



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

# Arkansas Railroader



According to the the Rock Island News Digest of May, 1953, some of the most beautiful scenery on the railroad may be seen near the stretch of the Rock Island Main Line winding along the Arkansas River between Little Rock and Pinnacle, Ark.. Here The Choctaw Train #52 eastbound from Amarillo enroute to Memphis, rolls along with Pinnacle Mountain as an imposing backdrop. Gerry Becker, Special Engineer with the Rock Island, made this picture at the west end of a passing and industry track near Pinnacle, while on an inspection trip over the division, which graced the cover the the Rock's 'House Organ' in 1953. Collection of John M. Martin

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The Arkansas Railroad Club is a non-profit organization. We usually meet the second Sunday of Each Month at 2:00 p.m.. The August meeting will be held at Union Station, Markham & Victory Sts., Little Rock, Arkansas. Anyone interested in trains and railroading is invited to attend. Bring those friends!

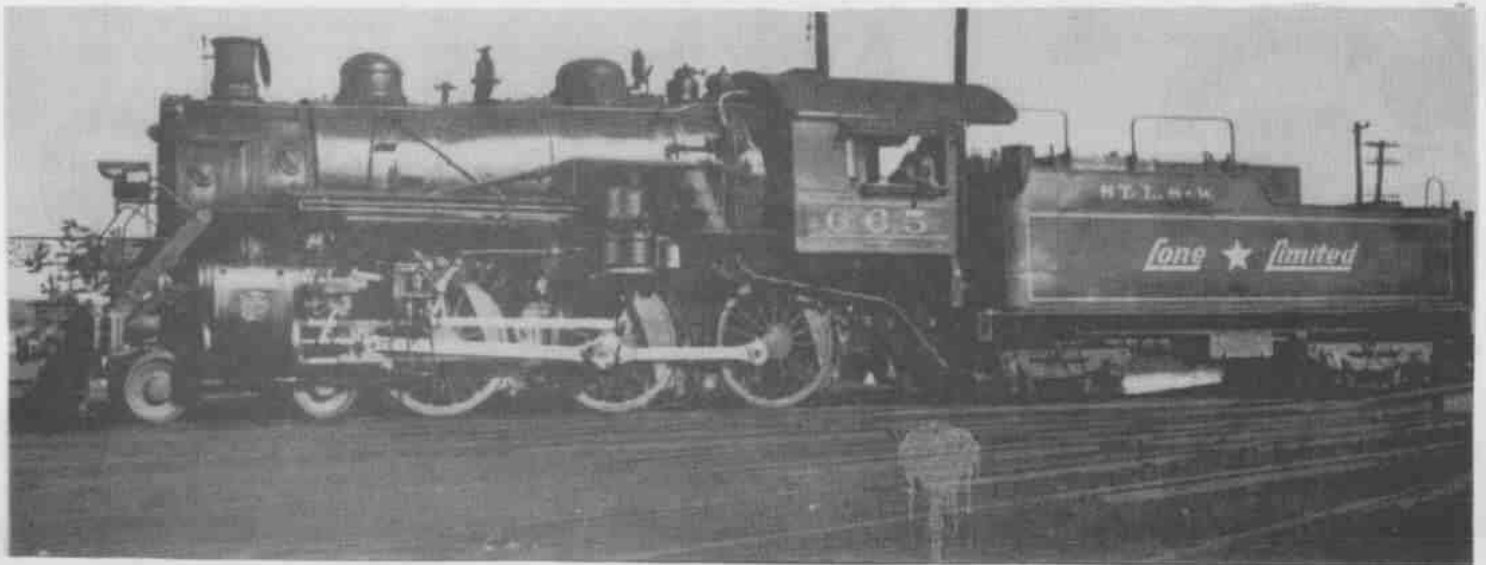
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COTTON BELT Ten Wheeler No 665 built by Baldwin in 1916 is one of eighteen 'GO' Class Locomotives built for Cotton Belt Passenger Service. No. 665 had cast-brass heralds on each valve chest, and was built as a coal burner, although later converted to oil by the Cotton Belt. Nile Green paint and gold pinstriping was used for a lengthy period on the 'Lone Star' between Memphis and Pine Bluff and the 665 also had a booster engine. The 'GO' class locomotives were the backbone of the Cotton Belt fleet until the arrival in July of 1936 of five 4-8-2 mountains purchased from the Florida East Coast R.R.. The 665 was sold in 1953, exact disposition is unknown but was presumably cut up for scrap. Contributed by Bill Merck. Photo from Collection of Harold Vollrath at Memphis, TN in May of 1936.

