



ARKANSAS RAILROADER



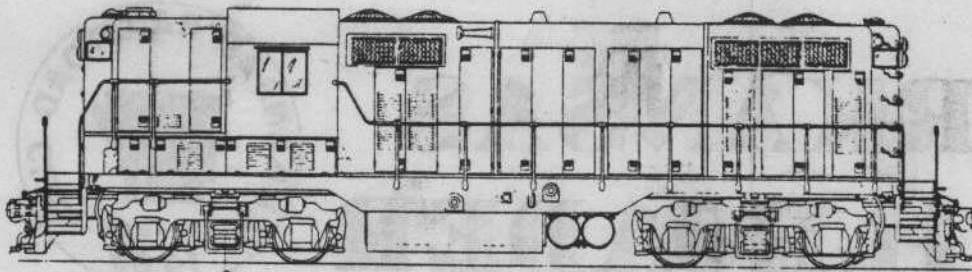
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 15 NO. 4

APRIL -- 1984



HOW CAN IT BE TEN YEARS? It has been that long since the "INTER-AMERICAN" snaked out of Little Rock Union Station. Lead by E-9A #405, the fireman has yet to take his seat as the pair of E's lifts 7 cars out beside a drag from the South entering the N.L. Rock Yards. The Hoghead is busy though, making his running air brake test. Photo by John M. Martin 1974.



GENERAL NEWS

8444 Inaugurates New Routing Thru Little Rock -- Leaving for the World's Fair Exposition in New Orleans after a brief overnight stay at North Little Rock, UP's famed 8444 inaugurated the new Valley Route for all trains upon it's 7:30a.m. departure from North Little Rock. Working late hours to have the newly rebuilt segments ready (a tamper was called out to tamp and raise several low joints that were found at 3:00 a.m.) the route was mandatory for the 8444 which could not negotiate the sharp curves in Little Rock off the Junction Bridge. The 8444 steamed across the Baring Cross Bridge, up Iron Mountain Hill-past Union Station, and entered the new crossover to the former Rock Island main track at 16th Street in Little Rock (behind Central High's Quigley Stadium). There she eased thru the panel tracked connection and onto high iron of the Rock Island Line from 16th Street to Biddle. She glided on the smooth new track past Barton Coliseum, by Hot Springs Junction and thru Biddle Yards where she met several switchers and work trains spreading ballast on the new segments. Work crews were scattered from the old Yard Office at Biddle to 25th St., as the line was brought into shape for the show of the giant 4-8-4 leaving town. At the East End of Biddle she met the Biddle Job and she rolled onto the former Rock Island route to the Port of Little Rock. At 25th Street (near the Airport runway) the Valley Main no longer heads up Bond Street but now swings gracefully toward Biddle Yards. The completion of this segment allows coal trains to head thru and avoid the North Little Rock yards, and avoiding the backup moves formerly required to get from the Central Division to the Valley. The connection at 16th street is now known as Little Rock Junction (a new station!) and track permits must be granted to trains and engines using the segment from 16th Street to Biddle to 25th street until the C.T.C. controls and signal work is completed. This move makes Union Station one of the best train-watching spots in Little Rock, with all trains from the south and the Valley to be coming by. The wood train will continue, for the present time to tie up on the riverfront due to the lack of a turning connection from the Valley to the South End. But, several MoPac/UP officials have told me that another connection is entirely possible in the near future between the South End and the Former Rock Island Main track behind the Westinghouse Plant allowing the Wood train to use Biddle.

UP POWER SHOWS UP MORE AND MORE -- More and More UP Power is being assigned to North Little Rock. In addition to the 600-series Ex-Rock Island GP-40's, low numbered series re-engines SD-45's Nos. 20 and 11 have been regularly spotted. MoPac 2900 series U30C's are in regular pool service, having been brought out of storage in St. Louis and operate regularly out of N.L.R. again. We speculate that the low-mileage units are being put into service with the intention of running them until they drop, for UP has already scrapped many of their 2nd generation U30B's and C's. They may be preparing for the torch for these units also...

Rumor Mill -- We have heard from semi-reliable sources that the Missouri-Kansas-Texas has a traffic commitment from the Norfolk-Southern thru the Memphis Gateway. This continues to fuel the fire since the M-K-T inspection trip (no train, just hirail) over the Rock Island trackage from McAlester to Memphis. We may be seeing Katy Green and Yellow before the end of this year!

SPECIAL TRAIN ON LITTLE ROCK & WESTERN -- Celebrating the Opening of their new office building at Perry, Ark. The Little Rock & Western Railway operated a special one-car passenger train from Pulaski to Perry and return. Utilizing Hogtrain's Cynthia, the special train carried guests to Perry via the ex-Rock Island main. The Special departed Pulaski at 10:00 a.m. Saturday March 31st.

