



ARKANSAS RAILROADER



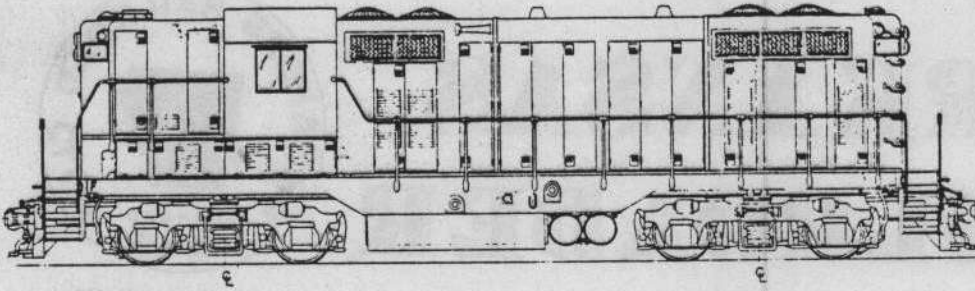
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

FEBRUARY 1984

VOLUME 15 NUMBER 2



April, not only brings us showers and the hint of Spring, but a Rail Festival that is growing each year. Fordyce on the Cotton Belt held last April 22nd thru 23rd has brought us, each year a new passenger train consist for the mile-long ride up the Ex-Rock Island main track. Alco #661 leads the former Rock Island-AD&N coach up across the Cotton Belt main on another trip. Photo by John Martin.



GENERAL NEWS

NEW ROCK ISLAND UNIT TO LITTLE ROCK -- Farewell to unit #829 the only Rock Island Locomotive in Arkansas for cleanup operations, but alas not the last Rock Island locomotive in Arkansas. The 829 sustained freeze damage during the first severe cold weather this year and was unusable by the cleanup crews. It was taken to the Cotton Belt for forwarding to Silvis Shops. MoPac unit 1263 was leased briefly by the trustee for cleanup operations. Then, unexpectedly on Friday, February 3rd, Freshly painted blue and white switcher #830 arrived at Little Rock via the Cotton Belt. Much more picturesque than the #829, the bright "Rock" Blue and White SW8 will now serve the trustee in Arkansas, perhaps to be the "last" Rock Island Unit in the State.

NEW DOME CARS TO LITTLE ROCK -- In Amtrak's latest auction of 'spare' cars two dome cars have reportedly been purchased for renovation and use in excursion service by a private individual in the Little Rock Area. Purchased were Amtrak cars 9810 and 9350, their heritage as follows:

9810 "Silver Club" Amtrak Dome/Buffer/Dorm, Ex CB&Q #250 Blt Budd 1948.
9350 Amtrak Dome/Lounge, EX ATSF #500, Blt Pullman Std 1950.
The 9350 will come from storage in Seattle and the 9810 from storage in Los Angeles to Little Rock at a later date.

We may also report that Hogtrain is to purchase a new coach via the Memphis Transportation Museum. The heritage is not presently known but it should be in Little Rock before summer.

AMTRAK SERVICE TO OKLAHOMA TURNED DOWN -- Oklahoma's Bid to reestablish Amtrak service to that state was rejected by Amtrak. Amtrak claimed to need some 1.5 million dollars in state funding to reestablish a route thru that state. The money would have to have been provided by either Oklahoma or Kansas or a combination of both states.

NEW AMTRAK SERVICE TO NEW ORLEANS -- Amtrak will establish a new route from New Orleans to Mobile, Ala. beginning April 26th, 1984. Funding provided by the states of Louisiana, Mississippi and Alabama will supplement this service. Original projections call for the service to extend thru Mobile to Jacksonville Florida, but the lack of appropriation from the state of Florida establishes the terminus of Mobile, Ala.. This service is just in time for the World's Fair this summer. Also a link from St. Louis to Centralia, Ill connecting Missourians with New Orleans will be established this spring.

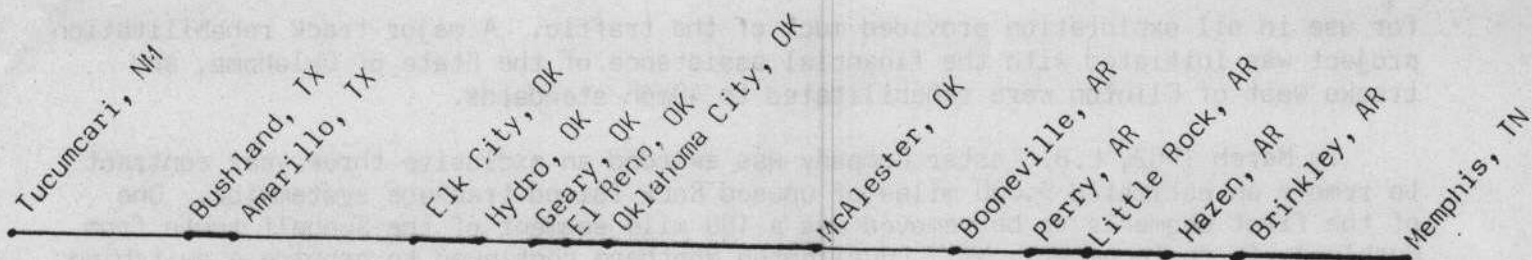
FIRE DESTROYES THE AMTRAK STATION AT LAKE CHARLES, LA -- A fire destroyed the Amtrak station at Lake Charles, La around the 25th of January. Temporary facilities were established in the old R.E.A. building adjacent to the station but all Ticketing and Baggage services have been embargoed from Lake Charles. Lake Charles is served by the Sunset Limited Route, Trains #1 and #2, tri-weekly.

☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, February 12 at 2pm at Union Station, Markham and Victory Streets, Little Rock. Speaker will be Lou Oberste, tour coordinator for Kruger Travel Bureau at Little Rock. He will present a program called "A Travel Agent Looks at Amtrak".

Oberste has put together two group tours to San Antonio on the "Eagle" and is currently arranging a third such tour in March. He will talk about how he has put these together, reaction of the traveling public to traveling by train and will also share some thoughts on how Amtrak at Little Rock could get more group tours and how service could be improved. Questions will be answered afterward.

Lou served as Director of Tourism for 15 years at the Arkansas Department of Parks and Tourism, so he can be considered an expert in the travel field. This should be a very interesting program, so COME AND BRING A FRIEND.



THE ROCK'S SUNBELT ROUTE: REVIVAL OR REMOVAL ?

by Bill Pollard

Almost four years have passed since the last Rock Island 'through' freight traveled from Memphis, through Little Rock and Oklahoma City, to Amarillo. Despite this lengthy disruption of a once major rail artery, efforts continue to restore through service. Although segments of the Sunbelt route have been sold to various railroads, the federal district court overseeing the Rock Island liquidation wisely retained the through operating rights over all segments for possible future disposition. This action continues to provide a glimmer of hope for those in Arkansas and Oklahoma who are pushing for the restoration of service.

