



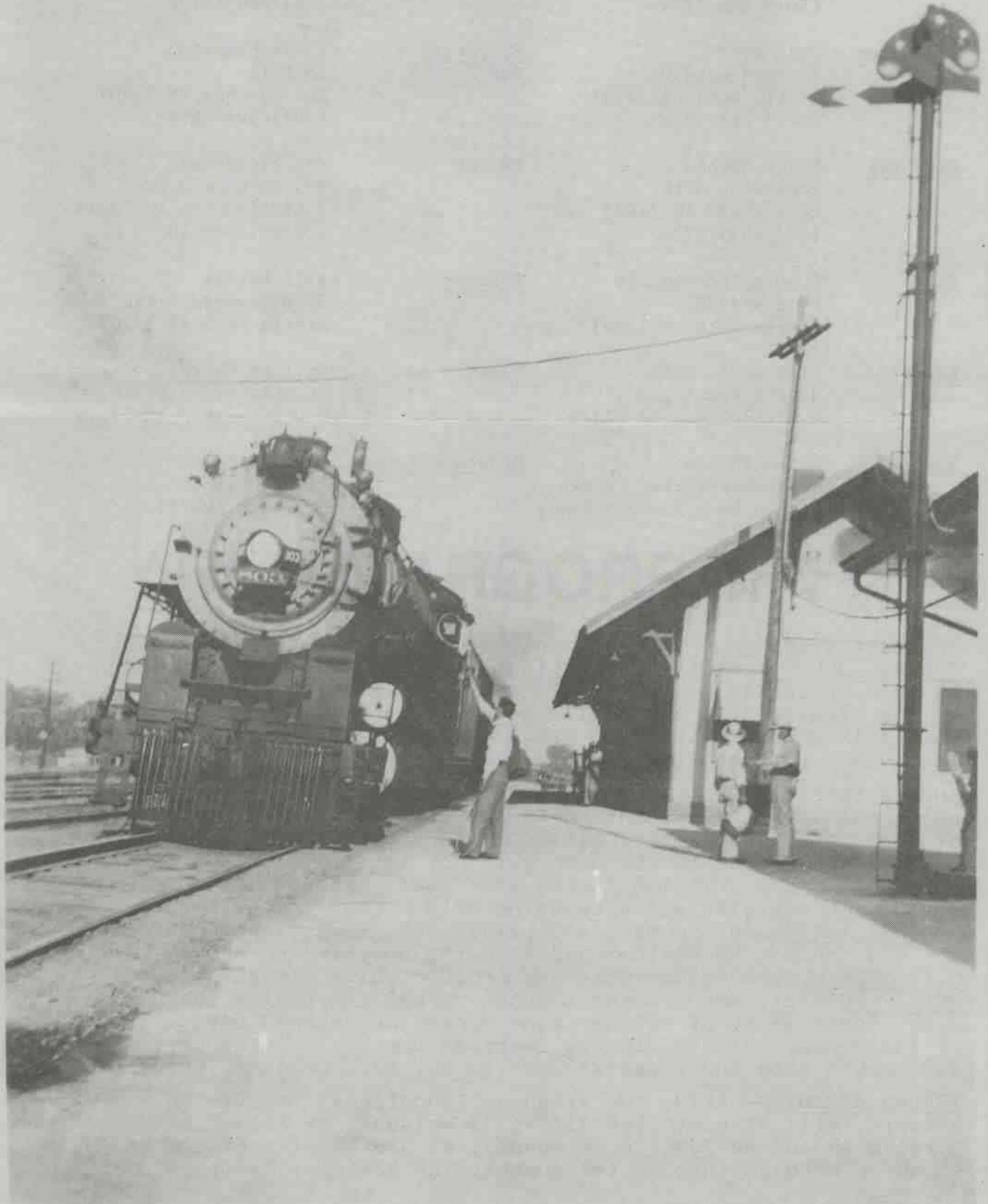
# ARKANSAS RAILROADER



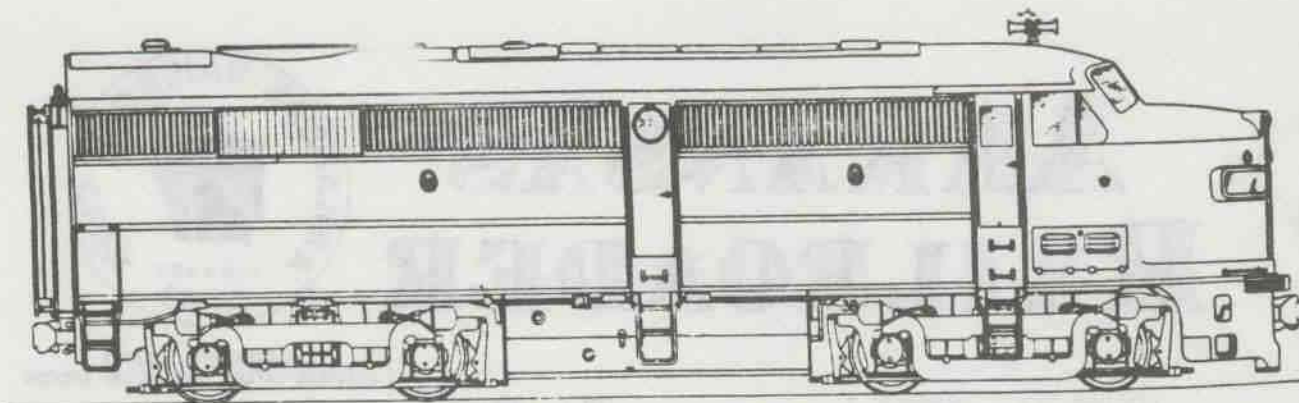
VOLUME 22 NUMBER 7

JULY 1991

LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY



LEWISVILLE, ARKANSAS 1937 - P. B. Wooldridge is shown handing up train orders to Cotton Belt engine No. 803. (P.B. Wooldridge collection - story inside)



CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<u>Board</u> - Robin Thomas 10980 Rivercrest DR #26 Little Rock AR 72212-1412	<u>Honorary Board</u> - Matt Ritchie 111 Tenkiller Sherwood AR 72116

☆☆☆ **PROGRAM** ☆☆☆

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, JULY 14 at the usual place, the Twin City Bank building on Main Street in North Little Rock. Time will be 2 PM.

The program this month will be given by DAVID JOHNSON, who will talk about Memphis and Tennessee railroads. Mr. Johnson is from Memphis. Free refreshments will be served, as always.

SHOW & SALE FIGURES - Final paid attendance at our Show & Sale held June 1 was 482. Counting table sales, the club made a profit of about \$1255 this year. Attendance would have been more were it not for the guards at the main gate not letting people park next to the Arkansas Building in the afternoon. Seems a large graduation exercise was also being held.

MANY THANKS to the many who helped out, including: CHANNEL 11, who did their 6 PM weathercast from the building on May 31, and L.T. WALKER, who helped work one of our tables. Thanks also to PHILIP MOSELEY, who donated a bunch of KCS timetables to the club. There were, of course, many others who helped out.

Incidentally, DICK DAVIS has reserved the Hall of Industry for our club's show the first weekend in May through 1995. **WE'RE SET!**

TRACKS AHEAD!! - AETN, the Arkansas Educational Television Network, will have started airing 13 episodes of Kalmbach's "Tracks Ahead" on JUNE 24, a monday, at 530 PM. These will be shown on Mondays through the summer. The Arkansas Railroad Club

(CLUB NEWS, continued on Page 15)

## COTTON BELT'S PINE BLUFF SUB, 1930's & 40's

by: P.B. Wooldridge

Anyone who thrives on thrills and daily excitement should have worked on the Pine Bluff Sub-Division of the Cotton Belt Ry back in the 1930s and 40s. No two days were ever alike and there was no semblance of boredom. This was before CTC, radio communication, air conditioning, diesels, paid vacations and sick leave. Railroad operation was as different from today's operation as night and day.

