

ARKANSAS RAILROADER  
ARKANSAS RAILROAD CLUB NEWSLETTER  
VOL. 5 NO. 4 APRIL, 1974

APRIL MEETING: There will be no regular monthly business meeting in April. The 5th annual picnic will be held at Scott on April 28th in place of the regular meeting.

SCOTT & BEARSKIN LAKE R.R. Work progresses on the Scott & Bearskin Lake. Many changes will be evident since our picnic last year. The open air coaches have been completed and the restoration of the Georgia Northern Coach is in the advanced stages. Combine #512 obtained from the Moscow, Camden & St. Augustine arrived on the property last week and two other pieces of equipment are enroute but arrival has been delayed for technical reasons. At any rate one or more of the engines will be fired up for our enjoyment. There will be an activity charge of \$1.00 each this year to help pay expenses and Safety Rules will be enforced.

MO PAC LOCO NOTES MoPac took delivery recently of 5 MP (Multi Purpose) 15's from EMD. They are numbered 1530-1534 and look very similar to the SW 1500's except they are longer and are equipped with road trucks.

MP 2008 was outshopped April 5. This is a "New" GP 38. It was rebuilt from GP 35 #630 that fell in a canal in Louisiana.

TRACKS ARE BACK: At long last, passenger service has returned to Arkansas in the form of AMTRAK's Interamerican. The inaugural run arrived in Little Rock on March 13th just a matter of minutes off the advertised. On her maiden voyage she was headed up by AMTRAK E-9 units 411 & 419 (ex UP) and carried a consist of 11 cars. Since then it has carried 5 and sometime 6 cars.

President Jim Wilson and National Director Gene Hull & Mrs Hull were among the fortunates to make the first trip. Also evident, beaming from the vestibule, was John Mills who, probably more than any one person, is responsible for the whole thing to begin with. "Thanks John."

Interestingly, MoPac Business Car #8 came down on the Interamerican on March 20 and returned to St. Louis on March 25. Reports were that train was full on the Southbound trip and the ride was smooth. Your editor has not received a report on the return trip. "Nobody wants to ride a passenger train."

PARADE TRAIN: At this writing, Union Pacific has scheduled a Parade Train for April 15th. The train will originate at Omaha, Neb and travel the 2,200 miles to Spokane, Wash. headed by UP Steam Locomotive #8444. Spokane is the site of Expo '74, Worlds Fair which opens April 26.

RIDING INTER-AMERICAN INAUGURAL TRAIN

BY

CLIFTON E. HULL

On Tuesday afternoon, March 12, I was informed that if my wife and I could get to St. Louis, we would have the privilege of riding the inaugural run of the Amtrak Inter-American train to Little Rock. We were glad to take advantage of the opportunity, and on Wednesday morning, we were aboard the 7:35 flight of Delta Airline out of LR, and at 8:25 we were at International Airport in St. Louis. From then until about 2:00 p.m., we had a walking tour of downtown St. Louis

At the long rambling, impressive Union Station, the hopeful passengers, well wishers, and a few politicians were gathering in the great, echoing concourse. We were pleasantly pleased to run into our club president, J. Harlen Wilson, who had come up by way of an official hi-rail car. Our Amtrak friend, John Mills, was there with his charming wife. Also present were Randy Tardy from the Little Rock Chamber of Commerce, Richard Allin and Charles Allbright from the Ark. Gazette, former LR Mayor Warner Knoop, and other representatives from our city. We had a nice chat with Roy Mitchell, anchorman for Chanel 4 TV News and his cameraman, and Mayor William Walters.

The train was scheduled to depart at 3:15 p.m., and the crowd was growing larger and more eager. Soon the gates were opened and the old train shed resounded with the noise of the crowd extending along the train

At 3:18 we rolled smoothly out of Union Station and began our ride along the wide Mississippi. The passengers were surging back and forth, inspecting the train from end to end. Lovely Amtrak Hostesses were busy dispensing "bouillon" which seemed to flow smoothly and endlessly.

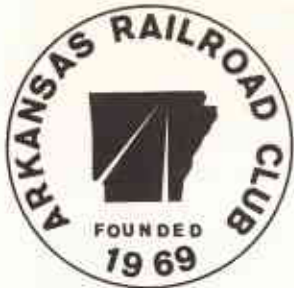
The crowds at the intermediate stations were joyous and excited as we rolled by, slowing slightly to acknowledge their presence. The sun disappeared and the world closed in until only the train and the celebrating passengers remained.

After a slight wait, we found seats in the diner and had a very tasty supper while rolling easily along on the rails where the old Sunshine Special and Texas Eagle moved so long ago.

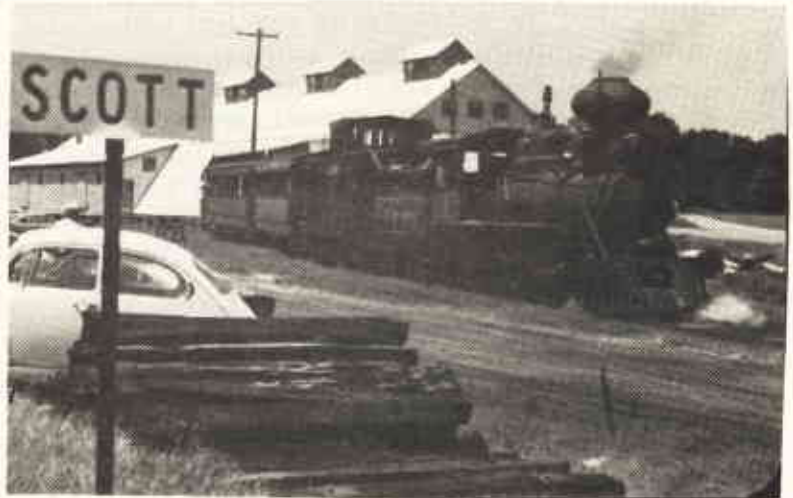
Will this train go the same way into history, or will it continue to roll, perhaps every day? Will the annoying problems be eliminated? Will you ride the train?

WE CERTAINLY WILL!

# ARKANSAS RAILROAD CLUB FIFTH ANNUAL PICNIC SUNDAY APRIL 28, 1974



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY



SCOTT, ARKANSAS

9 Miles S. E. of North Little Rock on State Highway 130

COME EARLY - STAY LATE

BRING YOUR LUNCH

SOFT DRINKS WILL BE AVAILABLE

WOOD AND OIL BURNING LOCOMOTIVES AND OPEN AIR COACHES WILL BE PROVIDED BY

SCOTT AND BEARSKIN LAKE RAILROAD

CHARGE OF \$1.00 to HELP DEFAY EXPENSES

SAFETY RULES WILL BE ENFORCED

1. DO NOT GET ON OR OFF MOVING TRAIN
2. DO NOT RIDE ON STEPS OR PLATFORMS
3. CAB RIDES NOT PERMITTED EXCEPT TO THOSE WHO QUALIFY AS FIREMAN'S HELPER
4. WATCH FOR TRAIN, ENGINE OR CARS MOVING IN EITHER DIRECTION ON ANY TRACK AT ANY TIME.

RULES ARE FOR YOUR PROTECTION AND WILL BE ENFORCED BY SAFETY MONITORS