With the demise of the Rock Island in March 1980, several segments of the Sunbelt route had service immediately restored by other railroads. Cotton Belt expanded their Brinkley-Memphis trains to include local service on March 24, and at the same time instituted temporary service from Little Rock to Hazen. Usage of the Memphis terminal trackage, as well as the 24 mile segment between Brinkley and Hazen, ended with the passage of the last Rock Island train on March 23. West of Little Rock, service was restored as far as Perry (48 miles) on March 27, following a request to the Cotton Belt from Arkansas Kraft.

Trackage from Perry to McAlester, OK was embargoed with the passage of the last Rock Island train on March 30, although operations from McAlester to Oklahoma City were continued by the Missouri-Kansas-Texas Railroad. The Katy had operated over this segment since the mid-1970's, after abandonment of their own line from Bartlesville to Oklahoma City. In addition to assuming responsibility for local service over this segment, the Katy also extended their operations 15 miles west of Oklahoma City to Yukon.

After March 1980, no service was provided from Yukon through western Oklahoma to Amarillo TX or Tucumcari NM. Except for local industry switching, no service had been provided over the Amarillo-Tucumcari segment since August 1979. (The segment west of Amarillo had been considered only a secondary branchline by the Interstate Commerce Commission, and was not included in the 1979 directed service orders authorizing the Kansas City Terminal Railway to oversee operations on then strikebound Rock Island routes.)

On May 31, 1980, Cotton Belt abruptly discontinued service over the Little Rock to Hazen and Little Rock to Perry segments of the former Rock Island. On the following day, operation of Little Rock terminal trackage and the Hazen line became the responsibility of the Missouri Pacific, while the line to Perry began operating as an independent shortline -- the Little Rock & Western Railway. [Arkansas Railroader Vol. 14, No. 5]

During the remainder of 1980 and much of 1981, weeds grew among the ties along the unused segments of the Sunbelt route, with only an infrequent trustee clean-up train to polish the rust from the rails that once guided the *Choctaw Rocket*. The Sunbelt route was severed - at least temporarily - during late 1981, when the crossing assemblies were removed from Cotton Belt rails at Brinkley and from Kansas City Southern rails at Howe, OK.

Oklahoma was particularly hard hit by the Rock Island's final bankruptcy, and the state government acted quickly to ensure the survival of at least the most essential trackage. On November 19, 1981, the Oklahoma Department of Transportation finalized the purchase of 62 miles of trackage from Hydro to a point several miles west of Elk City, at a cost of \$3.1 million. On the following day, Farmrail Corporation (FMRC) began operating over 35 miles of this trackage, from the Santa Fe and BN(Frisco) interchanges at Clinton, westward to Elk City. During the first months of operation, drilling 'mud'

for use in oil exploration provided much of the traffic. A major track rehabilitation project was initiated with the financial assistance of the State of Oklahoma, and tracks west of Clinton were rehabilitated to 40mph standards.

In March 1982, L.B. Foster Company was awarded an exclusive three year contract to remove an estimated 3,000 miles of unused Rock Island trackage systemwide. One of the first segments to be removed was a 100 mile segment of the Sunbelt route from Bushland, TX to Tucumcari, NM. (Burlington Northern continued to provide a switching service over the Bushland to Amarillo segment.) L.B. Foster crews also began dismantling 4 miles of yard and terminal trackage in Memphis, and then moved to dismantle three Arkansas branchlines formerly serving Sparkman, Des Arc, and Stuttgart.

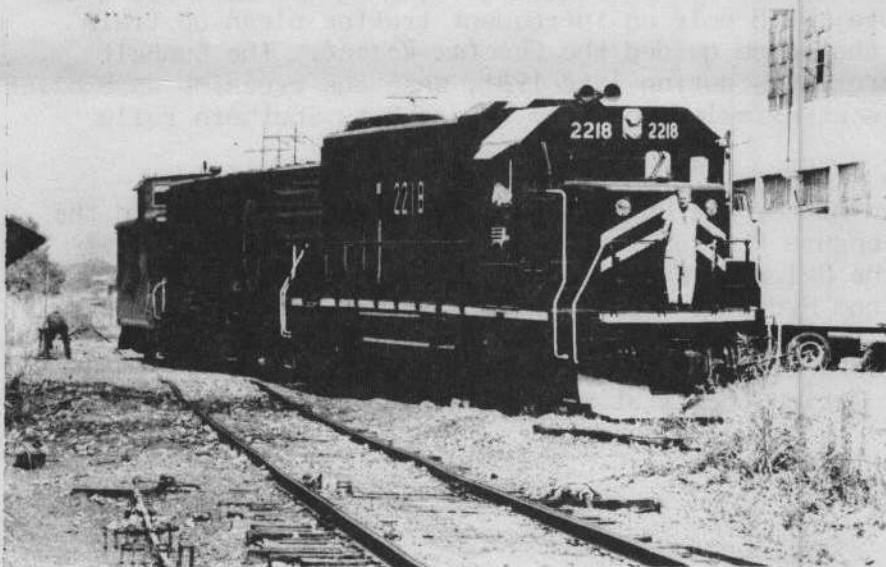
The flurry of activity by the dismantling crews caused then governor Frank White to seek assurances from the Rock Island bankruptcy trustee (William Gibbons) that the Sunbelt route's unused segments would remain intact while efforts continued to reopen the line. In May 1982, Gibbons advised Governor White that scrapping of the unused Sunbelt segments in Arkansas would be postponed until January 1983. This delay was designed to allow Arkansas and Oklahoma more time to arrange for the purchase of the line by another railroad, either the Santa Fe or the Katy. This plan was stalled in Arkansas when Gov. White was unable to push enabling legislation through the Arkansas Senate due to the stiff opposition of the Missouri Pacific and the Cotton Belt.

The State of Oklahoma continued efforts to acquire additional Rock Island trackage, and completed lengthy negotiations for the Herrington, KS to Dallas, TX mainline in October 1982. A separate offer to purchase additional trackage was submitted to the Rock Island trustee on December 6, 1982, covering 39 miles of Sunbelt trackage between Hydro and El Reno. By this time, trustee Gibbons was offering all remaining Rock Island trackage for sale at the "bargain" price of \$50,000/mile for mainline trackage, and \$35,000/mile for branchline trackage.

On March 1, 1983, the North Central Oklahoma Railway (NCOK) began operations over a portion of the newly purchased segment west of El Reno. The shortline's operations extended from the El Reno yard westward to Geary, and then northward over branchline trackage serving Watonga, Okeene, and Homestead. Operation over the branchline was initially secured through a lease agreement with the Rock Island. No active interchange is presently maintained between NCOK and Farmrail, and the mainline between Hydro and Geary is blocked with stored cars owned by the two shortlines. (NCOK had previously operated several other Rock Island branches, as well as segments of the north-south mainline, before being displaced by the reopening of the Katy's Oklahoma-Kansas-Texas subsidiary in November 1982.)