On New Year's Day about 1943, I was on first trick Fordyce tower sending a Western Union message when I heard No. 80, a Rock Island freight whistling up a storm several miles out. He was about 5 minutes ahead of No. 632, a passenger train. First 43, a Cotton Belt Blue Streak freight, was approaching the Tower, so I lined the route for him. No. 80 came around the curve, wide open, with 3 cars and a caboose as First 43 moved through the interlocker. To avoid derailing No. 80 down an embankment, I jumped up and closed the derail and lined for the interchange track, without giving No. 80 any signal. If he went through the interlocking plant and hit the side of First 43 he would do so only after running two restrictive signals.

No. 80 finally got stopped half way through the interchange track, after using an impressive amount of sand. The relief crew piled off the engine and walked around it, amazed that they were still on the rail. The conductor climbed up the stairs to the office. When he asked if he should report the incident, I replied: "Forget it."

In retrospect, I marvel that I survived almost 44 years on the railroad. Like the time I came within 5 seconds of derailing one of those beautiful 800 engines. On my first day at Faith, Arkansas, a southbound freight over-ran the north switch, had to cut off the engine with 3 cars, drift down to the south end, back through the siding, couple up, work the air, and pull into the siding. All this required about 30 minutes delay for the northbound train being met.

The siding at Faith was on the side of a hill, descending southbound. The dispatcher asked me, in the future, to handle the north switch to avoid such delays. On this particular day, the southbound freight, pulled by two 800 engines spaced 5 cars, came down the hill wide open. I gave him a slow sign with a red flag, but the engineer didn't respond. At that moment in your career you are between a rock and a hard place. I asked myself if the dispatcher was mistaken on a Faith meet, or if the engineer had overlooked the meet. Then at the last moment the engineer big-holed his train. I very quickly then lined the switch. I can still see the switch points meshed to line for the siding, and immediately thereafter the pilot wheels of the lead engine entered the siding. When the train came to a halt, the second engine was on the switch and the silence was deafening. The head brakeman walked back and said, "I don't know what's wrong with that engineer. He did the same thing at South Pine Bluff."

In 1941 there was a near corn-field meet between two 800s between McNeil and Waldo. Earlier I had overheard on the dispatcher's phone a crossover McNeil meet issued, then I had worked mail, baggage and express on No. 2. I heard First 17 puffing up McNeil hill and so attempted to report to the DS. But no response as Slim was downstairs enjoying coffee. I made several such attempts, especially when I saw he was wide open coming down the hill. I had a clear board, and could only assume the meet had been changed at Buena Vista.

I will never forget the look on the conductor's face when he saw that clear board. He immediately pulled the air. First 17 had just come to a stop, when I heard a northbound 800 whistling about 3 miles out. At that time Slim called, and belatedly informed me that First 17 would head in at the crossover McNeil. I acted very composed, and thanked him. That was one of many close calls that Pine Bluff never knew about.

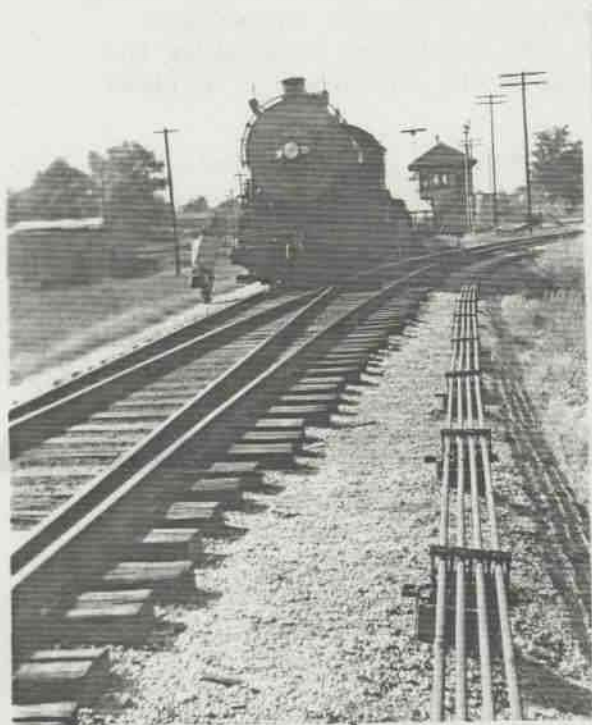
But one corn-field meet they all knew about happened about 1943. Business was more than good. One morning I lined up Southward Siding Fordyce for a southbound freight to head in and meet 7 trains, then head out six miles to meet six more at Thornton. With 3rd 18 cleared, orders in the hoop, and the interlocker lined, the dispatcher's bell rang. The original clearance was "busted" and a meet was changed from Saline to Kingsland. Third 18 was already in sight so it took quick work not to stop him. About ten minutes later the phone rang again.

"What orders did you give Third 18? He's by Kingsland!"

It was with trepidation that I reached for the wastebasket, and there was quite a pause before I responded. All the old clearances, I found with relief, had been destroyed, and Third 18's orders were all in order. Supt. Ferguson came in on the phone and asked Slim where they would meet, and was assured they would meet on straight track. The two trains, both 800s, did stop short of each other, and Third 18 backed into Kingsland.

I doubt very seriously that many people realized the terrible responsibility we had back in the good old days, for hundreds of human lives on a daily basis. Those train crews were much more than brave, especially those who rode those beautiful steam engines. Any my hat has always been off for the dispatchers. I've often wondered how they did it.

- END -



ABOVE LEFT- A southbound Rock Island extra freight at Fordyce tower, in the 1940s. ABOVE - a troop train southbound pulling by Fordyce tower with a northbound freight ready to leave town, snow on the ground. LEFT- Short flag at Whitaker, south of Stephens. No. 807 pulling solid oil train rear-ended a local about 1942. (All photos by P. B. Woolldridge)

July 1991

FORM  
19

FORM 3149  
BERRYMAN HENWOOD, TRUSTEE

FORM  
19

St. Louis Southwestern Railway Lines—Debtor

TRAIN ORDER NO.

186 Mar 15 1943

T. C. & E.

Second 18  
and Progress Extra 819 North

X

Opr.;

M

At

Fordyce

Second and third 18  
Engnr 816 and 810 have  
night over No 5 Eng 663  
Bearden to Rison and  
hold main track at Rison  
against No 5  
Prog. Extra 819 North  
hold main track at  
Rison on order No 175  
against No 5 and Second 18  
Eng 812  
Afe

Conductor, Engineman, Fireman and Flagman must each have a copy of this order.

Made

Com

Time

1254 P M. Fordyce

Opr.

12752. Cotton Belt Passenger Depot, Argenta, Ark.



Cotton Belt Passenger Depot, Argenta, Arkansas, probably in 1912.

The Deadly Puzzle Switch, Argenta Yards,  
Little Rock, Ark.



In the so-called "hole" yard at North Little Rock (the Argenta 1904-1917). Shops and roundhouse to the left. 5500-class 4-4-2's on left. (Both postcards the collection of Stephen Eudy, PO Box 25027, W Des Moines IA 50265-9401.)

## LITTLE ROCK'S LAST "SET-OUT" SLEEPER

by Bill Pollard (Typed by Bill Pollard)

On June 9, 1967, Missouri Pacific announced plans to discontinue MP trains No. 31-32, the last passenger trains operating between Little Rock and Alexandria, LA. These trains were the final remnant of the Louisiana Sunshine, once a connecting train for the fabled Sunshine Special. Although the train name had long since vanished from the public timetables, the name still appeared -- in hand painted gold lettering, no less -- on the Little Rock station train board. A through Pullman sleeping car (of 14 roomettes-4 double bedroom configuration) operated over this route, being transferred to/from the Texas Eagle at Little Rock.