NEW DOME CAR ARRIVES IN LITTLE ROCK -- direct from Amtrak Storage in Los Angeles, Dome-Dormitory-Lounge #Ex CB&Q 250 arrived at its new home at Little Rock via Amtrak Train #22 Sunday March 11th. The car, owned by George Davis of Little Rock, owner of Island Travel Service, will be renovated and used in excursion service on Amtrak out of Little Rock. The car is in surprisingly good condition having served as the home for what looked like ten wayward Mexicans while in storage in L.A.. The dome is complete, all glass the same color, full skirting is undamaged, all seating and dormitory is intact, with the only major replacement to be putting more porcelain fixtures in the restrooms. It seems that the main thrill of vandals is in smashing the hoppers and sinks in the restrooms of most Amtrak stored cars.

HOGTRAIN'S SCHEDULE FOR THE NEXT YEAR -- Hogtrain's car Cynthia will operate the following schedule for this year:

World's Fair Trip to New Orleans via San Antonio and Chicago departing L.Rock May 19th returning May 26th.

HOGTRAIN WEST - Trip to the far West including Chicago, Seattle, San Francisco and Reno. Departure June 17th returning July 2nd.

CARDINAL BASEBALL TRIPS -- several weekend trips to St. Louis to see the Cards play are planned. Contact Hogtrain for dates.

RAZORBACK FOOTBALL TRIPS -- To Baylor at Waco on November 10th, and to SMU at Dallas November 24th, and possibly the Texas Game at Austin.

Further information and reservations may be made by calling Hogtrain's Bill Eldridge at 501-565-6656.

ENROUTE TO NEW ORLEANS

A UP System News Release, March 1984

"This is not just a machine. This is a living, breathing steam locomotive."

The locomotive is Union Pacific System's No. 8444.

The man is Bob Neeley. He is running the engine to New Orleans where it will be part of Union Pacific System's "Rivers of Steel" exhibition at the 1984 Louisiana World Exposition.

Neeley, general mechanical superintendent of locomotives for UP System's Union Pacific Railroad, normally concerns himself with a fleet of modern diesel electric locomotives.

Once in a while Neeley exchanges his Omaha, Nebraska headquarters suit and tie for coveralls, gloves and a red neckerchief and climbs aboard No. 8444 as its engineer.

He is assisted by a dozen other men who also put aside their modern railroad duties to become part of the team which handles the steam giant, the last one ever built for Union Pacific back in 1944.

"This is no ancient teakettle," Neeley explains. "No. 8444 represents the peak of steam power development on American Railroads. This engine could and did turn in 100-mile-an-hour performances on passenger trains."

During the years of regular service it pulled well-known trains such as the Overland Limited, Los Angeles Limited, Pacific Limited, Portland Rose and Challenger.

The engine has achieved continuing fame among railroad buffs operating as an excursion locomotive since 1960.

No stranger to fairs No. 8444 steamed 10 years ago from its home base of Cheyenne, Wyo. to Expo '74 in Spokane, Wash. In 1981 it teamed up with Union Pacific's other operational steam excursion locomotive, Challenger #3985, to travel to Sacramento, Cal. to participate in the opening of the California State Railroad Museum.

The trip to New Orleans will be the first time a Union Pacific Railroad steam locomotive has operated on UP System's Missouri Pacific Railroad since the merger creating the system in December, 1982.

Although the exposition doesn't open until May 12, the steam locomotive is arriving in March to permit it to be displayed beside Union Pacific's Pavilion. After the locomotive is in place, the connecting track will be removed to permit other exhibitors to construct displays. After the fair ends November 11th, the surrounding displays will be dismantled so the track can be reconnected. No. 8444 will then return to Wyoming.

UP's "Rivers of Steel" exhibition will include a building housing railroad displays and a theater seating 150. The exhibit also will include flags and plaques commemorating each of the 21 states the system serves.

During an hour's time, the theater is capable of handling about 600 people for showings of the film, "Rivers of Steel", which depicts many of the rivers the Union Pacific System runs along from the Pacific Northwest to the South.

(See next page for more news and pictures of this locomotive...)



U.P. #8444 speeds through Tuckerman, Arkansas March 13, 1984 on its way to a water stop in Newport at 4:00PM. The train was on its way to the New Orleans World's Fair. Thousands of people greeted its arrival at Little Rock's Union Station later in the day. (Photo by Ken Ziegenbein).

UNION PACIFIC - MISSOURI PACIFIC STEAM-POWERED "WORLD'S FAIR SPECIAL" CONSIST:

RR	EQUIPMENT DESCRIPTION	BUILDER	DATE	REMARKS:	Diagram Ref.
UP	8444 4-8-4 Steam Locomotive - with 14-wheel "Centipede" Tender	ALCO	1944	FEF-3 built as No. 844 (Last Steam Locomotive acquired by the Union Pacific	L-4-4
UP	904304 LW Baggage	St. Louis Car Co.	1962	Built as No. 6334.	P-1-26
UP	304 LW Steam-Gen-Baggage *	ACF	1949	Built as Bagg-Dorm No. 6006. Converted to Steam-Generator Car with one six-wheel truck.	P-1-28
UP	5716 LW Baggage-Storage	ACF	1957	Built as No. 5716.	P-2-10
UP	5486 LW Chair Car	ACF	1954	Built as 44-seat No. 5486.	P-3-43
UP	9004 LW Dome-Lounge	ACF	1955	Built as Dome-Lounge-Observation No. 9004. Converted to mid-train Dome-Lounge.	P-10-8
UP	5000 LW Dining-Lounge	ACF	1949	Built as No. 5000. Sold to Tom Pearson in 1967. Sold back to the Union Pacific in 1977.	P-4-39
UP	1607 LW Sleeper "Sun Point"	ACF	1949	Built as 12-Roomette 4-Bedroom Sleeper "Western Slope". Converted to 11-Bedroom "Sun Point".	P-9-9
UP	1612 LW Sleeper "Sun Villa"	ACF	1949	Built as 12-Roomette 4-Bedroom Sleeper "Western Scene". Converted to 11-Bedroom "Sun Villa".	P-9-9
UP	LW Staff Car "Omaha"	ACF	1949	Built as 12-Roomette 4-Bedroom Sleeper "Western Star". Converted to Staff Car "Omaha".	P-7-OM
MP	Heavyweight Business Car 8	Pullman	1925	Built as Parlor Car No. 10613. Converted in 1951 to Business Car 8.	MOPAC 8

Color Scheme:

No. 8444 and tender - black
 UP LIGHTWEIGHT CARS - Gray/Yellow, Silver Trucks
 MP BUSINESS CAR 8 - Solid Blue

This Consist was compiled by member Jim Bennett, 1602 Strait Place, Stuttgart, AR 72160 on March 14, 1984.

* UP No. 304 Steam-Generator-Dorm equipped with six-wheel Truck under Generator end; Four-wheel Truck under opposite end.

The following consist is reprinted from GULF COAST RAILROADING, Houston, Texas:

WORLDS FAIR DAYLIGHT CONSIST

This is the tentative consist for the upcoming DAYLIGHT spectacular:

	4449	Lima 4-8-4	SW	544	Coach	SW	511	Coach
	0001	Auxiliary tender	"	546	"	"	512	"
PNWC	77	Crew combine	"	507	"	GW	568	"
"	600	Crew slpr lnge	"	500	"	DD	496	Coffee shop lounge
SW	542	Coach	"	510	"	GSC		APPEKUNY MOUNTAIN Obs

★ With all the news of UP's 8444 in town recently, member Barton Jennings of Salt Lake City sent in the following interesting information concerning Union Pacific's steam locomotives that have been donated and are still on display throughout the United States. UP has acknowledged that they have 46 such locomotives on display currently.