March 1983 also saw the passage of a watered down trackage acquisition law by the Arkansas General Assembly. Attempts by Missouri Pacific and Cotton Belt to protect their near monopoly in this region resulted in the addition of amendments to the law which limited service to intrastate shortline service only, with no connection permitted with railroads not presently operating in Arkansas. Following the passage of this bill, Governor Clinton received assurances from trustee Gibbons that scrapping of the affected trackage in Arkansas would not begin until early 1984.

As 1984 begins, operations continue on the three 'Sunbelt shortlines' -- Little Rock & Western, Farmrail, and North Central Oklahoma. Operation of other segments of the Sunbelt route by Cotton Belt, Missouri Pacific, MKT-OKT, and Burlington Northern also continue with little change. During the last two months of 1982, activity of the sporadic trustee clean-up trains intensified, in an apparent effort to remove all roadworthy Rock Island cars formerly stored along the route. Only time will tell whether these actions by Mr. Gibbons are in preparation for sale...or scrapping...of the route.



Missouri Pacific GP-38 #2218 leads a short consist onto Ex-Rock Island Trackage at North Little Rock, as the Hazen Turn begins it's daily trek to Hazen and back. Photo by John Martin

ROSTERS: 'SUNBELT ROUTE' SHORTLINES

LITTLE ROCK & WESTERN

- 305 RS-20 Alco #78856 built 5-1951. Built as RS-3 for Green Bay & Western.
In early 1973 #305 was rebuilt by GB&W with new Alco 251C V-12 2000hp diesel [same engine as used in Alco C-420 model]. The short (rear) hood was chopped, and new control stand installed to allow unit to operate short end forward. Rebuilding also included 26L brake stand and automatic transition, as well as 4,800 pounds of added ballast to reduce wheel slip problems caused by higher horsepower rating. Released from shop at Green Bay and placed in service, designated as "RS-20" on June 20, 1973. Leased by LRWN and placed in service in early June 1980. Relettered LRW for Riverfest special train in May 1981. Shipped back to GB&W 1-28-1983 following arrival of LRWN #101.
- 307 RS-20 Alco # Built as RS-3 for Green Bay & Western.
Rebuilt by GB&W during 1974 with same modifications as #305. Leased by LRWN and placed in service July 7, 1980. Never relettered for LRWN. Shipped back to GB&W 10-14-1983.
- 101 C-420 Alco #3363-10 built 2-1964. Originally Long Island #207.
Built with high short hood, with steam generator, and designed to operate long hood forward. Sold by LI to Rail Traction Corp. 3-1976, resold to Erie Western in early 1978. Unit resold to GB&W 1981, and operated as GB&W #207 for 10 months. Shopped at Green Bay mid-1982 and remanufactured for LRWN. Rebuilding included chopping short hood and relocating control stand, in addition to remanufacturing prime mover. Delivered to LRWN 1-21-1983.
- 102 C-420 Alco #3467-02 built 8-1966. Originally L&N #1307.
Unit was built with low short hood, designed for short hood forward operation. Sold to Chrome Crankshaft after retirement by L&N, purchased from Chrome Crankshaft by GB&W for rebuilding as LRWN #102. Delivered to LRWN 5-23-1983.

FARMRAIL CORPORATION

- 617 GP-7 EMD #17354 built 10-1952. Originally FEC #617. Now named KIOWA.
620 GP-7 EMD #17357 built 10-1952. Originally FEC #620. Now named CADD0.
1555 GP-7 EMD # Originally GN #550, then BN #1555. COMMANCHE
All three units are leased from XTRA. Nos. 617 and 620 initiated Farmrail operations in 11-1981. No. 1555 was delivered to FMRC in 10-1982. This unit was originally designed for long hood forward operation; FMRC had short hood lowered, and control stand moved to allow operation short hood forward.

NORTH CENTRAL OKLAHOMA

- 388 RS-11 Alco #83402 built 1959. Originally N&W #388, then NIMX, then XTRA.
613 GP-7 EMD #17350 built 9-1952. Originally FEC #613, then XTRA.
614 GP-7 EMD #17351 built 9-1952. Originally FEC #614, then XTRA.
2873 RS-36 Alco #84104 built 6-1962. Originally NKP #873, then N&W #2873, then XTRA.
All four locomotives are leased from XTRA, Inc.

ROCK ISLAND TRUSTEE -- Southern Division.

- 829 SW-8 EMD #16627 built 11-1952. Original RI locomotive.
Locomotive moved from El Reno to Biddle (with RI #4354) in late November 1980, for use in cleanup operations on Arkansas lines and as far west as McAlester, OK. Sold to Chrome Crankshaft 2-3-1981, but leased back to Rock Island. Still in service at Biddle yards as of 12-1983. Painted in RI solid tuscan paint scheme; very faded.
- 830 SW-8 EMD #16628 built 11-1952. Original RI locomotive.
Locomotive assigned to El Reno in 1980, for cleanup operations in Oklahoma and Kansas. Sold to Chrome Crankshaft 2-3-1981, but leased back to Rock Island. After original RI tuscan and yellow paint scheme was 'graffitied' in mid-1982, the unit was repainted in ROCK blue and white during an overhaul at El Reno in December 1982-January 1983. No ROCK lettering was applied, but red RI heralds were applied to panels below cab windows. In service at El Reno as of 12-1983.

1504 GP-7 EMD #16340 built 5-1952. Originally P&LE #1520, then Monongahela #1504. Leased by Monongahela Ry. in 6-1982 to North Central Texas Railroad for operation over ex-RI Dallas to Ft. Worth segment. NCTR subsequently subleased unit to North Central Oklahoma which apparently subleased unit to Enid Central. [NCTR, NCOK, and ENIC all were owned by same corporation.] Unit leased by RI trustee in late 1982, and made several trips to Herrington, KS in original black paint with NCTR lettering. Repainted mid-1983 to blue & white scheme with red RI heralds under cab windows, and small (6") heralds under headlights on each end. Designed for operation long hood forward. Still in service at El Reno as of 12-1983.

4354 GP-38-2 EMD #757136-40 built 11-1976. Original RI loco. named FRANK J. McGARR RI #4352-4355 were the only 4 of a fleet of 80 such units which were actually owned by the Rock Island, and all four were used in trustee cleanup operations throughout the system. No. 4354 moved from El Reno to Biddle in Nov. 1980, accompanied by SW-8 #829. The larger unit saw less than two months of activity in Arkansas before all four of the GP-38-2's were sold to the P&LE. No. 4354, which became P&LE #2058, was shipped out via the Missouri Pacific in January 1981.