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REMEMBRANCES OF THE VALLEY EAGLE

*Photo & Story by Ken Ziegenbein*

June 13, 1962...The Valley Eagle pulls into the Kingsville, Texas Station from points South, heading for Houston. I'm waiting to board along with my grandfather, heart pounding, hoping I'd get a window seat. Although I'd taken this trip several times before with my grandfather, the feeling was the same... anxious anticipation.

After boarding I rushed to an empty window seat (there were many) and waved to my cousins on the station platform. The dirty window didn't phase me in the

As the train began moving, I started thinking of eating in the dining car, one car ahead (the only two cars in the train besides the baggage). Finally my wish came true...Spaghetti and meatballs, the only dish I cared for on the menu.



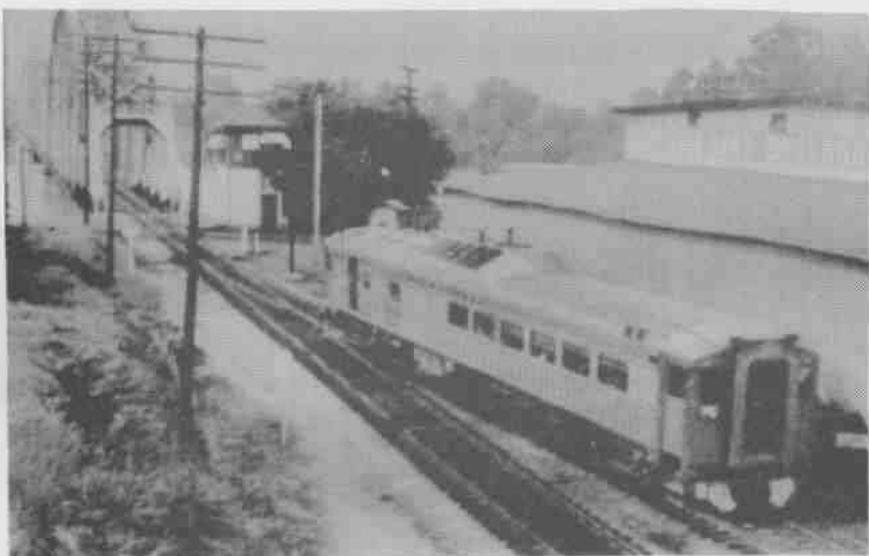
All too soon, the trip was over as we backed into Houston Union Station. Oh well, there'd be other train rides to Kingsville. Perhaps later in the summer. Alas, but it was not to be, for a few weeks later, as I was watching a Houston T V Station from my home in New Ulm, Texas, I heard the sound of doom. Missouri Pacific had discontinued the Valley Eagle.

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**Memphis, Little Rock, Oklahoma City, Amarillo and Tucumcari**

READ DOWN			TABLE D		READ UP	
23 Daily	21 Daily	Mile		22 Daily	24 Daily	
AM	PM		Central Standard Time	AM	PM	
10.45	10.00	0	Lv Memphis, Tenn. ....	Ar	6.30	
11.36	10.53	44	Lv Forrest City, Ark. ....	Ar	4.25	
12.06	11.24	68	Lv Brinkley, Ark. ....	Lv	3.58	
L 1.15	13.38	132	Ar Little Rock ....	Lv	2.45	
1.40	1.15	132	Lv Little Rock ....	Ar	2.30	
4.25	4.02	251	Lv Booneville ....	Lv	11.38	
4.52	4.31	271	Lv Mansfield, Ark. ....	Lv	10.59	
5.20	4.59	295	Lv Howe, Okla. ....	Lv	10.28	
6.15	.....	335	Lv Wilburton ....	Lv	9.28	
L 6.59	6.50	366	Ar McAlester ....	Lv	8.28	
8.15	8.22	410	Lv Holdenville ....	Lv	7.32	
8.25	8.32	418	Lv Wewoka ....	Lv	7.20	
8.45	8.52	430	Lv Seminole ....	Lv	7.02	
9.20	9.40	447	Lv Shawnee ....	Lv	6.35	
10.30	10.45	467	Lv Oklahoma City ....	Lv	5.30	
11.10	11.25	487	Ar Oklahoma City ....	Ar	5.03	
12.25	11.59	513	Lv El Reno ....	Lv	4.15	
1.58	1.50	564	Lv Weatherford ....	Lv	2.23	
2.20	2.26	582	Lv Clinton ....	Lv	1.47	
3.59	3.05	610	Lv Elk City ....	Lv	1.18	
4.31	4.25	627	Lv Sayre, Okla. ....	Lv	12.50	
5.44	5.59	736	Lv Shamrock, Tex. ....	Lv	11.27	
6.06	6.40	688	Lv McLean ....	Lv	10.59	
7.00	4.57	720	Lv Groom ....	Lv	10.20	
.....	.....	736	Lv Conway ....	Lv	9.30	
.....	.....	762	Ar Amarillo, Tex. ....	Lv	9.30	
.....	.....	875	Ar Tucumcari, N. M. (C. T.)	Lv	7.00	
AM	PM		See Table "F" for California Connections	AM	PM	

