year, the Arkansas Railroad Club does not meet on Mother's Day. Instead, the next meeting of the Arkansas Railroad Club will be held **SUNDAY, MAY 20** at 2 p.m. at the usual place, Pulaski Heights Presbyterian Church in Little Rock. The program will be given by MIKE CONDREN of Memphis, who'll give a program on the Frisco and Missouri Pacific. The public is invited and refreshments will be served.

Upcoming programs: We will not have a regular meeting in June - instead, we'll be having our annual trek to Ron Esserman's Walden Too railroad, close to Dover, Arkansas off I-40 near Russellville. It will be a picnic combined with rides on Ron's backyard railroad. It will be held Saturday, June 9 beginning mid morning or so. July and August are currently open and in need of programs. September may be at Peter Smykla's Paperton Junction Southern in Pine Bluff. The October program is open. The November program will likely be given by Gary Johnson, Director of the Hope, Arkansas Museum - he'll talk about the MoPac depot renovation there.

MEETING NOTES - At the April 8 meeting, it was decided that the Arkansas Railroad Club will loan our old "Trackside" prints to the Arkansas Railroad Museum in Pine Bluff for one year, renewable. They are now in storage. - Our charter By-Laws will be reviewed by an attorney to be sure they are up to date since they were written in 1969. - David Hoge will run off some color club application blanks to give to hobby shops and other places. - Peter Smykla, Jr said that the Arkansas

Railroad Museum in Pine Bluff may be getting an Alco (RS-1, possibly No.22) soon for display.

MISSION STATEMENT - The Arkansas Railroad Club's Board of Directors wants members to give feedback on the following proposed missions statement (written by Bill Bailey):

"To inspire people to understand railroad transportation and the part it played in American history and progress."

Send your comments to the club's address: PO Box 9151, North Little Rock AR 72119.

Also, do you have any ideas for a club moto? One that was suggested (also by Bill Bailey) was M..A.R.E. (Members Are Really Everything). Any others?

MARCH MINUTES CORRECTION - The St. Louis Chapter did NOT invite the Cotton Belt Chapter to send the 819 to St. Louis for the NRHS convention this summer.

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.

Nothing this month.

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

WEST VIRGINIA - CSX - To abandon a 1.74 mile line between m.p. CLH-9.00 and m.p. CLH-10.74 in Boone County, West Virginia. Effective April 19, 2001. (STB Docket No. AB-55, Sub No. 585X, decided Mrch 9, served March 20, 2001)

NEW JERSEY - WINCHESTER RAILROAD CO. - To abandon a line from m.p. 16.7 to m.p. 18.0 near Haleyville, in the township of Commercial, New Jersey. Final decision by June 18, 2001. (STB Docket No. AB-434, Sub No. 3X, decided March 9, served March 20, 2001)

KENTUCKY - PADUCAH & LOUISVILLE RAILWAY, INC. - To abandon the line between m.p. 154.5 near St

ARKANSAS RAILROADER - Little Rock Chapter NRHS

Charles and m.p. 159.6 near Ilsley, Kentucky, a distance of 5.1 miles. Effective May 8, 2001. (STB Docket No. AB-468, Sub No. 4X, decided March 29, served April 6, 2001)

OREGON - UNION PACIFIC - To abandon the Dallas Branch from m.p. 719.74 to m.p. 720.50 in Salem, Marion and Polk Counties, Oregon. Effective May 11, 2001. (STB Docket No. AB-33, Sub No. 169X, decided April 3, served April 11, 2001).

PENNSYLVANIA - MIDDLETOWN & HUMMELSTOWN RAILROAD - To abandon a line from m.p. 39.3 in Columbia to m.p. 37.2 in West Township, Pennsylvania, a distance of 2.5 miles. Effective May 12, 2001. (STB Docket No. AB-581X and AB-529X, decided March 30, served April 12, 2001)

ARKANSAS RAIL NEWS

A&M RAILROAD NEWS

According to latest newsletter of the Arkansas and Missouri Railroad, the line now is the sole owner of its rail assets, lock, stock and barrel. It finished buying the line from BNSF early this spring.