Prior to the filing of the discontinuance notice for this service, the Missouri Pacific's passenger traffic manager arranged a series of conferences at five of the largest cities served by the trains. At these meetings, mayors, community leaders, and chamber of commerce representatives were briefed on the railroad's reasons for discontinuing the service. At these meetings, various suggestions were made to Mopac in efforts to revive the profitability of the route. One proposal involved discontinuance of Pullman service, since the railroad exhibit showed a \$48,000 annual deficit attributable to this segment of the operation alone. Mopac officials politely promised to review this suggestion, but little doubt remained that the D.B. Jenks era management team was intent on discontinuing passenger service on this route.

Although the proposed discontinuance date for trains 31-32 was July 17, 1967, protests from down-line communities caused the Interstate Commerce Commission to delay the discontinuance for the statutory four months so that hearings could be scheduled. This delay, as in most train off cases, proved to be a mere formality, since the ICC was not inclined to closely question the bloated railroad expense and depreciation figures, and railroad attorneys were well versed in defusing the testimony of the opposition. The railroad's case for eliminating trains 31-32 was aided by the Post Office's bombshell announcement that all Arkansas railway post office cars would be discontinued by mid-October. The RPO contract represented \$125,000 per year in revenue for trains 31-32, and this loss, along with an expected shift of Railway Express Agency traffic from baggage cars to trucks, was duly emphasized by railroad attorneys before the ICC examiner.

At the ICC hearings, Mopac muddled through a discussion of the Pullman car operation. Although \$48,000 in Pullman car expense was charged to Nos. 31-32, the railroad attorneys explained that this amount would not be "savable" if the Pullman was dropped. The railroad argued that "...two Pullman cars were required between Little Rock and St. Louis, and the cost of the cars would be unchanged even if one car was set aside to stand idle at Little Rock. Also, passengers would be unable to utilize the Pullman at Little Rock to await connection with the St. Louis bound Texas Eagle. The elimination of the Pullman would result in greater out-of-pocket losses than if the operations between Little Rock and Alexandria remained unchanged." From the record [Finance Docket 24625; I.C.C. Reports Vol 331 pg 137-150], it appears that no one challenged the Missouri Pacific representatives on this point. Four Pullman cars were already operating in the Texas Eagle from Texas points to St. Louis, and it is highly unlikely that Little Rock was entraining anything close to an entire Pullman car load northbound each night at this point in history. Why, then, would Mopac representatives be so mysteriously overprotective of the first class trade?

The situation of the through Pullman car presented a concern to Little Rock protestants, including the Chamber of Commerce and the Arkansas Transportation Commission. Since the car from Alexandria arrived in Little Rock on Train 32 at 11:20pm, and did not depart on Train No. 2 until 2:05am, it in effect served as a set-out sleeper for Little Rock passengers. After No. 32 arrived, the standard procedure was for the depot switcher to spot the sleeper on an adjacent track, where it was then opened for boarding by Little Rock passengers holding Pullman accommodations. A separate gate sign on the concourse "PULLMAN CAR 1321 TO ST. LOUIS" directed outbound passengers to their car. These Pullman passengers gained several extra hours of sleep before the car was added to the rear of train No. 2 early the following morning.

Returning to the ICC examiners report, a footnote reveals that the only counsel representing protestants at Little Rock were the attorneys for rail labor. Cross-examination of the testimony of Mopac witnesses was conducted entirely by brotherhood representatives. Although their presence probably would not have altered the outcome, the absence of any City of Little Rock or State of Arkansas representatives at the hearing certainly impressed the ICC examiner, no doubt to the delight of Mopac attorneys. In what by all appearances was a trade-off for Little Rock protestants not vigorously opposing the

discontinuance of trains 31-32, Missouri Pacific agreed to continue operating this Pullman route between Little Rock and St. Louis (for a 90 day trial period) following the discontinuance of the Alexandria train.

The lucrative Railway Post Office contract for the "Little Rock & Alexandria" RPO was indeed cancelled, with the last RPO cars operating on September 30, 1967. Interstate Commerce Commission approval for the train discontinuance was routinely received, as expected, and trains 31-32 made their last trips on November 18, 1967. On the day that the Alexandria trains made their last runs, H.R. Kastman, assistant general passenger agent and the highest ranking passenger department official at Little Rock, announced the "new, improved" Pullman car service between Little Rock and St. Louis.

Northbound, the Little Rock set-out car would operate on Texas Eagle (train No. 2), as before, although the car was now opened for occupancy at Little Rock at 9:30PM. On the southbound trip, however, the car was carried aboard train No. 7, which departed St. Louis at 12:45am with a scheduled arrival in Little Rock at 9:30am. Train No. 7 had not carried Pullman cars since January, 1964, when the St. Louis-Hot Springs and GM&O's Chicago-Hot Springs Pullman routes were dropped as a consequence of discontinuance of the last Hot Springs passenger trains.

# MOPAC

*Offers New Overnight  
Sleeping Car Service  
Between*

# LITTLE ROCK

and

# ST. LOUIS

Travel the relaxing, restful way by train. You can board the car in the station here at 9:30 P.M., be asleep long before the train departs at 2:05 A.M. You arrive in St. Louis rested and refreshed at 8:30 A.M. Southbound return service leaves St. Louis 12:45 A.M.—sleeping car open at 9:30 P.M. — arrives Little Rock 9:30 A.M. Choice of roomette or bedroom accommodations.

For Tickets, Reservations  
Information Call . . .

**MISSOURI PACIFIC  
STATION**  
Markham & Victory Sts.  
Phone FR 2-6221



## EQUIPMENT

### TRAINS No. 7-27-28-8-23-24

#### Sleeper—

St. Louis - Little Rock  
(14 Rmtte. 4 DBR) [75]  
(Open 9 30 p.m.)

#### Grill Coach—

St. Louis - Ft. Worth. (Grill Service  
St. Louis - Little Rock; Marshall-  
Ft. Worth)

#### Coaches—

St. Louis - Ft. Worth  
New Orleans - Marshall  
Longview - San Antonio

## THE TEXAS EAGLE

### TRAINS No. 1-21-41 and 42-22-2

All Coach Seats Reserved

#### Sleepers—

St. Louis - Ft. Worth  
(20 Rmtte. 6DBR) [19-28]

St. Louis - Houston  
(14 Rmtte. 4 DBR) [211-220]

St. Louis - Mexico City  
(10 Rmtte. 6 DBR) [102-101]

St. Louis - San Antonio  
(14 Rmtte. 4 DBR) [215-228]

Little Rock - St. Louis  
(14 Rmtte. 4 DBR) [24]  
(Open 9 30 p.m.)

#### Diner—

St. Louis - San Antonio

#### Diner-Coach—

Palestine - Houston  
Longview - Ft. Worth

#### Coaches—

St. Louis - Ft. Worth [FW-1]

St. Louis - Houston [HU-11]

St. Louis - San Antonio [SA-26]

New Orleans - Ft. Worth [NO. 21]

No checked baggage or remains  
handled between St. Louis, Mo.,  
and Palestine, Tex.

Newspaper advertisement featuring Little Rock set-out Pullman.  
Official Guide equipment listing.



The two Pullman cars released from the St. Louis - Alexandria service, EAGLE BAY and EAGLE LAKE, were reassigned to the new experimental St. Louis - Little Rock Pullman route. This route was designated as car 24 northbound and car 75 southbound. The car 75 designation was a reminder of the past, having been previously used for the St. Louis-Hot Springs Pullman route. Several modest sized advertisements - a rarity for Mopac in the 1960's - were purchased in Little Rock newspapers to inform patrons of the convenient new service.

The Christmas holidays provided an opportunity to sample the set-out service, and on one of my then frequent trips to Union Station, bedrooms C and D were reserved from Little Rock to St. Louis and return. Passengers arriving at Union Station after dark during this period found a brightly illuminated waiting room (AMTRAK, take note!) with passengers already on hand for the midnight arrivals of the northbound and southbound TEXAS EAGLES. A few passengers from No. 3, a coach only mail train departing at 8:30pm, were frequently still at the station also, awaiting their rides home.