Member Kenneth R. Combs sent in the following St Louis-Southwestern (Cotton Belt) Diesel Locomotive Summary, valid as of August 1983:

<u>ROAD NO.</u>	<u>MODEL</u>	<u>BLDR</u>	<u>DATE</u>	<u>NOTES</u>
2250-2261, 2289-2293	SW-1200	EMD	1964-66	
2481-2492, 2511-2522, 2579-2590	SW-1500	EMD	1968-71	
3808-3813	GP-9e	EMD	1957	Rebuilt by SP 1974-77
3871-3872	GP-9e	EMD	1959	Rebuilt by SP 1975-76
3873-3874	GP-9r	EMD	1959	Rebuilt by SP 1976
4134-4137, 4139-4144	GP-20e	EMD	1960-62	Rebuilt by SP 1974-76
4145-4149, 4151	GP-20r	EMD	1961-62	Rebuilt by SP 1977
4200-4250	GP-35r3	EMD		Planned
5002-5007, 5009	GP-30	EMD	1963	
5020	GP-30e	EMD	1963	Rebuilt by SP 1977
6500-6505, 6507-6509, 6511, 6513, 6514, 6516, 6517, 6519, 6680, 6681	GP-35	EMD	1963-65	
7628-7657	GP40-2	EMD	1979	
7770	B36-7	GE	1980	
7771	B36-7B	GE	1980	Wrecked, rebuilt as B-unit
7772, 7773	B36-7	GE	1980	
7774-7799	B30-7	GE	1980	
7960-7967	GP-40	EMD	1966	
8322-8326, 8372-8376	SD40-T2	EMD	1978	
8964-8966, 8968, 8969, 8973-8978, 8980, 8981, 9052-9055, 9057-9062, 9064-9068	SD-45	EMD	1968-69	
9157-9165, 9261-9301, 9371-9378, 9380-9404	SD45-T2	EMD	1972-75	

TEXARKANA - THE GREAT GATEWAY

by: Clifton E. Hull

This could be interpreted two ways - a gateway to the great Southwest - or, a gateway of escape from the seemingly endless expanse of Texas sand, cactus, and rattlesnakes.

To accommodate the anticipated passenger business of the approaching Texas and Pacific and Cairo & Fulton roads, facilities were provided in the Marquand Hotel, over in Arkansas at the foot of Vine Street. On Christmas Eve of 1873 the first passenger train rolled into Texarkana. It was northbound on the T&P. A few days later the C&F brought a train of passengers into the state-line straddling town, but there was no meeting of rails. The T&P track was built at the gauge of 4'-8 1/2" (present standard) and the C&F had a gauge of 5'-0". This ridiculous situation created a great deal of confusion, delay and extra work.

A heavy car hoist lifted each passenger car while wheel trucks of one gauge were substituted for those of the other gauge. This was done while passengers were in the dining room of the hotel (and later at the new station). When the Tyler Tap (Cotton Belt) built into Texarkana in 1880 it was laid at a gauge of 3'-0". Holy Moses, what a mess!

To reduce the amount of mass confusion, the gauge of the St. Louis, Iron Mountain & Southern (an 1874 consolidation of St. Louis & Iron Mountain in Missouri and Cairo & Fulton in Arkansas) was changed 28 June 1879 to 4'-8 1/2". The car hoist was used also to change trucks of freight cars. The Cotton Belt gauge was changed to 4'-8 1/2" on 18 Oct. 1886.

In 1886 the Marquand Hotel burned, creating more confusion. The Texas Legislature actually passed a law stating that each passenger train had to stop for 30 minutes on the Texas side of the state line. In 1889 a concrete platform was built across the state line. The ticket agent would sell tickets on the Texas side, then go across the line to sell tickets in Arkansas for the same train. The Arkansas Legislature enacted a law which resulted in a station sign bearing the name of Texarkana in lower case letters and Arkansas in capital letters. (It seems we have had politicians of about the same caliber for a long time).

There finally was an agreement among the railroads to build a Union Station at Texarkana. A fine brick structure was completed in 1890 at a cost of about \$37,000. Finally, the structure and the land was valued at \$150,000. The Cotton Belt began using the station in 1910. In 1914 the KCS joined to make it truly a "union" station.

Before World War I, talk had begun concerning a new Union terminal station. As soon as the nation's railroads were returned to private operation in 1920, officials of all the railroads at Texarkana began conferences with city officials from Arkansas and Texas sides of the state line. There were few objections, and at St. Louis on 27 Feb. 1926 the railroads signed an agreement to construct a new station. The railroads had agreed on 28 Oct. 1922 to form a separate company to have ownership of the new building, tracks, and land on which they were located. This was the Union Station Trust, and it purchased from the individual railroads the land upon which the building was to be constructed.

The estimated cost was about \$1,500,000 and on 16 May 1928 a contract was signed with the Stewart-McGehee Construction Company of Little Rock. There were a couple of problems to contend with. The tracks of the existing freight-passenger yard had to be rearranged, and the new building had to occupy the site of the old station. All the plans had been prepared, even while negotiations were in progress. Work began immediately after the contract was signed. Complaints from the participating railroads and the public were few. Work on the track changes began about 1 Oct. 1926. There was to be an area of the new building for the U. S. Postal Service's mail handling facilities.

On 12 May 1930 the dedication services were held at the new Union Station. It was the most uniquely situated structure in the U.S. - half in Texas, half in Arkansas. Chief Engineer for the Missouri Pacific, E.A. Hadley, and Resident Engineer A.S. Butterworth were in charge of construction. This was the finest station between Dallas and Little Rock, and between Kansas City and Shreveport.

. . . continued . . .

The street department of Texarkana raised the street serving the new station to accommodate the designed floor elevation. MoP architect, E.M. Tucker, adopted the Italian Renaissance style, and executed it in buff brick and limestone. There were arcades with stone columns supporting an ornamental stone cornice on three sides. Interior of waiting rooms, restaurant, and toilets was of enameled brick and decorative terra cotta (mixture of fine clay and sand). There were shower baths in the white men's toilet room and a baby bath in the women's retiring room.

The main floor, which is the second floor of the building, was slightly higher than the street level, and measured 50' x 191'. A center-entrance bay projected 25 feet toward the street. On this floor were the main waiting rooms, ticket offices, baggage and parcel checking facilities, retiring rooms for men and women, also a restaurant and kitchen. From this level a concourse projected over six tracks, which were reached by three flights of stairs on each side of the concourse. Three concrete platforms between the tracks were 1200' long and covered by umbrella-type roofs. The platforms were 20' wide.

The ground floor, at track level, had facilities for handling express, baggage and local mail. It was 50' x 282'. On the third floor level were offices with a balcony looking down on main floor waiting room. High ceilings of waiting rooms provided good ventilation. A refrigerated water system served several drinking fountains. The only wood used was for trim.

On 12 May 1930 the new Texarkana Union Station was opened for service. The elaborate ceremonies for dedication were arranged by the local Chamber of Commerce and representatives of the four railroads.

L.W. Baldwin, MoP president, was unable to attend, but was represented by Senior V.P. E. M. Durham, Jr., V.P. C.E. Perkins, V.P. and General Manager J. Cannon, and Chief Engineer E.A. Hadley. Many other officers, employees, and retirees were present.