L—Box Lunches Available Consult Trainman. —Meal Stop.  
Note—Bus service between Owatonna and Rochester (See Note A Page 13)



Nos. 21 and 22  
MEMPHIS-TUCUMCARI—Daily  
(Connects with So. Pac. 39-40  
At Tucumcari to and from Los Angeles)

Chair Cars  
Between Memphis and Tucumcari  
Between Tucumcari and Los Angeles

Nos. 23 and 24—Daily  
MEMPHIS and AMARILLO (Roll Desert Car)

Coach  
Between Memphis and Amarillo  
(Pillows available at Oklahoma City and Amarillo)  
(No Checked Baggage Handled)

A DAY'S PASSENGER TRAINS AT THE ROCK ISLAND DEPOT

By John M. Martin

In 1964, four trains a day sliced Arkansas East-West across the middle over the Rock Island's Memphis to Amarillo Line. The following is an account of a 24 hour period of activity relating to passenger operations at the Rock Island station, January 4, 1964:

The usual first move of the night for the 11:59 p.m. City Switcher was a quick trip down the main to Biddle to pick up the Budd car for tonite's #22. Engine 533 is on the City Job tonite, an SW-1 locomotive, and pulls back to town with Budd RDC Car 9015. It was common practise to deadhead Budd cars from Memphis to Little Rock for maintenance and servicing due to the lack of mechanical forces in Memphis. The Car would deadhead from Little Rock to Memphis on the rear of #22 and return as Train #23.

At 1:10 a.m. Train #21 arrived with:

Rock Island	407	FP-7 Type Locomotive
Rock Island	4333	Mail & Express
Rock Island	4227	Mail & Express (Ex USA Troop Sleeper Baggage Car)
Rock Island	4325	Mail & Express
Southern Pacific	6151	Mail & Express
Rock Island	4328	Mail & Express
Rock Island	702	Railway Post Office
Rock Island	2866	Heavyweight Coach
Rock Island	2869	Heavyweight Coach
Rock Island	9004	Budd Car (Cut off at Little Rock-deadheaded from Memphis)

Switching completed with the removal of the Budd Car and carmen completed their train inspection, Train #21 Departed at 1:35 a.m. for Booneville, 15 minutes Late.

At 3:23 a.m. Train #22 arrived with:

Rock Island	406	FP-7 Locomotive
Rock Island	4210	Mail & Express (Ex troop sleeper Baggage car)
Rock Island	4287	Mail & Express
Southern Pacific	6731	Mail & Express
Rock Island	4365	Mail & Express
Southern Pacific	5046	Railway Post Office
Rock Island	2858	Heavyweight Coach
Pullman	Lake Cadillac	(a section Pullman used in overflow coach service)
Rock Island	454	Coach-Observation
Rock Island	9015	Budd Car (Added at Little Rock)

Switching completed and Inspection finished at 4:10am but #22 was delayed three more minutes to change out a brake shoe on Engine 406. Train Departed at 4:13 a.m., One hour and Eighteen minutes late!

At 1:12 p.m. Train #23 Consisting of Budd Car #9015 sneaks in early from Memphis. It is service, mail sacks tossed and Departs at 1:40 p.m. 25 minutes Late.

At 2:30 p.m. Train #24 with Budd Car #9002 arrives from the West. Like #23 is is fueled, passengers loaded, mail exchanged and departs On Time at 2:45 p.m..

And Again at Midnight, the cycle would start over again...