GENERAL RAIL NEWS

KANSAS CITY LIGHT RAIL

A city-sponsored committee said that a light-rail commuter route running from Vivion Road on the north to 75th Street on the south of Kansas City would be feasible. It is expected to carry 15,000 passenger daily. It would cost \$793 million and even if voters approved it, it would not begin until 2008. Also found feasible would be starting a light rail commuter line along the I-35 corridor in Kansas City on BNSF tracks. These light rail proposals have a long way to go before becoming fact, however. (*Kansas City Star, Feb 14, 2001 via Jim Johnson*)

RISE IN DERAILMENTS

Derailments have increased in the nation's railroads 18 percent from 1997 to 2000, according to the Federal Railroad Administration. However, deaths have declined 41 percent during the same period, down to just 10 in 2000. Also, it was pointed out that the FRA concentrates on major used track and that a lot of the reported derailments occur on lessor used track and in rail yards. (*Houston Chronicle, March 29, via Dan Barr*)

STRANGE NEAR-ACCIDENT

(*College Station, Texas*) - As a UP freight was approaching a crossing in College Station, Texas March 24, the two engineers saw a tanker truck slowing crossing the tracks on Wellborn Road. They feared an explosion if the train hit the truck, so they put the train in emergency and both jumped off. The truck was carrying diesel fuel. Apparently, the driver of the truck tried to stop, but the truck's brakes locked. His truck then slid through the crossing, crashing through the downed warning gates. While he was doing this, his truck went into a 180-degree spin and he came to a stop on the west side of the track, now facing east. He then apparently lost his orientation because he began to drive back across the tracks in the other direction. Meanwhile, since the train was going rather slowly, it stopped just a couple of feet before hitting the truck on the crossing. The truck driver then left the scene. (*The Eagle, College Station, via Kevin H. Phillips*)

KCS TO LAY OFF 170

Due to the economic slowdown, the KCS

Railway plans to lay off 170 employees, or 6 percent of it's employees, this year. Also, managers were asked to take a 1 to 3 percent pay cut. (*The Kansas City Star, March 27, 2001, via Jim Johnson*)

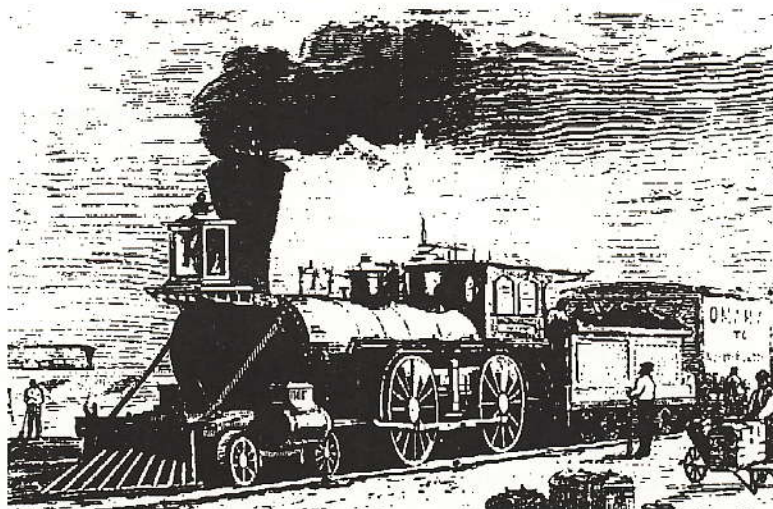
CHOUTEAU BRIDGE

(*Kansas City*) - Since a new highway bridge is being constructed next to the old Chouteau Bridge (linking North Kansas City to the east bottoms east of town), some people want to preserve the old one. The new bridge is necessary because heavy trucks threatened it. It was built 113 years ago for the Milwaukee Railroad. The railroad shortened their rail line into Kansas City in 1945, so the bridge was bought by Kansas City in 1951 for \$190,000 and converted to a very narrow highway bridge. The Coast Guard says parts of it at least have to be taken down since it only allows 290 feet for a navigation channel in the Missouri River - the new one will have 400 feet. (*Kansas City Star, March 26, via Jim Johnson*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

COUNCIL BLUFFS, IOWA - June 10, 2001 - Union Pacific steam locomotive No. 3985 will pull an excursion train from Council Bluffs, Iowa to Sergeant Bluff, Iowa and return. Contact the Camerail Club, "Sioux City & Pacific Excursion," 6307 Seward St, Omaha NE 68104-4761.