President J.L. Lancaster of the T&P, and President Daniel Upthegrove of the Cotton Belt were present. The KCS sent V.P. J.F. Holden. A.S. Butterworth, MoP resident engineer, was master of ceremonies, and Chief Engineer of the MoP, E.A. Hadley, laid the corner stone. The North Little Rock Booster Band arrived early the morning of the day of dedication and played all day. Several bands joined in a big parade along downtown streets. Texarkana public schools declared a holiday and most businesses were closed. Finally there were a banquet and dance at Hotel Grim, and a dance at Union Station. That part of town was brilliantly lighted during the night.

Opening a new railroad station was an important event in those days.

★ 819 UPDATE - According to Bill Bailey, the Cotton Belt Rail Historical Society, Inc. has accomplished its' main objectives over the past few months, and that was to move the locomotive and tender, complete a professional viewpoint study and have a location to perform restoration work (if you would like to see the engine, contact a Society member).

Mr. Bailey was also impressed with the excitement and enthusiasm which the people working on this locomotive have shown. They now have obtained the 163 page blue print book detailing this Class L1 4-8-4, which should make the restoration work easier.

A big THANKS goes out to the SLSW Railway, City of Pine Bluff Chamber of Commerce, retired Cotton Belt employees, the Society, Arkansas Railroad Club and many others who are making this dream become a reality. There are now 120 members of the Society.

Starting February 4 the restoration work will begin. It is expected to take around 15 months for the work to be complete.

★ Mr. Hillebrandt (General Manager, Eastern Division, UP MOPAC gave an interesting talk at our last meeting, January 8. Among the items discussed: the merger was going well and was finalized December 22, 1983; the Hump Yard in North Little Rock was built in 1961 for about \$15 million - today \$13 million is being spent just on the Hump Yard itself for improvement; the new Diesel Repair Shops will open June 20 with an Open House (the old facility has been around since the turn of the century).

DUES \$ \$

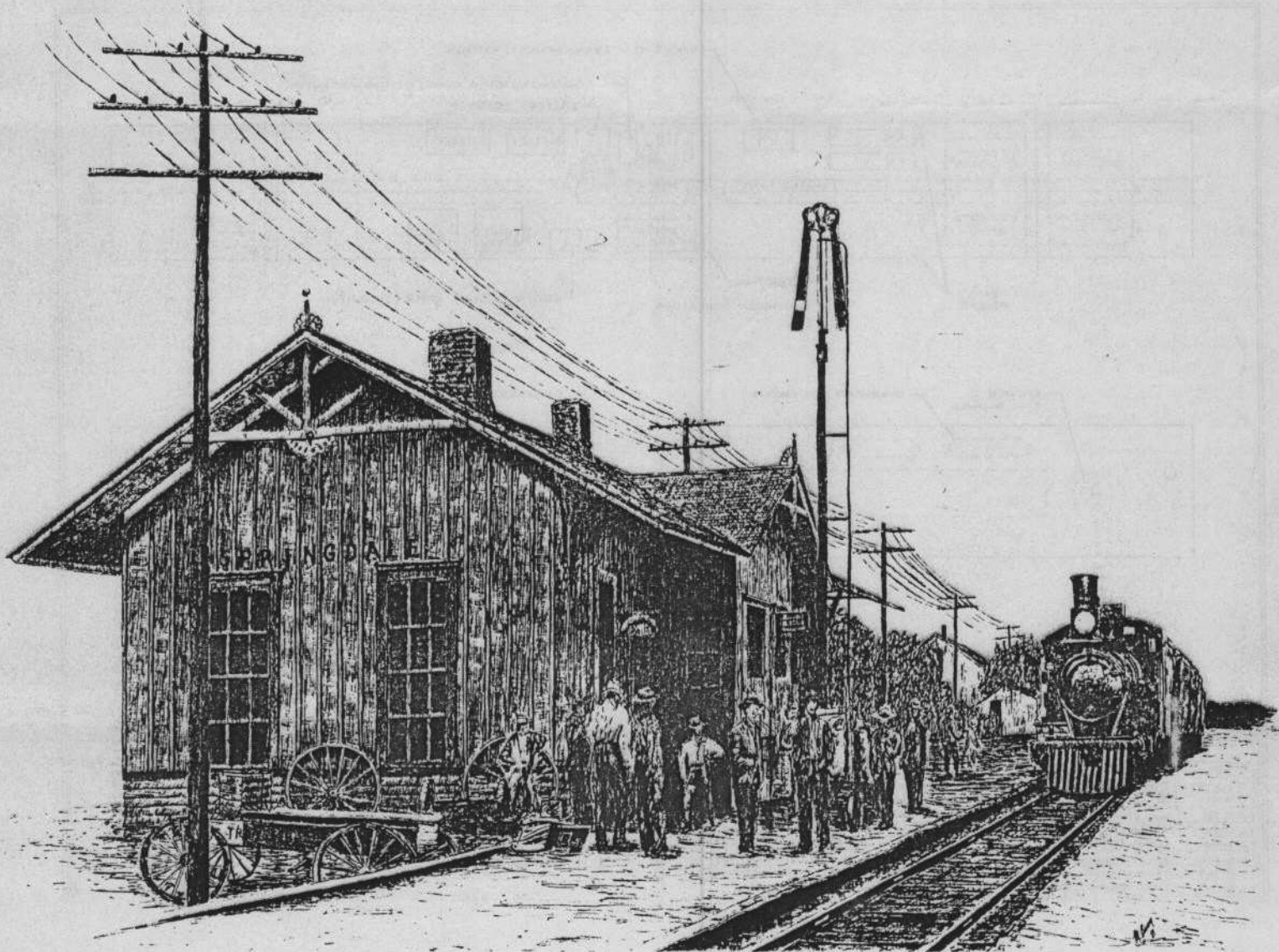
The ARKANSAS RAILROAD CLUB is a non-profit organization which meets once a month on the second Sunday at 2pm. Dues are currently due. They are: \$10.00/year in-Arkansas and \$7.50 per year out-of-state. Make payments to the "Arkansas Railroad Club" and mail to Treasurer Dick Byrd, 12 Flintwood Dr, Little Rock, AR 72207.

The dues entitle you to receive the monthly publication "Arkansas Railroader". You can also pay your National Rail Historical Society dues at the same time as local dues (these dues are \$9.00 per year extra).

LAST UP SPECIAL THIS YEAR -- Bound from Kansas City to New Orleans, the Last UP passenger special this year laid over in Little Rock December 6th, Tuesday evening at 7:45 p.m. until 11:30 a.m. Wednesday morning December 7th. The train consisted of:

UP	3746	SD40/2
UP	3740	SD40/2
UP	300	Bagg/Dorm/Steam Gen. Car.
UP	9004	Dome/Lounge
UP	301	Bagg/Dorm/Steam Gen. Car
UP	Carbarton	Sleeper
UP	1601	"Sun Cape" Sleeper
UP	1609	"Sun Ridge" Sleeper
UP	5779	Baggage
UP	5015	Diner
UP	1611	"Sun Slope" Sleeper
UP	1610	"Sun Skies" Sleeper
UP	7006	Dome-coach
UP	IDAHO	Track Inspection Car

Cars 300 and 9004 were ahead of the 301 because they were to be set out at Avondale Yard, La. for another short trip. Guests aboard this trip were from the Traffic Depts., and toured the North Little Rock facility Wednesday Morning.