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From the January, 1928 ROCK ISLAND MAGAZINE From the Collection of John Martin.

Fire, which is believed to been of incendiary origin, destroyed a row of business houses and the Rock Island Station at Auvergne, Arkansas at about 2:30 a.m. the morning of November 30th, 1927. The blaze started in the rear of the barber shop and the flames soon consumed the small buildings and leaped across the street to the Rock Island Station. The total loss is estimated between \$10,000 and \$12,000..

On Thanksgiving Day 1927, a special train was operated for the Stuttgart High School football team, from Stuttgart to Cotton Plant where they played the Cotton Plant High School team- Charles H. Rohrey, traveling passenger agent accompanied the train.

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PHOTO OPPOSITE BOTTOM: Rock Island R.D.C. Car 9004 running as Train #24 Departs the 2nd St. Station of the Rock Island for Memphis, Tenn. Collection of John M. Martin



# PROGRAM



★ The next program will be held Sunday August 8 at Union Station, Markham & Victory Streets, Little Rock at 2:00 p.m. Jesse E. "Rusty" Porter of West Helena will speak on "Railroads of Phillips County".

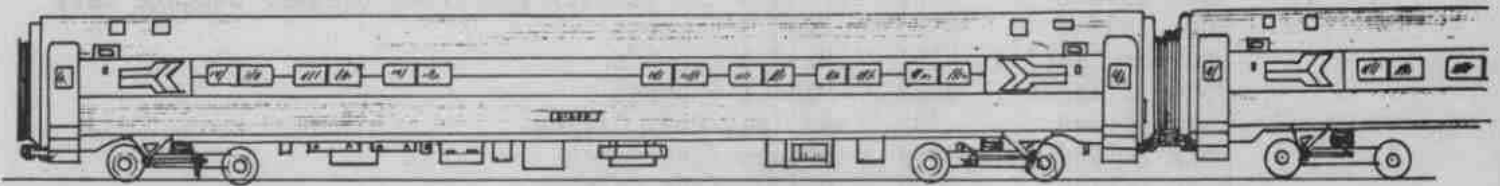
He is an attorney at West Helena and serves as municipal judge there.

Rusty is an avid collector of railroadiana representative of his area - and has much of it displayed in his office at West Helena. He plans to bring several items from the collection and display them at the meeting.

Judge Porter is the author of "By Steam and Rail to Helena," which is a chapter in the book, "Helena - the Ridge, the River, the Romance", by George deMan.

Member Randy Tardy will introduce Rusty, and he is looking forward to being there.

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## AMTRAK NEWS

★ "REAL PEOPLE" come to Little Rock - The "Real People" Production Company including all stars of the NBC-TV

show, came through Little Rock Tuesday night, July 27th on 7 special cars attached to the regularly scheduled Amtrak "Eagle" Train #22. A crowd estimated at 1,500 showed up at Union Station at midnight to greet the train, which was 2 hours late due to the massive amounts of people which greeted it at all stops between Los Angeles and Little Rock.

Consist of the train was 3 F40PH locomotives plus 14 cars (7 regular - 7 special). Most of the equipment was Superliners, but there was one Amfleet car, one "Heritage" Sleeper, and, of course, the special observation car at the end.

The train continued on the regular "Eagle" route to Chicago, where it arrived about 3 hours late.

The special "Real People" TV show based on this train trip will air on NBC (Channel 4 in Little Rock) on September 22. It should prove quite interesting.

★ Another special train will run through Little Rock on August 9 from Chicago to Dallas carrying a group of Lutheran Church delegates to a convention. This separate train will return on August 13. It will have 2 engines and 12 Superliner coaches, including 3 food service cars.

The southbound train will run through Little Rock August 9 about 10pm, northbound about 7:30am on August 13.

★ TRIP REPORT - Yours truly (Ken Z) just returned from an Amtrak trip back to my home in Brenham Texas and I would like to make a few comments about the ride. The southbound trip on July 30 was marred only by it being late the whole day. It arrived at Little Rock over an hour late and 2 hours late by the time it reached Temple Texas, where I got off. Reasons for lateness? - mainly slow orders and trackwork on the ICG between St Louis and Alton, Illinois.

Otherwise the trip was good southbound with lots of people.