URBANA, ILLINOIS - July 7, 2001 - The Illinois Central Historical Society will have its 20th annual Railroadiana and Model Railroad Show from 9 to 4 p.m. at the Holiday Inn in Urbana, Illinois. Dealer tables are \$25 each. Dealers should contact Terry McMahon, 865 Gen George Patton Rd, Nashville TN 37221, 615-646-4646 evenings. The annual meeting will be held July 5th through 8th with the show on July 7.



To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus \$17 for the national NRHS dues if you want to join the NRHS through our chapter, total of \$37).

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

Send check, made out to the **Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119**. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is

Purchased Lines

11. White River Railway Company:

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, February 8, 1901. The company was organized and its capital stock owned by the St.L.I.M. & S. Ry. Co., which company purchased the property and franchises by deed dated January 31, 1903, and filed in the office of the Secretary of State, March 26, 1903. The money involved in the purchase of this line and its construction was provided for by the sale of River and Gulf Divisions First Mortgage Bonds. The dates of completion of the various sections follow:

From	To	Date Completed	Miles
Cushman Branch Conn.	Mount Olive	1- 1-03	41.67
H.B. Pfeiffer Quarry Spur	End of Track	7- 1-04	4.79
Mount Olive	Buffalo	7- 1-03	40.00
Buffalo	Cottor	9- 1-03	11.86
Carthago	Aurora	7- 1-04	38.59
Cottor	Yellville	8-22-04	10.45
Aurora	Reeds Spring	12-31-04	30.95
Yellville	Borgman	12-31-04	23.23
Reeds Spring	Borgman	1-21-06	42.58
Total			244.12

Termini: From H.B. connection Cushman Branch to Mo.Pac. right of way line at Carthago, Missouri, 239.33 miles; and from H.B. Pfeiffer Quarry Spur to end of track at Quarry, 4.79 miles; a total mileage of 244.12

~~Colors on accompanying map - In Arkansas, Green; in Missouri, Violet - Nos. 145, 146 and 147.~~

After the sale of its property and franchises to the St.L.I.M. & S. Ry.Co. the organization of this company was no longer maintained and ceased to exist.

12. Arkansas and Louisiana Railway Company:

On April 11, 1877, certain citizens of the town of Washington, Arkansas, organized the Washington and Hope Tramway Company under the general laws of Arkansas governing the formation of private corporations and filed their articles of association in the office of the Secretary of State on May 7, 1877, in which articles the incorporators reserved the privilege of changing the tramway into a railroad corporation under the laws of the State. On May 31, 1877, all the stockholders of the Tramway Company, deeming it advisable and expedient to do so, entered into articles of association, together with other citizens of the town of Washington, organizing the Washington and Hope Railway Company, and filed these articles with the Secretary of State on June 14, 1877, in conformity with

Purchased Lines

the general railroad laws of Arkansas. This charter authorized the construction of a railway line from the town of Washington to the town of Hope, both in the State of Arkansas. On November 7, 1861, an amendment was filed in the office of the Secretary of State, changing the name of the corporation to the Arkansas & Louisiana Railway Company and providing for the extension of the road from Washington in a northwesterly direction to the Indian Territory line, and from the town of Hope in a southeasterly direction to the Louisiana line. This amendment expressly provided that "the present organization of the Washington and Hope Railway Company shall continue and the change of name and extension of the road shall not be held to make any change in the organization, time of election, by-laws or obligations of the Washington and Hope Railway Company." This amendment was duly filed with the Secretary of State as recorded above, but the organization was never perfected so as to become a corporation under the laws of Arkansas and was subsequently abandoned.

On September 13, 1862, articles of association of the Arkansas & Louisiana Railway Company were filed in the office of the Secretary of State, which provided that the road should commence at the town of Hope and run in a southeasterly direction through certain counties named therein to the line of the State of Louisiana.

On the same day, September 13, 1862, the same persons filed articles of association in the office of the Secretary of State, forming the Arkansas & Indian Territory Railway Company, which document provided that the road should commence at Arkansas-Indian Territory line in the County of Polk or the County of Sevier and run southeasterly to a junction with the Washington and Hope Railway, then in operation. The incorporation was perfected by an affidavit dated September 18, 1862, and filed in the office of the Secretary of State, September 20, 1862, to the effect that at least \$1,000 per mile of said road had been subscribed and that 5 per cent of the amount subscribed to the articles of association had been actually paid in.