The small blackboard behind the ticket window, which was used to keep employees informed on train status, had the cryptic notation "#2-4:15a", which translated into a departure at least two hours late out of Little Rock. After obtaining a timetable for trip notations, a redcap was located to help carry our bags through the waiting room and out onto the concourse. Pullman car EAGLE LAKE beckoned from its spot on track #2, where it was hooked up to 220-volt power as well as stand-by steam to ward off the evening's cold. The car was softly illuminated by the lights along the train shed, the route designation "24" was shining in a side window, and steam wafted up from the end of the car. The thrill and anticipation for passengers descending the steps from the concourse to trackside was heightened during the short walk to the open vestibule. A yellow PULLMAN stepbox beckoned on the platform, and as we approached the end of the car a veteran Pullman porter, in regulation dark blue dress uniform, stepped down to welcome us aboard and handle our luggage. As we passed into the car, a brass doorplate again identified the car as EAGLE LAKE, and a smaller sign proclaimed "This car for Pullman passengers ONLY." Entry into a Pullman car was passage into another world; the muted interior colors, the muffled hum of the car generator, the faint hiss of escaping steam, and even the characteristic smell of the car, served to remind the boarding passenger that they were embarking on more than just another trip. Moving down the aisle past the 14 roomettes, the heavy curtains at each roomette door had been pulled back and each sliding door was open, indicating that those spaces were unoccupied. On the bulkhead leading around to the bedroom accommodations, Pullman's trademark blue sign was displayed... "QUIET is requested for the benefit of those who have retired." We were shown to bedrooms C and D, located just past the mid-point of the car, where the beds had been made down in advance of our arrival. Our luggage had been placed in the vestibule by the porter before we boarded the car, and as we reexplored the miracle of Mr. Pullman's creation, the porter returned with our baggage and expertly stowed it away in the small spaces available.

After explaining the operation of our accommodations, the porter inquired about our desired call time the following morning. Knowing that it would be better to give him a location rather than a specific time to call us, since the train was running late, I asked that he buzz our room when the train passed Bismark, MO, (normally about two hours out of St. Louis) thus giving us a longer night's sleep while still allowing time for breakfast in the diner. After noting our wake up call on a Pullman Company form, the porter collected our transportation before we retired, so that it would not be necessary to disturb us after the arrival of the northbound Texas Eagle. The railroad ticket for the MP conductor and the Pullman ticket for the Pullman conductor would be turned over by the porter when he reported on the occupancy of his car after leaving Little Rock. The Pullman accommodation charge for a bedroom suite to St. Louis was \$29.35 each way, and the round trip railroad transportation was \$65.20 for our party of five. On this northbound trip, in the midst of the Christmas holiday travel period, the car was empty except for us and the Pullman porter. In fact, the car had been averaging less than 4 passengers/day since the first run on November 18th. So much for the railroad testimony to the "need" for an additional Pullman, made before the ICC just four months earlier.

Our accommodations were arranged exactly as prescribed by the Pullman manual... each bed had fresh (Pullman marked) starched sheets, and one brown Pullman blanket, turned back at a 45 degree angle. A second Pullman blanket was rolled against the wall side of the berth for use if needed, and each bed was supplied with two pillows (necessary for watching the passing scenery from bed). Each of the two closets contained several wooden clothes hangers stamped "Property of the Pullman Company", placed on the shelf rather than hanging, so that loose hangers would not rattle during the train's movement. Three blue striped Pullman hand towels were folded in triangular shape above each sink, along with several "Travel by Pullman" bars of soap. The berths were arranged crosswise to the length of the car, which made them perfect for either sleeping or (from the lower berth) watching the passing of the darkened landscape.

After a few hours of sleep, I was awakened by voices outside the car. Car knockers, seemingly hammering on everything within reach as they disconnected the stand-by steam and 240-volt electric cable, served notice of No. 2's impending arrival. The northbound Texas Eagle finally rolled into the station at 4:57am, several tracks over from our car. This train, which still operated at an impressive length despite the recent loss of two RPO cars, carried extra coaches tonight as a result of heavy holiday travel. As the Texas Eagle rolled to a stop, a switch engine - bell ringing - began pulling our car in the opposite direction. When our car was coupled to the rear of No. 2, we were at the far south end of Union Station, well beyond the end of the umbrella sheds. Drifting to sleep again, I was awakened by the station concourse lights as No. 2 finally accelerated northward at 6:15am after an hour of station delay. The ritual of watching our silent passage across the Baring Cross bridge in the pre-dawn darkness was accomplished before the window shade was again lowered. Once enroute, the muted sounds of the moving train quickly brought the return of sleep, interrupted only briefly by the noisy passage at speed over the Frisco crossing at Hoxie at 8:14am.

An hour or so later, bright daylight was gleaming around the edges of the lowered shade. The train was stopped and, in momentary panic, the thought occurred that we might already be in St. Louis. Raising the shade exposed the sights of a winter wonderland. At least 4 inches of fresh snow blanketed everything, and a thick layer of ice was evident in the trees and telegraph wires along the track. After hurriedly dressing, I moved to the vestibule to check out the situation. Our car was noticeably chilly in the hallway, and opening the vestibule window unleashed a bitterly cold wind which burned the face and brought tears to the eyes. By looking up the fireman's side of the train, it was apparent that we were stopped in Poplar Bluff, still almost four hours behind schedule. A carman trudged by in the snow, stopping long enough to explain that the train steam line was frozen up and they were trying to get it thawed out. Another employee, a few minutes later, advised that the train was "frozen to the rails" and that they were trying to break it loose. That comment made an impression, although in hindsight it was probably more exaggeration than truth.

While the train was stopped, the Pullman porter came back to explain why our car was getting cold. The 24 car train was so long that the locomotives [three E-units] couldn't generate enough steam pressure to keep the steam line from freezing up on the rear cars. Part of the delay at Little Rock had been while considering whether to add another locomotive to the consist. As a result of the frozen steam line, the last several cars, along with our Pullman, were without heat. The porter offered to move us to a forward car, but being the last car on the train had obvious advantages for rear door viewing and photography. When his offer was declined, he returned shortly with an armfull of extra Pullman blankets in case they were needed to ward off the cold. This morning, his uniform had changed from the navy jacket and hat of the previous evening, and he now wore the starched white jacket with silver "PULLMAN" buttons as prescribed by the Pullman Company for duty inside the car.

After another 45" delay, we finally departed Poplar Bluff, hurrying northward towards our destination of St. Louis. The many curves of the Missouri Division provided excellent opportunities to catch glimpses of our long train snaking along. The snow had stopped, by this time, and the partially clearing skies made the ice on trees and wires sparkle as we passed. (The bright skies also played havoc with photography, with many slides coming back somewhat overexposed.) Moving forward to the diner in response to the last call for breakfast (which had been announced by a waiter walking through the train with

chimes), we passed through vestibules partially coated with ice and snow, testimony to the previous night's storm as well as to the result of leaky steam lines in near zero temperatures. The dining car proved to be an interesting surprise. Dining-parlor car #36 had been assigned in replacement of the standard 40-series diner for the Texas Eagle, while the 40-series diner had itself replaced the usual diner-coach on the Houston-St. Louis (front) section of the train. The dining-parlor car contained a number of revolving parlor car seats at one end of the car, providing a welcome change from the Pullman as well as a convenient place to wait while the very busy dining car crew hurried to serve their overflow crowd. Each parlor chair was graced with a cloth headrest marked with a Missouri Pacific buzzsaw and Eagle emblem -- an amenity which had long since been replaced by disposable paper in the coaches. Despite the crowd, the dining car waiters and the steward were in generally good spirits, with the steward announcing "Riverside, Riverside, down by the riverside" as we passed the former Missouri-Illinois junction point adjacent to the Mississippi River. Even in this era of Jenks austerity for Missouri Pacific's passenger service, the dining car continued to serve food on EAGLE tablecloths, on real china (some EAGLE and some similar to Wabash china though without the Wabash herald), and with a full compliment of gleaming EAGLE silver. Fresh carnations were present in the silver bud vase on each table. The dining car steward and our waiter was happy

to provide souvenir menus, but both were adamant in their refusal to sell a souvenir piece of either china or silver.