The northbound trip on August 1 was fantastic! It arrived in Temple on time, McGregor on time, took siding for a Santa Fe freight north of McGregor making it 10 minutes late into Cleburne, 15 minutes late into Fort Worth, 12 minutes late into Dallas (108 got on in Dallas), 26 minutes late into Longview (there's a Northern Pacific green baggage car on a siding there, and there was an Auto-Train Dome car, #471, on a siding in Cleburne), 30 minutes late into Texarkana, 41 minutes late to Malvern and about 15 minutes late to Little Rock.

By my own count, the train had over 400 on board into Little Rock in the coaches alone plus at least 22 on the sleeper. The 50 that got on in Little Rock that Sunday night mostly had to go into the Sightseer Lounge car to be seated. Anytime you hear that nobody rides the trains anymore, you can call them a liar.

The Missouri Pacific Passenger Agents's report from August 31, 1966 below shows that train number 2 leaving out of Little Rock that night had 381 passengers on board. That train had 16 cars (9 Pullman's). Today's Amtrak "Eagle" compares very favorably with the old MOPAC "Eagles" of days past in ridership. Just wish there'd be more trains!

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MISSOURI PACIFIC LINES  
PASSENGER AGENT'S REPORT - LITTLE ROCK

Period of report - 12:01 a.m. until 11:59 p.m.

Notation: This report includes Train No. 1 arriving at 11:55 p.m. preceding date.

Train No.	Inbound			Pullman			Coach			Outbound			Pullman			Coach		
	Due	Arr'D		Psgrs	Cars	Psgrs	Cars	Seats	Due	Dep'd		Psgrs	Cars	Psgrs	Cars	Seats		
1	11:55	12:22 am		59	5	190	7	446	12:20	12:47am		49	4	133	7	446		
2	1:50	2:27 am		147	8	192	7	453	2:05	2:58am		153	9	228	7	453		
31	...	...		...	...	...	...	...	1:20	On Time		4	1	45	1	60		
4	7:40	8:00 am		None		25	1	56	8:25	8:55am		None		26	1	56		
7	9:30	9:20 am		None		52	1½	96	11:25	On Time		None		65	1½	96		
8	3:30	4:06 pm		None		41	1½	100	3:45	4:27pm		None		67	1½	100		
3	8:30	8:25 pm		None		36	1	64	8:50	8:53pm		None		15	1	64		

Office of AGPA = Little Rock, Arkansas

Dated AUGUST 31, 1966

From the Collection of John M. Martin...

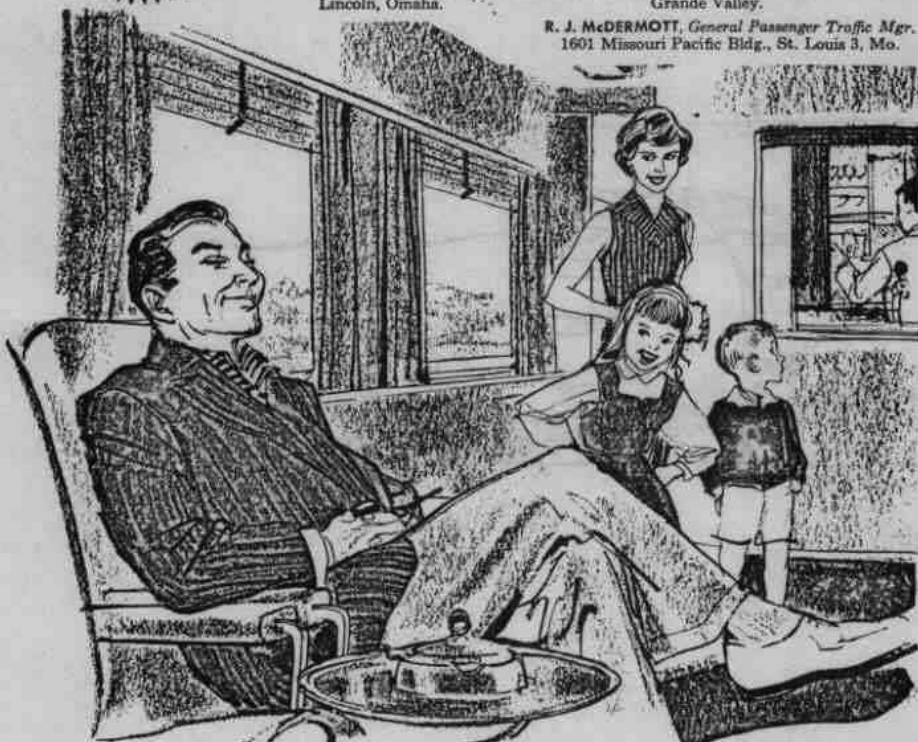
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Fun and Fancy Freedom... on the EAGLES!