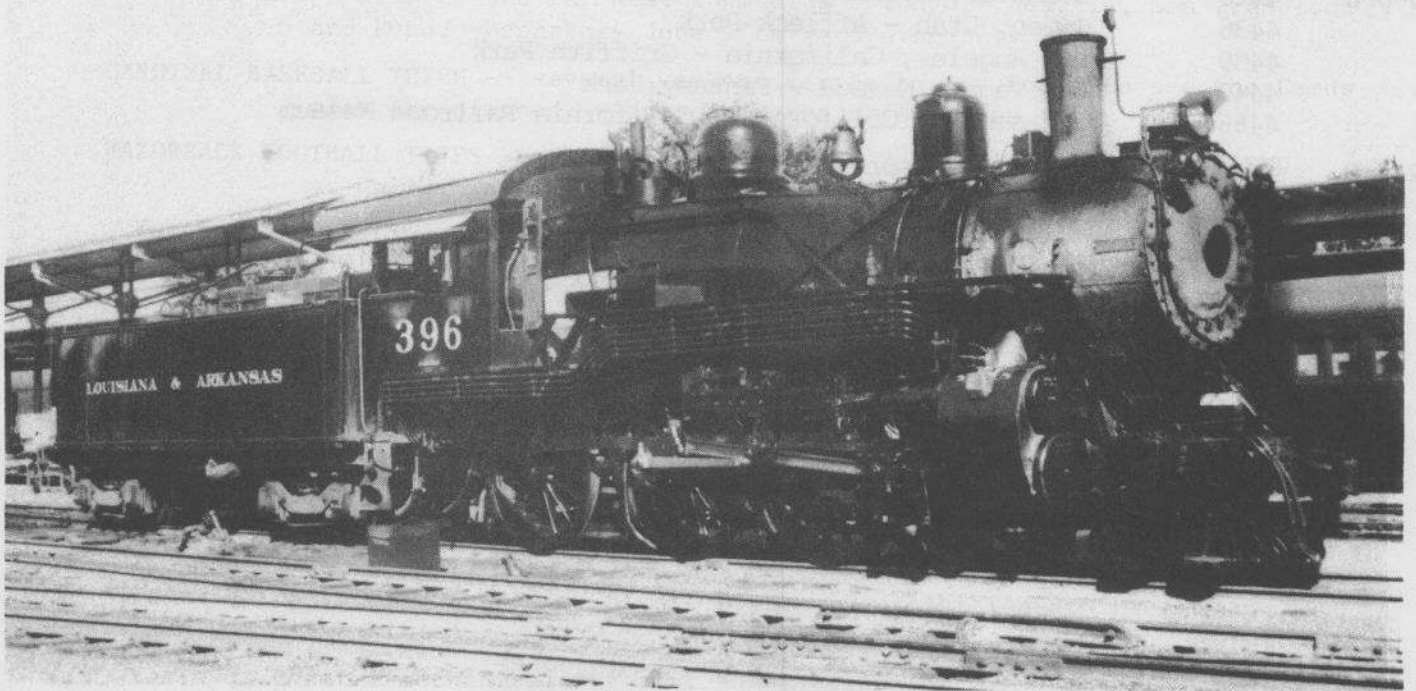
<u>TYPE</u>	<u>LOCO #</u>	<u>LOCATION</u>
0-6-0	4420	Evanston, Wyoming - N.E. Park
	4436	Ogden, Utah - Affleck Park
	4439	Los Angeles, California - Griffith Park
	4442	Las Vegas, Nevada - Fantasy Park
	4466	Sacramento, California - California Railroad Museum
2-8-0	237	Hastings, Nebraska - Hastings Museum
	407	Sidney, Nebraska - Legion Park
	421	Fairbury, Nebraska - Fairbury City Park
	423	Gering, Nebraska - Harold Gray Park
	428	Union, Illinois - Illinois Railway Museum
	437	Grand Island, Nebraska - Stuhr Museum
	440	North Freedom Wisconsin - Mid-Continent Railway Museum
	460	Marysville, Kansas - City Park next to depot
	477	Salina, Kansas - Kenwood Park
	480	North Platte, Nebraska - Memorial Park
	485	Lexington, Nebraska - Dawson County Historical Society Museum
	481	Kearney, Nebraska - Adjacent to Centennial Park
	533	Rawlins, Wyoming - Sam Tully Park
	561	Columbus, Nebraska - Pawnee Park
	616	Nampa, Idaho - Lakeside Park
	618	Heber City, Utah - Heber Creeper operation
	6051	Riverside, California - Fairmont Park
6072	Ft. Riley, Kansas - Ft. Riley Museum	
6237	(237) Hastings, Nebraska - "House of Yesterday"	
6264	Heber City, Utah - Heber Creeper operation	
6535	Laramie, Wyoming - LaBonte Park	
2-8-2	2005	Pocatello, Idaho - Ross Park
	2295	Boise, Idaho - Julia Davis Park
	2537	Walla Walla, Washington - Jefferson Park
	2564	Oro Grande, California - Mojave Foundation
4-4-0	737	Steamtown Foundation
4-6-0	1242	Cheyenne, Wyoming - Lions Park
4-6-2	3203	Portland, Oregon - Oaks Park
	3206	Spokane, Washington - Interstate Fairgrounds
4-6-6-4	3977	North Platte, Nebraska - Cody Park
4-8-4	814	Council Bluffs, Iowa - Dodge Park
	833	Salt Lake City, Utah - Pioneer Park
4-8-8-4	4004	Cheyenne, Wyoming - Holiday Park
	4005	Denver, Colorado - Colorado/Forney Historic Transportation Museum
	4006	St. Louis, Missouri - National Museum of Transportation
	4012	Steamtown Foundation
	4014	Pomona, California - Los Angeles County Fairgrounds
	4017	Green Bay, Wisconsin - Rail America
	4018	Dallas, Texas - State Fairgrounds
4023	Omaha, Nebraska - Union Pacific Omaha Shops	
4-12-2	9000	Pomona, California - Los Angeles County Fairgrounds

WANTED: Denver Enid & Gulf Annual Pass. Contact Lawrence Gibbs, editor of the CENTRAL OKLAHOMA RAILFAN at 623 McFarland, Stillwater, OK 74074.

WANTED: Photos, maps, history, etc, of the early 1903 startup of the old Midland Valley Railroad in south Sebastian County around Hartford, Midland and Greenwood, Arkansas. Contact J.J. Pitts, 81 Robinwood Road, Hamden, CT 06517.

WANTED: Someone to trade KCS slides for slides of other railroads (i.e., needs KCS slides). Contact Alan R. Christianson, Box 55-127721, Stillwater, MN 55082. He has slides of several Class I railroads as well as short lines, such as Dakota Rail, Dakota & Iowa, etc.

have you not done so, to join the Oregon Bell Historical Society which is involved with the restoration of this beautiful locomotive. If you wish to join this dynamic organization, send in the application on the next page.