After we finished breakfast and returned to our Pullman, we soon passed Jefferson Barracks station indicating that we were not far from Union Station. As we finished packing our luggage, our Pullman porter appeared to collect our bags and deposit them in the vestibule. These would be unloaded to the platform by the Pullman porter as soon as the train stopped; before the detraining of Pullman passengers, thus avoiding the necessity of first class passengers wrestling with their bags while descending the vestibule steps (AMTRAK, again take note!) Because of the train length, our train was doubled into tracks 23 and 24, two of the longest station tracks at St. Louis Union Station. Thanks to an accommodating Missouri Division trainman, I watched from the rear door as he manned the back-up hose while we were shoved through the intricate wye switches and up under the huge train shed. A Missouri-Kansas-Texas business car, in resplendent Pullman green with gold lettering, was spotted on an adjacent track, open platform towards the bumping post in the time honored tradition. As we approached the post at Union Station, the trainman gradually opened the back-up hose, and then opened it fully to place the brakes in emergency and stop our train less than a carlength from the post. A Terminal Railroad Association (TRRA) "cut-off man" uncoupled the front half of the train, signalling the engineer to pull ahead and shove the remainder of the consist back onto the adjacent track. As we detrained, a Missouri Pacific or Pennsylvania depot passenger agent standing on the platform at the entrance to the midway announced the track number for the soon to depart "Sprit of St. Louis". A substantial number of passengers were connecting to the Pennsylvania, although most had been ticketed on the "Penn-Texas" which usually served as the Texas Eagle's eastern connection but which had left on-time today due to No. 2's late arrival. The "Spirit of St. Louis" had been held over an hour past its 12:10pm departure time in order to receive the Eagle's connecting passengers.

Entering St. Louis Union Station for the first time was an unforgettable event. In 1967, this grand temple of passenger railroading was still very much alive, with passenger trains of Missouri Pacific, Illinois Central, Louisville & Nashville, Norfolk & Western (ex-Wabash), Gulf, Mobile & Ohio, Baltimore & Ohio, Pennsylvania, and New York Central providing a variety of colorful activity. Union Pacific's presence was also obvious, thanks to the domeliner "City of St. Louis", which operated over the former Wabash from Kansas City. The Christmas holiday rush meant that most trains were operating with additional cars for the large crowds, and the station's bustling atmosphere provided one last "time capsule" glimpse of what passenger railroading had been all about in previous years. Soon after detraining, a meal at the Fred Harvey lunchroom was in order, but it was necessary to schedule the meal so as to avoid missing any of the rail activity. Three or four announcements were made over the booming public address system for each train's departure, and each

announcement was an invitation to hurry up or down the midway to see the activity. Even though the track side of the midway was enclosed in glass, the heating system was relatively inefficient, and was no match for the cold air blowing in through the frequently opened doors to trackside. For this reason, it was prudent to remain in the comfortably heated waiting room, moving to the midway only when trains were arriving or departing.

Within the confines of St. Louis Union Station, the pages of the Official Guide literally came alive, with the opportunity to see such famous name trains as the GM&O's Abraham Lincoln, the B&O/C&O's combined George Washington/National Limited, the N&W (Wabash) Banner Blue and Wabash Cannonball, and the UP/N&W's "Domeliner" City of St. Louis. Missouri Pacific had just recently discontinued regular operation of dome coaches on the Texas Eagle, so it was a particular treat to see a dome coach, as advertised, on the UP streamliner, along with a blue Wabash diner and that train's unusual 6 roomette, 4 double bedroom, 6 section sleeper. In addition to the "name" trains, many lesser trains were in evidence, some of which were merely St. Louis connections to a larger consist. The L&N's Georgian/Humming Bird provided only coaches to the main train connection at Evansville, IN, while the Illinois Central's Seminole/Panama Limited carried coaches and a St. Louis-New Orleans connecting Pullman to that road's mainline at Carbondale, IL. Unlike the Mopac Pullman cars, which carried only the car name and number on their Jenks blue paint, the IC sleepers still proudly proclaimed PULLMAN in railroad gothic lettering along the center of the letterboard.

Even with all this activity, there were signs that all was not well with passenger railroading in St. Louis. Only a few trains still carried railway post office cars, including the Pittsburg & St. Louis RPO on the PRR and the Chicago & St. Louis on the GM&O's Midnight Special. Railway postal clerks on the "PITTS & STL" were happy to place RPO postmarks on postcards handed up through the door of their heavyweight car, and one crew member commented that their route would be discontinued in the near future. When viewing the huge train arrivals and departures board at the information booth, several ominous blank spaces were apparent, including that formerly used by the Frisco (and Katy), and another which until recently had been occupied by the Burlington/Rock Island joint trains. The New York Central's sole surviving service was a St. Louis to Union City, IN coach only remnant of the once deluxe Southwestern Limited.

The afternoon flurry of train activity was capped by the departure of Missouri Pacific Train No. 1, the TEXAS EAGLE, at 5:30pm. We could have returned to Little Rock on this train, arriving back before midnight, but instead chose to return on the Little Rock set-out Pullman, which would not even leave St. Louis until after midnight. After the departure of the Texas Eagle, we still had a rather tedious wait until our Pullman was available for occupancy. In the near-darkness of the train shed, the train activity as viewed from the midway was becoming much more restricted, and the activity diminished noticeable after the 6:45pm departure of the IC's Panama Limited/Seminole connection. The Fred Harvey restaurant had closed by this time, so supper was secured from an adjacent snack bar. The hard wooden benches of the waiting room began to take their toll as the wait became more monotonous. The boredom was broken only by the arrival of a number of St. Louis debutantes, formally attired, for a dance in the station's Grand Hall (the former upstairs waiting room).

At 9:00pm, boarding was announced for Pullman car 61, the GM&O's "Midnight Special" to Chicago, although the train itself would not depart until 11:30pm. Finally, at 9:30pm the PA system sparked to life, with the announcement: "May I have your attention please. Passengers holding sleeping car reservations on Missouri Pacific Train number 7 for Poplar Bluff, Newport, and Little Rock may proceed to gate 34 for early boarding. Sleeping car passengers only, please." The St. Louis Union Station train gate sign for Mopac #7 had been freshly repainted, with the notation "SLEEPING CAR AVAILABLE FOR OCCUPANCY AT 9:30pm". Train No. 7, once known as the Southerner, was primarily a mail and express train which was usually assembled near the western end of Union Station. Pullman EAGLE BAY sat just outside the midway gate, coupled only to a coach and grill coach. The remainder of the train, numerous head end cars, were still being loaded at adjacent mail and express facilities, and would be added later. EAGLE BAY, a Texas & Pacific car, was an old friend, having hosted a Little Rock - Alexandria round trip almost six months earlier. In the dim illumination of the train shed, the car's reflective red and white T&P diamond herald highlighted a somewhat weatherworn and faded coat of Jenks blue paint.

Two tracks to the west from our track, a line of stored GM&O cars were visible on the last station track, unused but still on steam stand-by, with one of the famous Abraham Lincoln "autographed" observation parlor cars next to the station bumping post. From the comfort of our Pullman, again in bedrooms C and D, we contemplated those unlucky coach passengers for this train who would have to endure another 2 hours and 45 minutes of uncomfortable waiting room benches before boarding. Again our tickets were lifted by the Pullman porter, and a wake up call was arranged at Hoxie, in order to have ample time for breakfast in the grill coach before arrival at Little Rock.