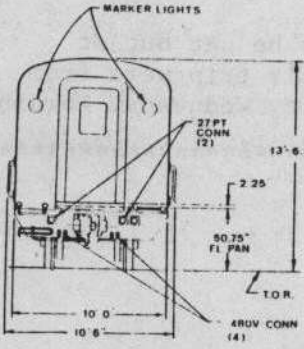
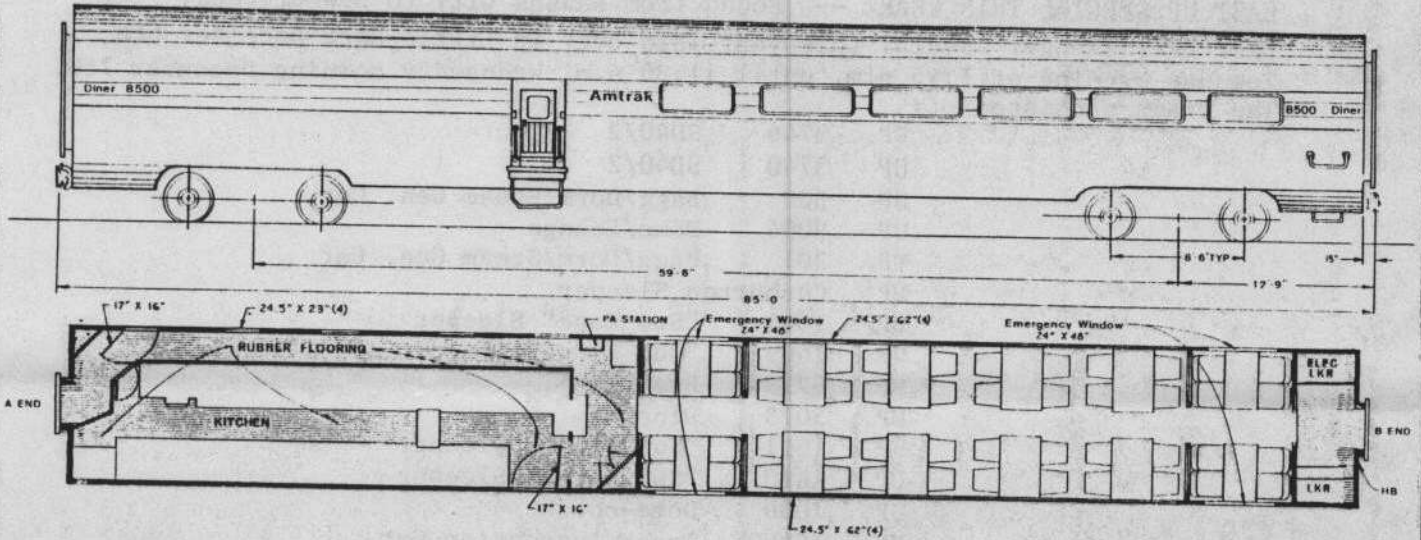
THE FRISCO DEPOT -- SPRINGDALE, ARKANSAS SKETCH BY M. BARON, COLLECTION OF J.M.MARTIN

AMTRAK EQUIPMENT PLAN and SPECIFICATION DATA FOR CARS 8500-8504

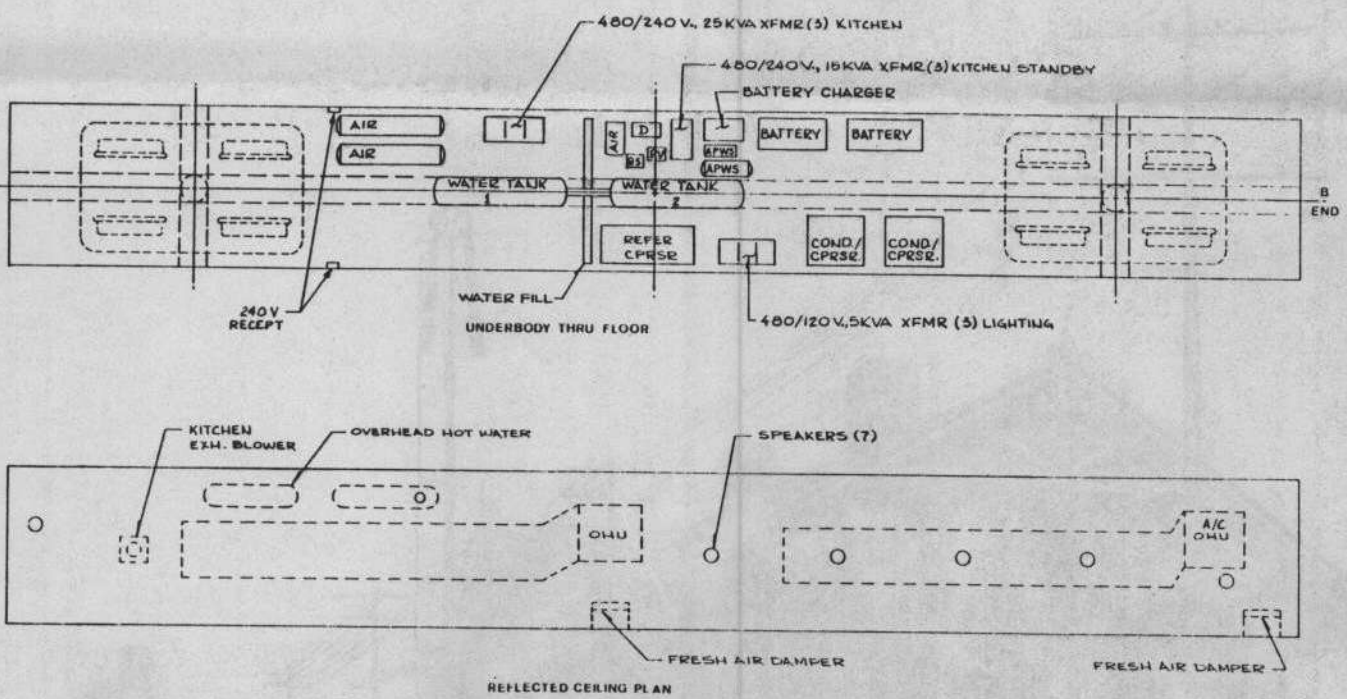
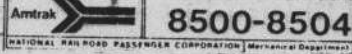
Diner