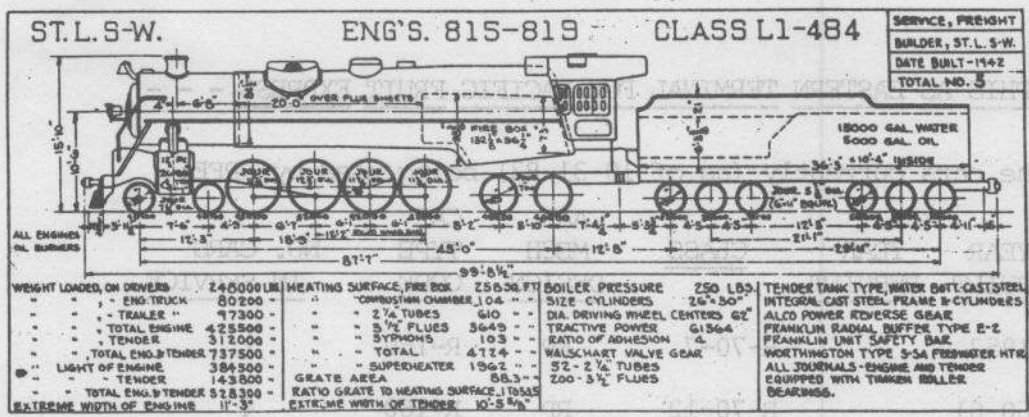


Oh how pretty as she basks in the Sun! Engine #396 of the Louisiana & Arkansas waits at Shreveport Union Station in 1940 for the arrival of KCS Train No. 15, the "Flying Crow". She will pilot a section towards New Orleans with L&A Train No. 5. She was originally Louisiana Railroad and Navigation Co. #96 and was outshopped by Baldwin in 1915. She has been rebuilt with 69 inch drivers replacing a 57-inch set to haul passenger trains. She sports 19 x 26" cylinders operating at 200 lbs boiler pressure to exert 23,500 lbs of tractive effort from her weight of 158,500 lbs. Photo from C.T. Felstead by R.J.Foster, Collection of John Martin.

FORDYCE ON THE COTTON BELT - April 23rd thru 29th marks this year's Fordyce on the Cotton Belt Festival at Fordyce, Arkansas. This year is especially significant since it marks the 100th year of the town of Fordyce, incorporated in 1884. This year will feature Train Rides on the Fordyce and Princeton Railroad, Antique Railroad Artifacts displayed, The world's Largest train Cake to be displayed on a railroad flat car near the Cotton Belt Depot. Special attractions this year includes Boxcar Willie Concert and the Unusual appearance by Steam Train Maury, King of the Hobos.

PINE BLUFF SHOPS OF THE COTTON BELT -- The Pine Bluff Locomotive Maintenance Plant is responsible for the repair and service of 205 freight locomotives and 64 switchers employing some 237 craftsmen, 10 clerks, 19 supervisors, 7 production officers and 9 support officers in Production, Planning, Quality Assurance and Laboratory Analysis. During the year 1983 the shops was assigned the heavy work of 500,000-mile overhaul on the fleet of B-30-7 General Electric Locomotives. This includes removing the diesel engine from the carbody and completely rebuilding it. The carbody is cleaned and painted. Electrical components are checked and replaced. The end product is a locomotive good for another 500,000 miles. D.L. Minter, plant manager, states approximately 922.4 applied man-hours are required to accomplish this task. The original production schedule called for 16 locomotives to be produced from April through December 1983. Instead they produced 17 locomotives now performing at 92.5% availability as opposed to 87.0% availability for the same locomotives which has not yet recieved the overhaul. For 1984 they will produce some 45 overhauls. From the Cotton Belt News, Spring 1984.

PROJECT 819 PRESSES ON -- Project 819 is progressing well we understand. The locomotive has been basically stripped & repair work begun. We urge all of you have you not done so, to join the Cotton Belt Historical Society which is involved with the restoration of this beautiful locomotive. If you wish to join this dynamic organization, send in the application on the next page.



UNION PACIFIC TO USE MAIL

YOU ARE INVITED TO ATTEND THE
1984 CONVENTION
of the NATIONAL RAILWAY HISTORICAL SOCIETY
IN

AUGUST 29-SEPTEMBER 3, 1984
(Additional Excursions August 25 & 26)

★ TO JOIN the Cotton Belt Rail Historical Society, just send in the application at the right --

MEMBERSHIP APPLICATION

NAME (PLEASE PRINT) _____
 ADDRESS _____
 CITY, STATE, ZIP _____
 PHONE _____ AGE _____
 DATE _____ SIGNATURE _____

CHECK THE AREAS OF YOUR PREFERRED INTERESTS

<input type="checkbox"/> HISTORICAL	<input type="checkbox"/> TECHNICAL	<input type="checkbox"/> FREIGHT EQUIPMENT
<input type="checkbox"/> PHOTOGRAPHY	<input type="checkbox"/> OPERATIONS	<input type="checkbox"/> MAINTENANCE OF WAY/ SPECIAL SERVICE EQUIPMENT
<input type="checkbox"/> MODELING SCALE	<input type="checkbox"/> MOTIVE POWER <input type="checkbox"/> STEAM <input type="checkbox"/> DIESEL	<input type="checkbox"/> STRUCTURES
<input type="checkbox"/> OTHER _____	<input type="checkbox"/> PASSENGER	

SEND COMPLETED APPLICATION AND ANNUAL DUES CHECK
 (\$5.00 STUDENT under 18, \$10.00 REGULAR, \$15.00 SUSTAINING) TO
COTTON BELT RAIL HISTORICAL SOCIETY, INC.
 P.O. BOX 2044
 PINE BLUFF, ARKANSAS 71613
 (FOREIGN APPLICANTS ADD \$5.00 TO ABOVE RATES)

TO: ARKANSAS RAILROAD CLUB MEMBERS AND MODEL RAILROADERS
 RE: FORDYCE ON THE COTTON BELT FESTIVAL

AS YOU KNOW, WE HAVE A STANDING INVITATION TO PARTICIPATE IN THE FORDYCE ON THE COTTON BELT FESTIVAL.