- ★ The TEXAS EAGLES overnight between St. Louis, Memphis and the principal cities of Texas. Through sleeping cars between Chicago, New York, Washington and Texas. Planetarium-dome coaches between St. Louis and Dallas, Fort Worth, Austin and San Antonio. Direct connections at Laredo with the streamlined AZTEC EAGLE to Mexico City.
- ★ The COLORADO EAGLE between St. Louis, Kansas City, Wichita and Colorado. Planetarium-dome coaches between St. Louis and Denver.
- ★ The MISSOURI RIVER EAGLE between St. Louis and Kansas City, Lincoln, Omaha.
- ★ The VALLEY EAGLE between Houston, Corpus Christi and the Rio Grande Valley.

R. J. McDERMOTT, General Passenger Traffic Mgr.  
1601 Missouri Pacific Bldg., St. Louis 3, Mo.



Travel MO-PAC Family Fare...rent a car while you're there!

★ MODEL RR CLUB NEWS - The Arkansas Valley Model Railroad Club meets Monday nights about 8pm at the clubhouse in North Little Rock on River Front Road.

In case you don't know, the club is modeling the MOPAC circa 1920 from Little Rock northward in HO gauge.

New members always welcome.

Another Open House for the Model Club will be held in November. The last Open House on May 15 drew 500-600 people.

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★ Member James Fair of Austin, Texas sent in the story on page 7 on Rock Island's "Hot Springs Limited". (See the cover photo of R.I.'s "Choctaw" and page 3 for related articles).

I appreciate any and all contributions of this sort. Keep them coming!!!

# HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

(1982 Season)

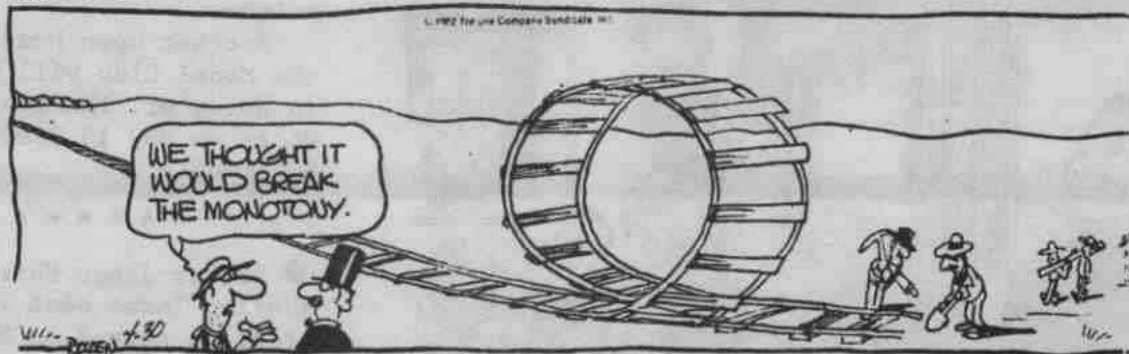
Here is Cinders' annual status report on well-known steam locomotives recently operated or expected to operate on mainline railroads in the United States and Canada:

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	REMARKS
611	4-8-4	N&W	City of Roanoke, VA	Birmingham, AL (SOU shops)	Being rebuilt for excursion service in 1982.
614	4-8-4	C&O	Steam Locomotive Corp. of America	Hagerstown, MD	Operated full 1981 schedule on Chessie's Safety Express. Expected to be idle in 1982 but resume excursions on CSX lines next year.
722	2-8-0	SOU	Southern Ry.	Birmingham, AL (SOU shops)	Out of service - no further plans for operation.
750	4-6-2	S&A	Atlanta-NRHS	Birmingham, AL (SOU shops)	Inactive for several years. To be repaired for excursion service.
765	2-8-4	NKP	Fort Wayne RR Historical Soc.	Fort Wayne, IN	Inactive in 1981. Repairs in progress for Midwest excursions on N&W this year.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont. (National Museum)	Excursions planned out of Ottawa in 1982.
2102	4-8-4	RDG	Rails Diversified of Ohio	Brownsville, PA	Restoration planned for possible excursion service.
2716	2-8-4	C&O	Kentucky Ry. Museum	In service on SOU	Rebuilt in 1981 at SOU Birmingham shops. To operate full 1982 excursion schedule.
2839	4-6-4	CP	Royal Hudson Loco. Co.	Marshallton, DE (WAW shops)	Completed excursion work on SOU in 1980. Future uncertain.
2860	4-6-4	CP	Province of Brit. Columbia	North Vancouver, B.C.	Scheduled for regular excursion service on British Columbia Ry. (May-Sept.)
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Restored in 1981 for excursion service. Occasional use this year - may appear at NRHS convention.
4070	2-8-2	GTW	Midwest Ry. Hist. Foundation(NRHS)	Cleveland, OH	Ran Saturday-only excursions in 1981 Cleveland-Akron, OH (Cuyahoga Valley RR). Expected to operate weekends in 1982.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Ex-Freedom Train engine restored 1981 to SP "Daylight" colors for excursion to California. Future uncertain.
4501	2-8-2	SOU	Tenn. Valley RR Museum	Birmingham, AL (SOU shops)	Taken out of service 1981 for repairs. To be restored for excursion service.
6060	4-8-2	CN	Canadian National	Edmonton, Alta.	Retired from CN excursion service. Alberta Pioneer Rwy. Assn. will operate on irregular excursions out of Edmonton in 1982.
8444	4-8-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Longtime UP excursion loco. Will operate several excursions in 1982.

(From NRHS NEWS)

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## Catfish



(From New Hope Chapter, NRHS)



## THE HOT SPRINGS LIMITED

James R. Fair

By whatever standard of comparison, the Missouri Pacific and its predecessor companies have always been preeminent on the Little Rock railroad scene. This is especially true today, with the Rock Island in a state of dissolution and the Cotton Belt being, as always, a mere branch line connection to the main line through Arkansas. The dominance of the Missouri Pacific in the Railroader has been evident, also, and this is understandable. But just to give a bit of the other side of the coin, and to recount some of the writer's personal experiences with "the other mainline railroad", the following report on the Rock Island is offered. The subject of the report is, specifically, the Hot Springs Limited that for many years made the daily round trip between Memphis, Little Rock and Hot Springs.

Locally, the Chicago, Rock Island and Pacific Railroad entered the picture on March 24, 1904, when it leased the Choctaw, Oklahoma and Gulf Railroad. That line had completed its east-west route through Arkansas on October 13, 1899, when the last spike was driven some 27 miles west of Little Rock. The Hot Springs connection, the Little Rock and Hot Springs Western, had been leased by the C O & G on September 20, 1901. Further, the "Diamond Jo" line from Benton to Hot Springs had been acquired by the C O & G on May 10, 1902.

The idea of a through Chicago-Hot Springs sleeping car came quite early, for the Oct. 7, 1900 timetable of the Rock Island shows such service, with the carrying train taking 315 minutes to run between Memphis and Little Rock, and providing a convenient overnight service back to Chicago, leaving Little Rock at 2:20 pm. By 1909 a dining car had been added between Little Rock and Memphis. By 1924 there was also an observation/parlor car, and by 1926 the train was called the "Hot Springs Limited". Running time was now down to 210 minutes, and the eastbound train departed Little Rock at 3:25 pm.

The above sets the stage for a particular time in history that bears some amplification. Let us go back in time to the summer of 1935, when America was still struggling with the depression, the New Deal, and the problem of Hitler in Europe. For many, the time was peaceful and quite reasonable, but for some it was a frantic time, and one of destitution. Let us assume that you are a young railfan, accustomed to hanging around the glorious Union Station, but intrigued also by the depot on the other side of town that bears the description, "Choctaw Route". You know that a good time for train-watching at that place is the late afternoon, and today you make the trip there (first on the #2 streetcar, then transferring to #5 at Main and Markham, going to the turnaround at second and McLean streets, just up some steps from the Rock Island platform. Today you arrive there at about 4:00 pm and find that all is very peaceful and quiet. About the only sounds are some movements in the baggage room and the whir of electric fans in the passenger lobby. All three of the station platform tracks are clear.