A END WL 61.500

B END WL 71.000



SPECIFICATION DATA	
CAR NUMBER Budd and LOT NO 9624-019112,96	AIR CONDITIONING TYPE SAFETY B TON DRY FREON-22
YEAR BUILT 1948, 52, 56 BODY CONSTRUCTION SS	EVAPORATOR B1444-1B, 2 UNITS
CONVERSION TYPE and YEAR H.E.P. / 1979	COMPRESSOR 1-17773 SEMI HERMETIC, 2 UNITS
REVENUE CAPACITY NONE	CONDENSOR B-3740-2, 2 UNITS
ELECTRICAL SYSTEM HEAD END POWER 480V, 3PHASE, 60Hz	TEMPERATURE CONTROLS PSQ, 2 UNITS
BATTERY ED-80 CHARGER EDISON 75.50 IC	A/C MOTOR CONTROLS SAFETY B 4514-1, 2 UNITS
VOLTAGE 84 NOM CAPACITY 80 AMP HOUR	FLOOR HEAT 192 kw BEECH GROOVE
LIGHTING AC GENERAL DC Kitchen&EMER.	OVERHEAD HEAT 8/12kw, 480V, 2 UNITS
MARKER LIGHTS 60 PAR 2/B	TRUCKS 4 WHEEL, LSH 70,000, CP LOAD
TRAINLINE RECEPTACLE BATTERY TRAINLINE	WHEEL 36 DIA, D-36C
STANDBY RECEPTACLE 230V for REFRIGERATION	JOURNAL SIZE 8 X 11 PEGSIAL SIZE 13.3.8"
COMMUNICATION EQUIPMENT SAFETRAN	BEARING TYPE AP EE ADAPTER TYPE
FREEZE PROTECTION RAYCHEM SELF LIMITING	EQUALIZER SPRING NO TYPE
WATER TANKS HEAT TAPE SELF LIMITING	BUISSTER SPRING NO
WATER PIPING HEAT TAPE SELF LIMITING	SHOCKS
REFRIGERATION CONTINENTAL / COPELAND	VERTICAL HOUDER OR MONROE
	LATERAL
	DRAFT TYPE TFM DISC SCHEDULE 22
	CONTROL VALVE TYPE D22 QUICK SERVICE A2
	RELAY VALVE TYPE B-3 HAND BRAKE TYPE 800R/800L
	ANTI SLIDE TYPE E-3 CYLINDER SIZE 7-1/2
	SHOE TYPE and NO COMPOSITION PADAMTRAK APP D1
	STACK ADJUSTER TYPE and NO
	DRAFT GEAR NO WM8DP YOKE Y65
	COUPLER HB1 CARRIER
	WATER SYSTEM TYPE PBRZ2 TANK CAPACITY 500 GAL
	COOLER MODEL NO N/A WASHSTANDS N/A
	HOPPER TYPE N/A DUMP VALVE N/A
	STEPS N/A DIAPHRAGM CONVENTIO AL
	MS# 82147



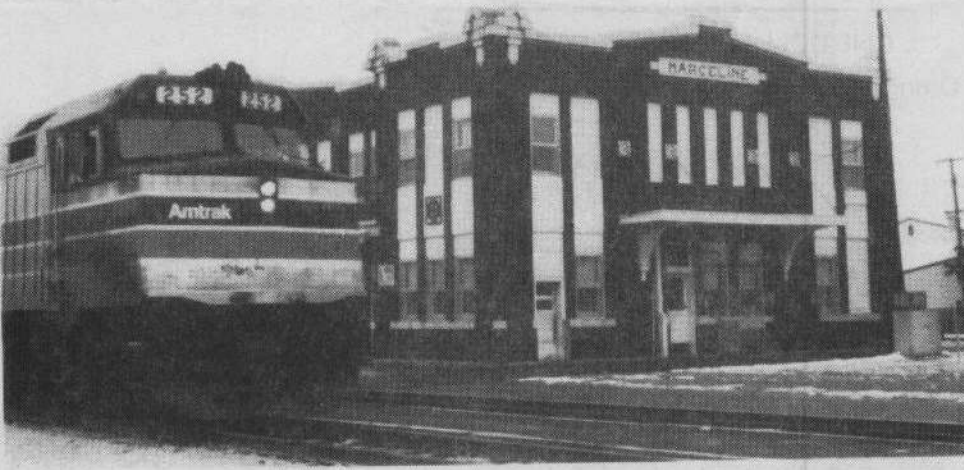
REFERENCE DRAWINGS			
1 D-522 CLEARANCE DIAGRAM	10 E-00-552 ELECTRIC LOCKER ARRANGEMENT	18 R-00-511 ROOF EQUIPMENT ARRANGEMENT	
2 D-00-799 SH-7 DRAWING TREE	11 E-01-526 COMMUNICATION T/L SCHEMATIC	20 R-00-518 INTERIOR EQUIPMENT ARRANGEMENT	
3 D-01-524 MAIN POWER DISTRIBUTION SCHEMATIC	12 E-01-704 HEATING & A/C WIRING SCHEMATIC	21 E-04-655 INTERIOR ELECTRIC CONDUIT & WIRING (INCLUDING KITCHEN)	
4 D-01-761 SINGLE LINE POWER SCHEMATIC	13 E-00-939 ELECTRIC LOCKER ARRGT KITCHEN	22 D-01-793 REFRIG SCHEMATIC, EVAP	
5 D-01-791 A.C. & D.C. POWER SUPPLY SCHEMATIC	14 D-01-527 E-5 DECEL. CONTROL SYST WIRING DIAG	23 D-01-794 REFRIG. EQUIP SCHEMATIC	
6 D-01-958 SYSTEM SCHEMATIC DIAGRAM, FOOD SERV. PWR	15 E-01-727 LTG. & CONV. OUTLETS SCHEMATIC	24 D-04-021 LOAD DATA, KITCHEN	
7 D-01-700 A/C CONTROLS SCHEMATIC	16 R-00-505 UNDERCAR EQUIPMENT ARRANGEMENT		
8 E-01-769 TEMP CONTROL SCHEMATIC	17 R-04-784 UNDERCAR CONDUIT & WIRING		
9 E-01-772 TEMP CONTROL SCHEMATIC (KITCHEN)	18 R-00-573 CAR END ARRANGEMENT		



(Following story and pictures by ARKANSAS RAILROADER editor Ken Ziegenbein):

On a recent trip to northern Missouri, I ventured into the town of Marceline, the boyhood home of Walt Disney. LEFT - a sign above the door on the depot, just southwest of downtown.