Train No. 7 handled an extensive amount of storage mail and railway express, even following the loss of RPO service on the route 2½ months earlier. This train's schedule was the slowest of the three southbound trains from St. Louis, allowing time for stops at many small stations which were served by no other train. Departure from St. Louis was on time, at 12:45am, and after a wake-up call at Hoxie as requested, we made our way to the grill coach for breakfast. A single attendant staffed this car between St. Louis and Little Rock, closed the grill between Little Rock and Marshall, and then reopened between Marshall and Ft. Worth. The grill coach had four tables available in the kitchen end of the car, with a limited menu compared to the full dining car on the Texas Eagle. Paper placemats replaced cloth tablecloths, and there were no fresh flowers on the table, although railroad china and silver was still much in evidence. The service and food quality, however, was second to none. The attendant, who served as cook, waiter, and steward, provided a hearty meal of scrambled eggs and Canadian bacon, with an ample supply of fresh orange juice. As quickly as we would finish a stack of toast (with orange marmalade), another plate full would be brought to our table. When we finally finished the meal, well south of Newport, it is doubtful that the Missouri Pacific broke even on food costs.

The consist of No. 7 during this period required 3 locomotives, which could be any combination of E-units and/or 300 series passenger GP-9's. From 8 to 15 head end cars, lightweight and heavyweight, from a variety of railroads and from Railway Express followed next. Until October 14, 1967, a shorty-RPO separated the head-end cars from the grill coach and coach. The set-out Pullman was the last passenger carrying car, followed by 4-5 additional head-end cars destined for Texarkana set-out. Until all express and storage mail traffic was removed from the train in February and March of 1968, the two or three passenger cars were always sandwiched in the middle of a train of mail and express cars.

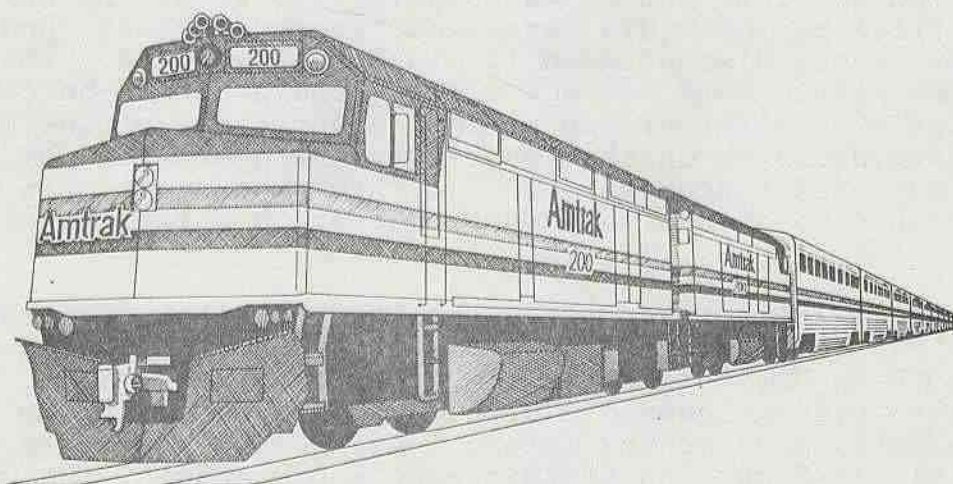
Our arrival in Little Rock was at 9:30am, on time. A total of 8 passengers had taken advantage of the Little Rock set out Pullman on this southbound trip. Standing on the platform at Little Rock, we watched as the depot switcher coupled into the rear of the train, pulled the pin, and set EAGLE BAY on track 2 to await the evening's return to St. Louis. In talking with the Pullman porter, he confirmed that the number of passengers was slowly rising as more people discovered the service, but he was pessimistic about the service lasting beyond the 90 day trial period. His assessment proved correct, and the Little Rock set-out operation was discontinued in mid-February, 1968. The 90-day trial period for the Little Rock set-out sleeper could hardly be considered adequate, particularly in light of the minimal advertising of the new service. However, the ultimate decision on the "passenger train problem" had already been made in St. Louis and elsewhere, and had this experiment been successful, it would still have had no effect on Mopac's corporate policy to eliminate the passenger train.

The Christmas season of 1967 proved to be the last big show for passenger railroading, with 1968 seeing a more or less constant stream of train discontinuances, both on Missouri Pacific, and across the nation. Trains No. 7 and 8 were themselves discontinued on July 10, 1968, and Trains No. 3 and 4 ceased operation exactly four months later, leaving only the Texas Eagles operating through Little Rock. As if this wasn't bad enough, the unthinkable happened on December 31, 1968, when the Pullman Company itself ceased operations. In most cases(\*), the railroads themselves assumed operation of the sleeping cars, but on the Missouri Pacific all sleeping car service ended with the arrival of Train No. 2 in St. Louis early on New Year's Day, 1969.

Although sleeping car operation has survived under Amtrak, with demand far exceeding space availability on many Amtrak routes, these present day operations only rarely equal the exceptional level of service which was routinely provided in the era when the words "Pullman" and "sleeping car" were synonymous.

POSTSCRIPT: The 90-day experimental Pullman service between Little Rock and St. Louis left very little in the way of a printed record of its operation. Missouri Pacific issued a system passenger timetable on September 3, 1967; no subsequent timetable was issued until September 1, 1968. For this reason, the Little Rock set-out Pullman never appeared in MP public timetables. The service does appear in the December, 1967, and the January and February, 1968, issues of the Official Guide of the Railways. Undoubtedly some railroad and Pullman Company correspondence files on this service existed, but none are known to have survived.

(\*) GM&O and KCS were the only two railroads, in addition to Mopac, which also discontinued their remaining sleeping car operations on December 31, 1968. KCS was later forced to briefly reinstate sleeper service on the Southern Belle to comply with an Interstate Commerce Commission directive.



(CLUB HAPPENINGS continued from Page 2)

will pay \$500 to partly defray the cost of this show, with our name showing up in the sponsor portion on each of the 13 episodes. Everybody get their VCR's ready.

Thanks to Dick Davis for his persistent letters to AETN in getting them to air this series. They originally didn't want to show "Tracks Ahead."

NEXT RAIL/CAR CHASE - Our club's popular rail and train chases continues. In July, we will be chasing the COTTON BELT from Pine Bluff. Meet at the North Little Rock Twin City Bank parking lot at 6 AM, SATURDAY, JULY 13 to carpool to Pine Bluff. From there we'll follow the "Stars" of the Cotton Belt. Call Matt Ritchie at 834-4449 if you'd like to join us.

MIKE ADAM'S BOOK, "THE WHITE RIVER RAILWAY," is now available from the author for \$15.50 plus \$1.50 postage and, if you live in Arkansas, you need to pay the 4.5% state sales tax. (According to my calculations, this comes to \$17.70 for Arkansas residents).

Send all orders to Mike Adams, 3609 Lakeshore Drive, North Little Rock AR 72116.

The book is a history of the former White River Division of the Missouri Pacific from 1901 to 1950, with an epilogue to trace the end of passenger service and the status of the railroad under present owner Union Pacific.

DELAYED - The promised story by EARL HARRIS of Lincoln, Illinois will be put into a near-future newsletter. I just didn't have time to type it for this one due to other upcoming events. ALL stories sent in will eventually be printed, so never fear.

WATERMELONS ANYONE? - In a series of articles in the ARKANSAS GAZETTE in early June, member GENE HULL was mentioned. Something to do with watermelons? Ask Gene about it.

NOTICE - COAL ODOR - Looking for a forward-looking company to produce an aerosol can of air freshener with the scent of a mingling odor of coal, hot valve oil and steam. It would be handy for club meetings, model layouts, etc. Contact Gene Hull if interested.

BUT SERIOUSLY FOLKS - WANTED - a good, comprehensive history of railroads in Arkansas. Contact DON BAKER, Preservation Planner, Arkansas Historic Preservation Program, Suite 200 Heritage Center, 225 East Markham, Little Rock AR 72201. He is currently working on the restoration of the Wynne depot and member John Hale of Wynne asked us to see if we could help Mr. Baker find this railroad history.