FESTIVAL DATES THIS YEAR ARE: APRIL 23 THRU 29. WE HAVE BEEN ASKED TO PARTICIPATE WITH OUR RAILROAD RELATED DISPLAYS ON FRIDAY, SATURDAY AND SUNDAY THE 27, 28 AND 29TH.

THIS IS THE YEAR OF FORDYCE'S CENTENNIAL AND THEY ARE GOING ALL OUT FOR THE FESTIVAL THIS YEAR.

OUR DISPLAYS WILL BE LOCATED IN THE COTTON BELT DEPOT AND THE TOWNSPEOPLE HAVE WORKED HARD TO ACCOMMODATE US. TO DATE WE HAVE ABOUT 12 TABLES SPOKEN FOR. PLEASE CONTACT DUSTY RHODES AT 352-2037 DURING NORMAL BUSINESS HOURS WITH ANY REQUEST THAT YOU MIGHT HAVE. WE DO NEED TO KNOW APPROXIMATELY HOW MANY WILL DISPLAY BY APRIL 8, 1984. YOU ARE WELCOME TO CONTACT ME IF YOU WOULD LIKE. I CAN BE REACHED AFTER 9:30 PM ANY NIGHT AT 536-7102 OR BEFORE 7:00 AM.

FORDYCE NOW HAS A NEW MOTEL, THE ANTLERS, ALONG WITH THE A-OK IF ANYONE NEEDS OVERNIGHT ACCOMMODATIONS. SEVERAL OF THE RR CLUB MEMBERS HAVE RESERVATIONS AT THE ANTLERS AND I UNDERSTAND THEY ARE FILLING UP FAST.

TICKETS FOR THE DANNY TATE SHOW ON FRIDAY NIGHT ARE 6.00. BOX CAR WILLIE TICKETS ARE 8.00 FOR SATURDAY NIGHT. THESE TICKETS CAN BE PURCHASED THROUGH THE CHAMBER OF COMMERCE OFFICE.

DO COME ENJOY THE FESTIVAL EVEN IF YOU DO NOT WISH TO DISPLAY! THERE WILL BE SOMETHING FOR THE ENTIRE FAMILY.

LOOKING FORWARD TO SEEING YOU AT THE FORDYCE ON THE COTTON BELT FESTIVAL.

ELIZABETH GAINES

COTTON BELT "OPERATION LIFESAVER" PROGRAM AND COTTON BELT RAIL HISTORICAL SOCIETY will also have displays in the depot.

★ UNION PACIFIC TO USE MEMPHIS AS EASTERN TERMINAL FOR PACIFIC FRUIT EXPRESS - - -

Following is a listing of the cars currently (as of 10-31-83) being used by UPFE:

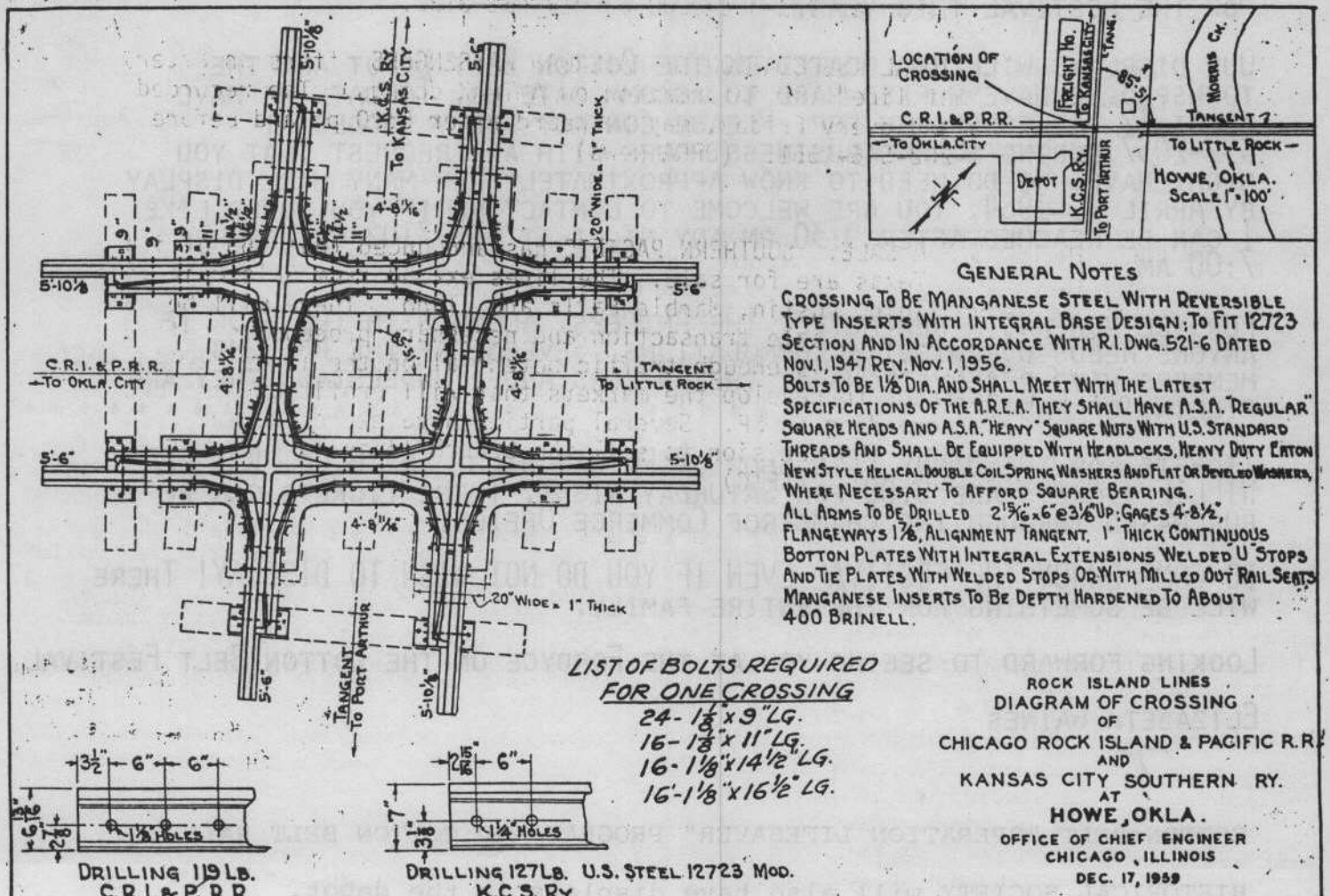
<u>INIT.</u>	<u>SERIES</u>	<u>YEAR BUILT</u>	<u>YEAR REBUILT</u>	<u>CLASS</u>	<u>AAR MECH DESIGN</u>	<u>CAR TYPE CODE</u>	<u>NO. CARS IN SERVICE</u>
UPRX	300010	1953		R-70-7	RP	R-160	1
UPRX	351376-352140	60-61		R-70-12	RP	R-160	4
UPFE	452001-452750	1965	76-77	R-70-15	RPL	R-470	682
UPFE	454501-455500	1966	77-80	R-70-16	RPL	R-470	917
#UPFE	455501-455998	1967	80-81	R-70-17	RPL	R-470	463
*UPFE	456501-456700	1968		R-70-19	RPL	R-470	186
*UPFE *	457502-457600	1969		R-70-20	RPL	R-470	88
UPFE	457601-458100	1969		R-70-20	RPL	R-470	462
UPFE	458101-458700	1970		R-70-21	RPL	R-470	565
*UPFE	459401-459500	1970		R-70-23	RPL	R-470	95
UPFE	460101-460700	1971		R-70-25	RPL	R-470	563
							4026 total

455512, 455523, 455746, 455784, 455786, 455948 not rebuilt in 80-81.

* Reporting marks changed from "UPRX".

(Many thanks to Arkansas Railroad Club member Barton Jennings of Salt Lake City for the previous information).

★ Remember the picture in the March issue of the ARKANSAS RAILROADER of the torn up Rock Island-Kansas City Southern crossing in Howe, Oklahoma? Member Bill Bailey gave me the following diagram of this crossing, as it looked in December 1959:





PROGRAM



★ NEW MEETING AREA - STILL IN UNION STATION, but downstairs in the lobby area, NOT the usual PSC meeting room. Seems the Public Service Commission has moved out of their room in Union Station, with the room now being used for storage. As a result, the Arkansas Railroad Club has to find another place to meet. In the meantime, for the April meeting only (April 8), we will meet in the lobby at the usual time of 2pm.

Speaker will be well-known Jim Johnson, the Public Relations Manager of the Cotton Belt Railroad who will give a talk on the history of the Cotton Belt in Arkansas, Slides will be shown. A short video-tape of the UP 8444 in Arkansas will also be shown, time permitting.

Again, meeting place: UNION STATION, Markham and Victory Sts., Little Rock AR. TIME: 2PM, Sunday, April 8, 1984.

★ SHOW AND SALE best ever!!! - The 4th annual Arkansas Railroad Club Show and Sale had the best attendance in its 4 year history. There were 571 paid attendance with at least 50 more let in free after the tables were started to be taken down.

RAIL SERVICE TO THE GRAND CANYON will be restored in the near future -

By the summer of 1985, a restored steam locomotive will start hauling tourists along the 63-mile former Santa Fe line between Williams, Arizona and the south rim of the Grand Canyon. Railroad Resources will restore the line, costing between 10 and 15 million dollars.

Following articles are reprinted from GULF COAST RAILROADING:

MARK TWAIN ZEPHYR OFFERED AS "ULTIMATE COLLECTOR'S ITEM": This ad recently ran in The Robb Reports: "Journey into the past with the one and only MARK TWAIN ZEPHYR train. Built by the BUDD COMPANY, the engine and four cars are constructed entirely of stainless steel. Christened on October 14, 1935 in Hannibal, Missouri, she began service and in the same year set the U.S. speed record of 122 miles per hour on a 3-mile run. The engine and four cars are named INJUN JOE, BECKY THATCHER, HUCKLEBERRY FINN, and SILVER ARROW. The interior is completely stripped and ready for either restoration or remodeling. This train would make a perfect tax shelter, restaurant or museum piece. Replacement cost is \$2 million, but you can have this one for \$500,000. Trades will be considered. Financing available to qualified buyers. Contact Ken Wilson at 913-362-5500 or 913-432-3133."