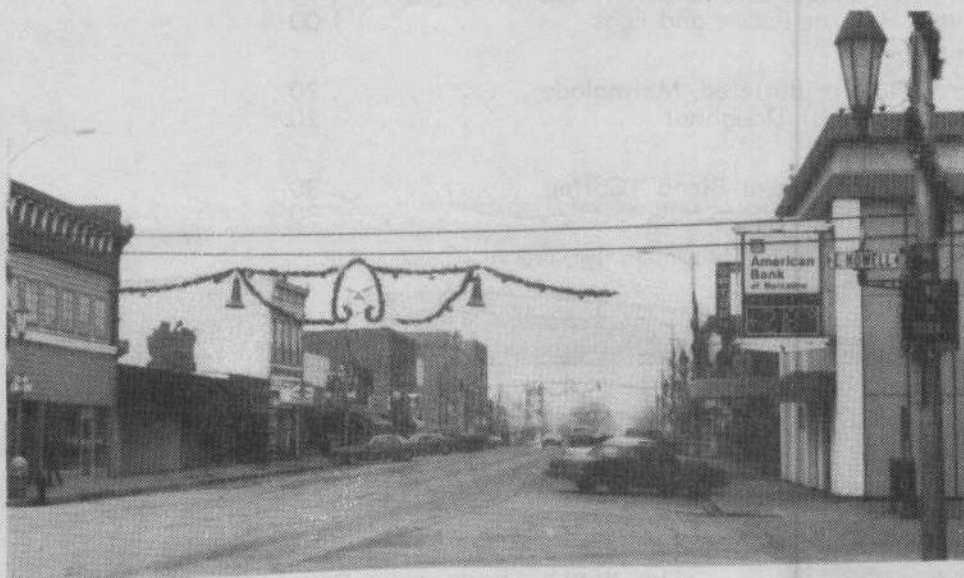
ONE-DOWN - the original Santa Fe depot where Walt Disney used to play as a child and where he fell in love with trains. This is where he came up with the idea of someday building a train in a park which kids of all ages could ride. Marceline is still served by a passenger train daily, AMTRAK's "Southwest Limited", shown arriving on time Saturday, Dec. 10, 1983.



TWO-DOWN - Downtown Marceline. It is said that Main Street U.S.A. in Disneyland was modeled after this town. It is here where the whole concept of Disneyland was thought up by Disney when he was a boy. Dreams do indeed come true.

BOTTOM - Santa Fe piggyback freight about to depart Marceline southbound on this cold December morning after a crew change.

★ WANTED - any copy of Gene Hull's Shortline Railroads of Arkansas. Mr. W. H. McMillan Sr would like a copy and if anyone knows where to get one, please let him or Gene Hull know.



★ SHOW AND SALE to be held March 31 at the Fisher National Guard Armory in North Little Rock. If you have any items to show or sell, please make your reservations now by contacting Walter Walker, 10301 Charterhouse Rd, Little Rock.

Actual show time will be from 9:30am till about 4:00pm on March 31 with setup time the night before. General admission will be \$1.00.

★ FORDYCE-ON-THE-COTTON BELT celebration will once again be held this Spring and the Club will participate as usual.

Dates will be April 27 & 28 (Friday & Saturday) with the 29th also a possibility. Mark your calendars now.



★ SP 4449 will come to Dallas in May and will be making an excursion between Houston and Dallas with paying passengers. Schedule: Houston-Dallas May 27, 3-day display in Dallas then Dallas-Houston May 31. Roundtrip (by train and bus) \$112; \$85 one-way by train only. Contact (with a SSAE) the Gulf Coast Chapter, P.O. Box 457, Houston, TX 77001 if interested. (Thanks to THE DISPATCHER-central Ok Railfan Club, Ltd. for this information).

NORTH SHORE LINE

Electroliner

Please write on check each *food* item desired, employees strictly forbidden to write meal checks or serve *food* orders given orally. Patrons are requested to refuse payment unless check written in their own handwriting and properly priced, is presented at conclusion of service.

BREAKFAST

ONE DOLLAR AND TWENTY-FIVE CENTS

Orange, Grapefruit, Tomato or Vegetable Juice
Two Eggs, Boiled, Scrambled or Fried
Toast, Marmalade
Coffee

ONE DOLLAR AND SIXTY CENTS

Orange, Grapefruit, Tomato or Vegetable Juice
Ham or Bacon and Eggs
Toast, Marmalade
Coffee

SERVICE A LA CARTE

JUICES

Orange, Grapefruit, Tomato or Vegetable 35

CEREALS WITH CREAM OR MILK

Corn Flakes, Bran Flakes or Rice Krispies 60

EGGS, HAM, ETC.

Two Eggs, Boiled, Scrambled or Fried 75

Broiled Ham or Bacon and Eggs 1.00

TOAST, ETC.

Toast, Plain or Buttered, Marmalade 20

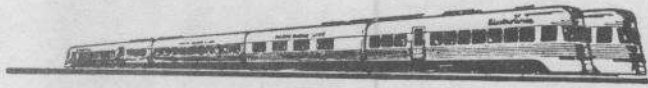
Powdered Sugar Doughnut 20

BEVERAGES

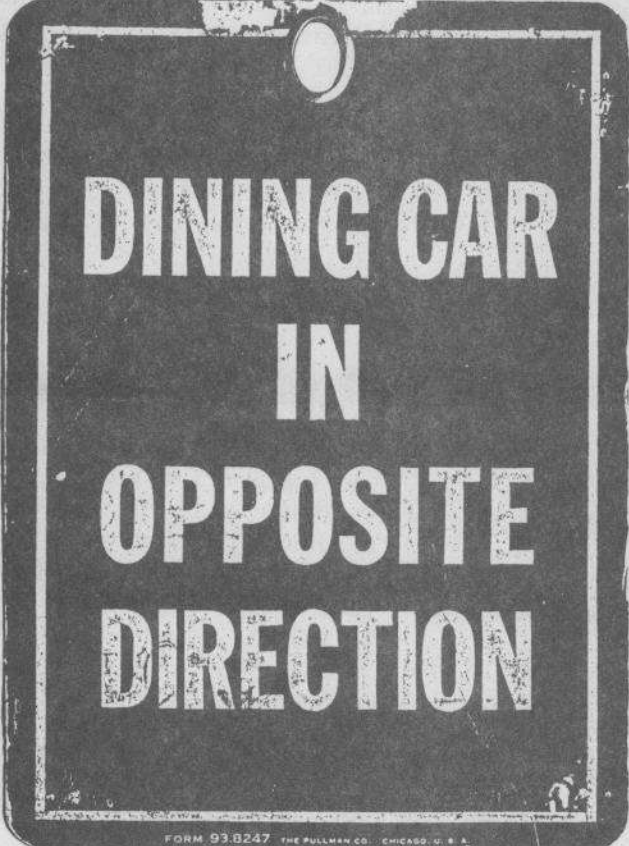
Electroliner "Special Blend" Coffee 30

Grade "A" Pasteurized Milk 30

Minimum Charge 50c. per person



6-62 4 9189



The North Shore menu was from one of only three electric lines that ever had dining car service; the others being the Illinois Terminal and the Pacific Electric. Anyone know differently?

The Dining Car sign was taken from the last run of the "Panama Limited" (before Amtrak) between New Orleans and Chicago (sign shown is smaller than actual size).

Both originals are in the collection of Bill Merck.