\*\*\*\*\*  
ARKANSAS RAIL NEWS  
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DERAILMENT AT LOUANN - (Louann) - Nineteen cars of a Union Pacific train derailed at Louann, in south Arkansas, on May 26. Although some of the cars contained chemicals, none leaked. The train was enroute to El Dorado Chemical Company and Great Lakes Chemical in El Dorado. The wreck was near the site of last year's U.P. derailment at Chidester. (CAMDEN NEWS, May 28 sent in by Ed Horton)

OLD PICTURES SOUGHT - (Wynne) - The Arkansas Historic Preservation Program would like any old pictures of the Wynne depot. They and the city of Wynne (Committee to Save the Depot) are planning to restore the depot and have it placed on the National Register of Historic Places. Old newspaper articles are also welcome. Contact Mark Christ at 501-324-9346 if you can

help. (Wynne SHOPPERS NEWS, May 15, 1991 sent in by member John Hale)

FROM EARL HARRIS of Lincoln, Illinois, comes the following article:

**100 YEARS AGO**

May 8, 1891, a large number of Bloomington citizens, residing east of the cemetery, and complaining about the incessant, vociferous and maddening whistling that is continuously being done by some of the engineers on the L.E. & W. road. The men on engine No. 87 are said to be greater offenders in this respect than others. The thing is a terrible nuisance and the perpetration should be arrested. (THE LINCOLN PANTAGRAPH, May 8, 1991)

PINE BLUFF UNION STATION NEWS - (Pine Bluff) - Pine Bluff's Union Station will become the Jefferson County Museum, probably by Labor Day. The Historical Rail Preservation Commission of that city, which oversees the 819, has the following members: Benny Price, Don Puckett, Ken Buckner, I.C. Crosby, Jack Stone, Elizabeth Gaines and Bill Reed.

\*\*\*\*\*  
GENERAL RAIL NEWS  
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BULLET TRAIN GETS TEXAS APPROVAL - The French built TGV Bullet train company got a contract May 28 to build a 200-MPH, \$7 billion rail line between Houston and Dallas with private money. The line would eventually be extended to Waco and San Antonio. They have until 1998 to get the first leg operational. Right of way will be along existing railroads and over other flatlands.

The TGV had to pay a non-refundable \$2.5 million deposit to the state of Texas immediately in case the project doesn't make it. In charge of construction will be Brig. General Robert Ryan, who has led major construction projects before for the Corps of Engineers. He was in charge of building the Tombigbee Waterway from the Tennessee River to Mobile, Alabama.

Stations along the proposed route will be in Houston, College Station, Dallas, DFW airport, Fort Worth, Austin and San Antonio. Trains would depart every 30 minutes daily. Travel time between Dallas and Houston would be 90 minutes.

Needless to say, Southwest Airlines is bemoaning this decision. They don't want any public money to be spent on the project (none is planned), but even so...how stupid do they think the public is? Don't they know that their rights of way and airports are controlled and paid for by taxes? I never saw a Southwest Airlines snowplow or controller or construction worker. Let's hope this project works. (FT WORTH STAR TELEGRAM, June 2, sent in by club member Jerry Nunn and the Austin AMERICAN-STATESMAN of May 26 sent in by member James Fair, Jr.)

REFURBISHING AMTRAK ENGINES - (Cleburne, Texas) - A company called the Cleburne Railway Shops bought the old Santa Fe shops in Cleburne in January 1990 and are now rebuilding locomotives in them. Among those being rebuilt are 14 freight locomotives being converted and upgraded to meet Amtrak's standards. These engines will be used as second engines on western Amtrak routes. The Amtrak contract is worth \$2 million. (FT WORTH STAR TELEGRAM, June 3, sent in by Jerry Nunn)

TRAGEDY IN TEXAS - (Weimar) - Four children aged 5, 7, 12 and 15, all of one family, were killed May 31 when struck by an eastbound Southern Pacific train on an un signaled crossing near Weimar, Texas. Their home was just across the tracks. Troopers said that the Chadwick children's van, driven by Stephanie (15), failed to



stop when the SP freight, traveling at 50 MPH, hit it. The van became airborne on impact. Stephanie had a learner's permit, which requires a licensed driver in the front, but apparently was not supposed to be driving herself. (Although not one word was said in the papers, I personally feel bad for the engineer, who could do absolutely nothing to stop this event. We all need to continue to educate people on the fallacy of trying to beat the train). (HOUSTON CHRONICLE, June 1 sent in by Wilma Ziegenbein)

OPERATION LIFESAVER OPINION - Here are some of my own personal opinions about railroad crossings. These are from personal experiences, although I don't routinely cross tracks today, except the mostly unused Camp Robinson branch on Remount Road.

About a month ago, I was nearing the crossing of the U.P. double-main tracks across 65th Street in Little Rock. A northbound train was in the distance, and the crossing gates went down. I stopped, even though it was obvious that this particular train was a local, going very slow. Sure enough, nine cars went around me and around the crossing gates to beat the train. I almost felt like I was holding up traffic. I can see how that feeling leads many to risk crossing instead of making other motorists angry by stopping. In this particular case, the train was easily visible for half a mile and the cars were in no danger of being struck. In this case, the crossing gates should not have been activated so far in advance of the slow-moving train. Could there be some way to regulate the signals from locomotives instead of some pre-set speed activation?

It is obvious that these signals were set for faster moving trains, such as Amtrak, and not for slow trains. The signals should not be activated until there is a minute or less before the train gets there, preferably 30 to 40 seconds, regardless of the train's speed. That way people would know they wouldn't have any time to beat the train.

Also...in my humble opinion...trains should speed up through towns, although it's the cities themselves that prevent this. That way people would know they wouldn't have to wait long before any given train passes. People are impatient.

Another thing...why not have the crossing gates cover both lanes of a highway, not just the one side. Had this been the case on 65th street, nobody would have run through them. The yellow line on the highway doesn't stop people from crossing into the other traffic lane, but the crossing gate would.

Another change might make people stop and look more frequently at railroad crossings and that is to make the engine's whistle sound like a firetruck or ambulance's horn whenever there's a chance that the train might hit a car. Ever notice how cars pull over and stop when a firetruck or ambulance is heard? This would be a radical change, but it might work. Of course, this whistle would revert to regular locomotive whistle sounds at other locations.

Also consider putting up regular traffic lights at rail crossings instead of the blinking lights. Everybody is conditioned to stop at a red traffic light. Or put up stop signs.

Anyway, the main cause of these accidents is inattention of the motorists and some people will never learn to obey the law. In the big scheme of things, having an accident with another car is far more likely than getting struck by a train anyway, but any way to help cut down on these accidents would be appreciated. Any other opinions? Write to your editor if you have any and I'll print them.

TRUCKTRAINS - In a June 2 article in the ARKANSAS GAZETTE, Robert McCord stated that he was against the new 110-foot trucks that the trucking industry wants Congress to approve. He mentioned an

organization called CRASH which is fighting against these bigger and longer trucks, calling them dangerous. Also the article stated that 89 percent of car drivers didn't want the longer trucks on the highway. The trucking industry, of course, says that organizations like CRASH are run by the railroads, but that is not the case. Maybe this time Congress will do something right and not allow these trucks all over the country. The ARKANSAS DEMOCRAT of the same date (June 2) had pictures of these longer trucks and they really were imposing next to a small car.

USE A QUILL PEN?? - According to a letter-to-the-editor in the April 1991 COMPUSERVE Magazine, a random sampling discovered that quill pen users are 10 times more likely to be versed in world philosophy than users of typewriters and 47 times more likely than those who use computers. The editorial went on to say that at the current rate, our ability to reason will be reduced to the mental powers of spoiled two-year-olds by the time the '786 chip is introduced in the early 21st century.