At 4:40 pm, right on time, the horn of a gas-electric engine sounds for the crossing at ninth street, and shortly the local passenger train from Winnfield, Louisiana, rounds the curve at the south end of the platforms. Headed by motor No. 9013, the train comprises only one coach in addition to the baggage/mail/coach facilities in the power unit. This train pulls into track #3, disgorges a few passengers, and commences to unload a sizeable amount of headend cargo. Shortly it backs out of the way, not long before a steam locomotive whistle sounds, and soon the eastbound Choctaw Limited, No. 52, pulls into track #2. This is really the local train from Amarillo, Texas, and it has been on the road some 18 hours in covering 628 miles. It is headed by a P-32 Pacific type locomotive, and its consist shows four cars, including a cafe lounge car at the end of the train. The locomotive soon pulls forward and then moves behind the passenger platforms to the east. Meanwhile, the locomotive for the Hot Springs Limited has taken its position almost under the Second Street overpass, coupled to a baggage/mail/express car.

This locomotive is No. 836, an oil-burning P-32 Pacific of the Rock Island, and it is indeed a beauty. Built at Schenectady in 1905, it



looks as if it has just been outshopped. It is sleek and shiny, and it has something never to be found at the Missouri Pacific station: clean, white driving wheel tires! It has a full head of steam, with pop valves blowing; it seems impatient to get on the high road to Memphis, to show what it can do on those straight stretches around Carlisle and Hazen. It is one of 16 P-32 engines assigned to the Arkansas-Louisiana Division, 13 of which are currently in service. It had Class 3 repairs at Shawnee, Oklahoma, in the early part of the summer, and will log at least 150,000 miles before again needing such attention. A trim, beautiful piece of machinery - and it has attracted others to the iron fence that prevents passersby from getting out on the platforms.

At about 4:45 pm, a few minutes late, the Hot Springs Limited rolls in from the south, and enters track #3. It has its usual consist, in order: Baggage/mail/express, two coaches, sleeper (for Chicago, via the Illinois Central), full diner, and observation/parlor car. The train was well scrubbed at Hot Springs, and its liesurely 95-minute trip over the 60 miles of winding line from Hot Springs has done little to get it dirty. It looks good, from P-32 No. 849 on the point to the drumhead sign (with the insigne in the center, and white lettered "Hot Springs Limited" on a maroon background around the periphery) on a well-polished open platform railing.

Meanwhile, the almost pastoral scene of an hour ago has become one of bustling activity. The depot lobby is full of talkative people, there are lines of taxis out front, and baggagemen are busily transferring cargo from the headend car that came in from Hot Springs. Shortly, the inbound locomotive and its headend car pull forward, run across the Missouri Pacific crossing and well out on the Arkansas River bridge. Then, the replacement locomotive, with headend car, pulls forward and then backs down track #3 to connect with the remainder of the train. This is the system used each day: the engine makes the Little Rock-Memphis-Hot Springs-Little Rock run and then is replaced. The headend car is occupied early by postal clerks, and the modicum of cargo from the inbound Limited is transferred.

Much has been happening in 10 minutes, but at 4:50 pm, all is set and the conductor gives the "All-aboard" call. Train No. 50 rolls

out of the old Choctaw Route depot, about five minutes late, and quickly picks up the pace as it crosses the river and swings east through North Little Rock. The scheduled running time from Little Rock to Hulburt, 124 miles, is 136 minutes, including stops at Brinkley and Forrest City, and some slower running across the White River bridge and through Crowley's Ridge. Between Lonoke and Mesa, 23.2 miles, the timecard says 21 minutes. Speed limit is 70 miles per hour, but this is often exceeded. The P-32 is a fast runner, and the line is straight and essentially gradeless. Beyond Hulburt it takes 30 minutes to run about 10 miles, but this includes slow movement over the Harahan Bridge, and backing into Central Station in Memphis. Still, the 165 minute time is more than competitive with the Missouri Pacific's 180 minutes, and today there will be little trouble in making up the five minutes loss at Little Rock.

Well, the Hot Springs Limited is gone, the crowds are dispersed, the engines have backed away to Biddle shops, and there won't be another passenger train until the Memphis-Californian comes in from the east at 1:10 am. You climb the steps, catch the Birney car at the turnaround, and manage to get home by dinnertime. A thrilling late afternoon experience? You bet your life!

As a footnote, the Hot Springs Limited survived until the late 1940s, sharing the fast running between Memphis and Little Rock with the Choctaw Rocket after the latter began service in November 1940. The March 13, 1949 timetable showed that the Hot Springs-Chicago sleeper was now being handled by the Rocket. That service ended a few years later. Just a part of the sadness connected with certain types of progress!

. . . . . J.R.F.

7/82