On September 18, 1862, the Washington and Hope Railway Company, with all its property of every kind, character and description, was sold to, purchased by and completely merged into the Arkansas & Indian Territory Railway Company, which sale was duly ratified by the stockholders of the Washington and Hope Railway Company and certificate of sale was recorded in the office of the Clerk of the Circuit Court and ex-officio Recorder of Hempstead County, on January 3, 1863, and on January 12, 1863, was filed in the office of the Secretary of State. On March 1, 1863, three of the directors of the Arkansas & Louisiana Railway Company made affidavit that at least \$1,000 per mile of said road had been subscribed and that 5 per cent of the amount so subscribed had been actually paid in. The filing of this affidavit in the office of the Secretary of State completed the organization of this company and perfected its status as a corporation.

On June 17, 1863, the Arkansas & Indian Territory Railway Company, together with all its property of every kind, character and description, including the property purchased by it from the Washington and Hope Railway Company, was sold to, purchased by and completely merged into the Arkansas and Louisiana Railway

Purchased Lines

Company, which transaction was duly ratified by the stockholders of both companies and certificate of sale was filed in the office of the Secretary of State on June 25, 1883.

The Beardsley Suits

On March 11, 1886, Paul F. Beardsley filed a bill in the United States Circuit Court for the Eastern District of Arkansas against John D. Beardsley and the Arkansas & Louisiana Ry. Co., for the purpose of enforcing his claim of ownership of one-third share of the stocks and bonds of the company and for the appointment of a Receiver to prevent waste or disbursement of the company's funds by John D. Beardsley. On April 2, 1886, the petition for the appointment of a Receiver was denied and a restraining order issued forbidding John D. Beardsley and the Arkansas and Louisiana Ry. Co. in any manner disposing of or encumbering any of the bonds, stock or other property of the company. On August 20, 1886, a final decree was rendered in favor of Paul F. Beardsley and the injunction continued. John D. Beardsley appealed and on December 3, 1887, Paul F. Beardsley filed a supplemental bill in the United States Circuit Court against the Arkansas and Louisiana Railway Company, John D. Beardsley and the St. Louis, Iron Mountain and Southern Railway Company setting up the payment of over \$20,000 by the Arkansas and Louisiana Railway Company to John D. Beardsley in violation of the injunction, and on the same day the Arkansas and Louisiana Railway was placed in the hands of a Receiver. On August 5, 1889, the injunction was dissolved and the Receiver ordered to turn over all the property to the company, which was done on August 26, 1889.

Under an agreement dated June 11, 1885, two hundred and forty of the First Mortgage Bonds of the A. & L. Ry. Co. were delivered to R. S. Hayes in trust, to be returned after full payment by the A. & L. Ry. Co. to the St. L. I. M. & S. Ry. Co. of an acknowledged indebtedness of \$119,609.57, and a stipulation was made that no further bonds were to be issued until the indebtedness was extinguished.

On March 7, 1887, the St. L. I. M. & S. Ry. Co., through its President, Mr. Jay Gould, acquired 51 per cent of the capital stock of the Arkansas & Louisiana Ry. Co.; on January 7, 1892, they acquired an additional 33-1/3 per cent, and on February 23, 1892, the remaining 15-2/3 per cent was acquired.

After the operation of the property was turned back to the owners by the Receiver on August 26, 1889, the St. L. I. M. & S. Ry. Co. took charge of the property by virtue of ownership of a majority of the capital stock and operated it as a subsidiary corporation until September 1, 1909, when the property was formally conveyed to the St. L. I. M. & S. Ry. Co. by deed of that date, which was executed and acknowledged February 2, 1910, and the organization of the A. & L. Ry. Co. was thereafter no longer maintained and ceased to exist.

Construction and Termini

By Washington and Hope Railway Co.

According to the best information obtainable, the line from Hope to Washington was opened for operation September 1, 1879, this being the original



Main Central #406 et al with YR-1, crossing B&M at last "highball signal" in the U.S. in Whitefield, New Hampshire. (Taken November 11, 1982 by Peter Smykla, Jr)



First UP unit to get the new 72" Wing logo, UP #680, GP-38-2 (old UP #2180). (John Jones photo)



Southern Pacific's famous *Daylight* crossing the Benecia Bridge in California sporting a matched set of PA's on the front (probably early-mid 1950s?). This photo was sent to Randy Tardy by Jim Johnson in 1982.