SP HOLDS TOWN HALL MEETINGS - A survey of Southern Pacific's employees showed that they approved of SP's town meetings being held across the country. According to the May 1, 1991 UPDATE, 90 percent said that SP's Quality Improvement Process will help the railroad turn around. Most were concerned about SP's survival, and 38 percent blamed management on SP's recent poor showings.

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AMTRAK NEWS  
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Amtrak's mailing was not received in time to be included in this month's newsletter, but will return next month. Also...I have not had time to read various exchange newsletters this month for news, due to my constant work at installing a new computer software load at the National Weather Service.

NEWS UPDATED through June 15...mailed June 25.

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JULY IN RAILROAD HISTORY  
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(Thanks to James O'Neal for the following. It came from the 1954 publication called "Highlights of American Railroad History" by the AAR)

Ground broken and cornerstone laid at Baltimore, July 4, 1828, in construction of first American railroad to serve as a common carrier. Charles Carroll of Carrollton, last surviving signer of the Declaration of Independence, turned the first spadeful of earth.

President Lincoln signed act July 1, 1862, authorizing construction of a railroad from the Missouri River to the Pacific Ocean. This became the first rail route to the Pacific.

First railway shipment known to have been made under refrigeration was eight tons of butter from Ogdenburg, New York, July 1, 1851. The shipment was made in a boxcar containing bins filled with blocks of ice in sawdust.

Ground broken July 4, 1851, at St. Louis for the first railroad west of the Mississippi River.

First regular train operated by centralized traffic control began on a 37-mile stretch of railroad between Stanley and Bowie, Ohio on July 25, 1927.



On May 19, a group of Arkansas Railroad Club members went train chasing in western Arkansas. From left: Sam Gray, Sharon Ritchie, Matt Ritchie, John Hodkin, Jr. and Robin Thomas. Photo in Hope. All photos this page taken by Ken Ziegenbein.

RIGHT - A Union Pacific train passes the Hope, Arkansas depot southbound early on May 19.



LEFT - A Kansas City Southern train just pulling out of a siding southbound, near Ashdown, Arkansas around midday May 19.

RIGHT - DeQueen & Eastern engine #D-7 sitting in front of the DQ&E depot in DeQueen, also taken on May 19.

**REMEMBER - NEXT RAIL CHASE -  
COTTON BELT - JULY 13!!**  
(see details on page 15)

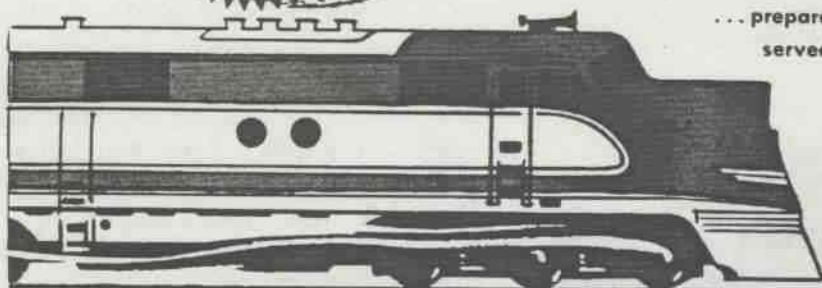


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- ★ **THE COLORADO EAGLE** between St. Louis, Kansas City, Wichita, and Colorado. Planetarium-dome coaches between St. Louis and Denver daily.
- ★ **THE MISSOURI RIVER EAGLE** between St. Louis and Kansas City, St. Joseph, Lincoln, Omaha. Planetarium-dome coaches between St. Louis and Omaha.
- ★ **THE VALLEY EAGLE** between Houston, Corpus Christi, and the Rio Grande Valley.



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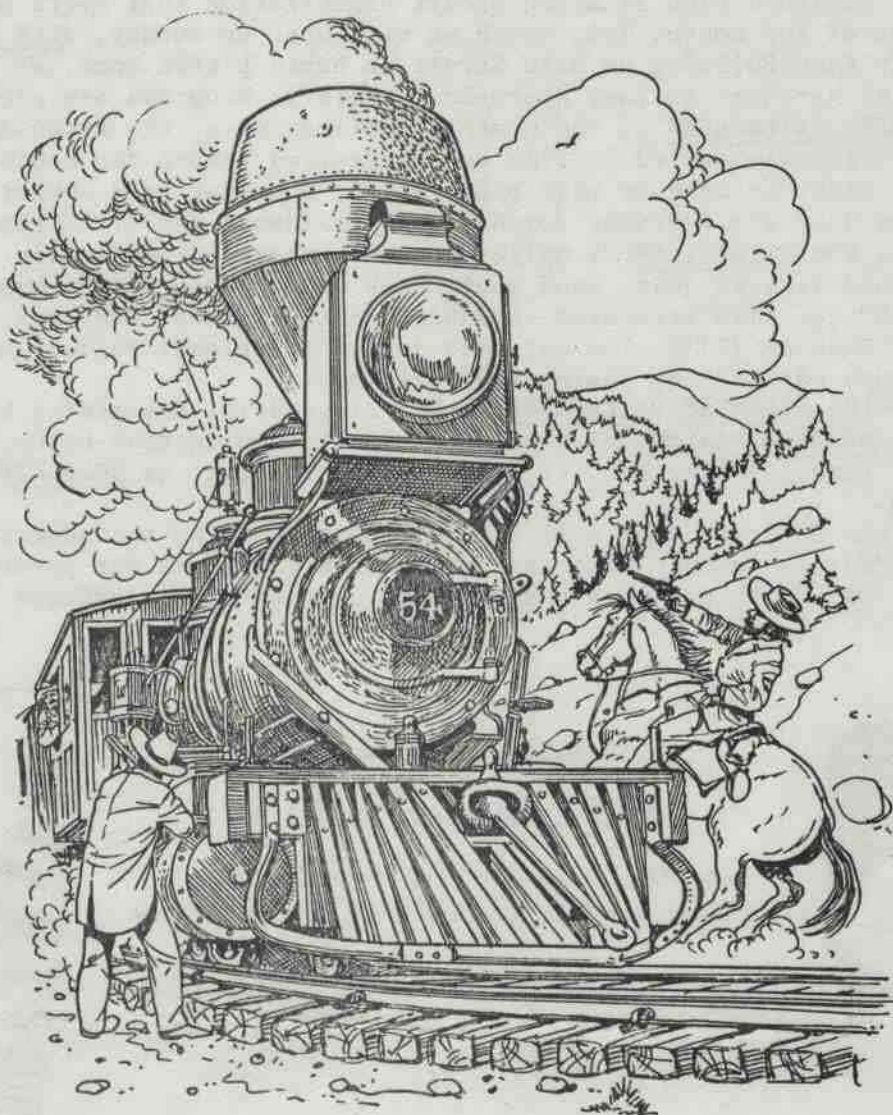


**R. J. McDERMOTT**  
General Passenger Traffic Manager  
1601 Missouri Pacific Bldg.  
St. Louis 3, Missouri

From a late 1950s Missouri Pacific timetable...collection of Ken Ziegenbein. This compliments the Bill Pollard story on page 7.



**MODERN-DAY "TEXAS EAGLE**  
ala Amtrak, shown south-  
bound just leaving Texarkana  
on Sunday, May 19. (Photo  
by Ken Ziegenbein)



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**JOIN THE ARKANSAS RAILROAD CLUB**

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are always due **JANUARY 1** of each year. You may also join the National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents would be \$22.00). Membership entitles you to receive the monthly **ARKANSAS RAILROADER** for the term of your membership. The **RAILROADER** is mailed bulk rate, so if you move and don't let us know, your **RAILROADER WON'T BE FORWARDED**. So, please let us know immediately if you change addresses. Thanks.

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WELCOME ABOARD!!!

---

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 Building 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 \$10/year for Arkansas residents and \$7.50/year for out-of-state. 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. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

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.

ALL Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections).



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Newsletter phone: (501)-758-1340  
(Leave message on recorder if I'm not there)



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