NARP HOTLINE: The NATIONAL ASSOCIATION OF RAILROAD PASSENGERS offers an after business hours only "hot line" for information on AMTRAK doings. The recorded message, which is changed every Friday, may be heard after 5:30 pm and before 7:30 am by dialling 1-202-546-1551. (OPRA News)

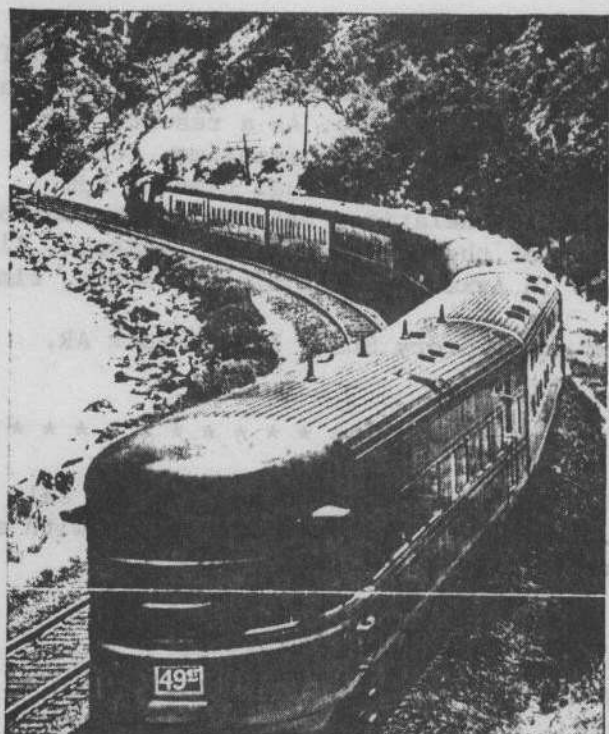
SP BRANCHES IN TEXAS FOR SALE: SOUTHERN PACIFIC has announced that 160 of its branchlines in Central Texas are for sale. The lines extend from SP's main line at Giddings and serve Elgin, Austin, Marble Falls and Llano. There will be no service interruptions while a sale transaction and necessary procedures before the ICC are processed. There is enough traffic potential on the lines for an efficient short line operator to develop the markets that will profitably support service the the area according to SP. Several parties have expressed interest in buying trackage from SP. The decision to sell the branch lines is part of SP's rail plant reduction program. (SPTC)

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club. To join the club (which you must do in order to receive the RAILROADER), send \$10.00/year (in Arkansas) or \$7.50/year (out-of-state) to: Treasurer Dick Byrd, 12 Flintwood Dr, Little Rock AR 72207. Dues are now due for the coming year. Make checks payable to the "Arkansas Railroad Club".

The "Arkansas Railroad Club" is a non-profit organization of railroad lovers. We have meetings each month on the second Sunday at 2PM. Detail of this months meeting is located elsewhere in this newsletter.

We solicit your stories and/or news for the ARKANSAS RAILROADER. If you have any items for print, send them to : Editor, Ken Ziegenbein, 905 Valerie Dr., N. Little Rock AR 72118. Assistant Editor is John M. Martin.

Ph. (501)-758-1340.



LUXURIOUS, ALL-PULLMAN, EXTRA FARE, our brand new **FORTY-NINER** is now in regular super-speed service between Chicago and San Francisco over the direct Overland Route. Running times: eastbound 49 hours; westbound 50 hours, 42 minutes. Photo above shows tapered observation car.



NO KITCHEN in this dining car! Believe it or not, but the dining room (cozy round tables, rich drapes, custom-made furniture) and lounge take up the whole length of this car. Kitchen is in adjoining car.

The Southern Pacific **FORTY-NINER** was inaugurated in 1938 and contained eight cars in the consist. Note photo of upstairs bedroom in new-type Duplex Room Car and just ahead of the observation car; also note train pulled by an SP steam locomotive through the Sierras.

The train was operated by Southern Pacific-Union Pacific and the Chicago and Northwestern Railroads.

(Above given to ARKANSAS RAILROADER by Bill Merck).

Meet the **FORTY-NINER**

Chicago • San Francisco



UPSTAIRS BEDROOMS are a feature of the new-type Duplex Room Car on the **FORTY-NINER**. Passengers in these rooms and in the downstairs bedrooms have complete privacy, plenty of elbow and head room.

FORTY-NINER FACTS

FIVE round trips per month between Chicago and San Francisco, alternating with our famous Streamliner *City of San Francisco*.

EIGHT luxurious cars streamlined in grey, gold, and black, providing sections, drawing rooms, compartments, and bedrooms. Stewardess-nurse, barber and valet service.

SCHEDULE: leaves Chicago on the 2nd, 8th, 14th, 20th, 26th of each month; leaves San Francisco on the 5th, 11th, 17th, 23rd, and 29th.

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