



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

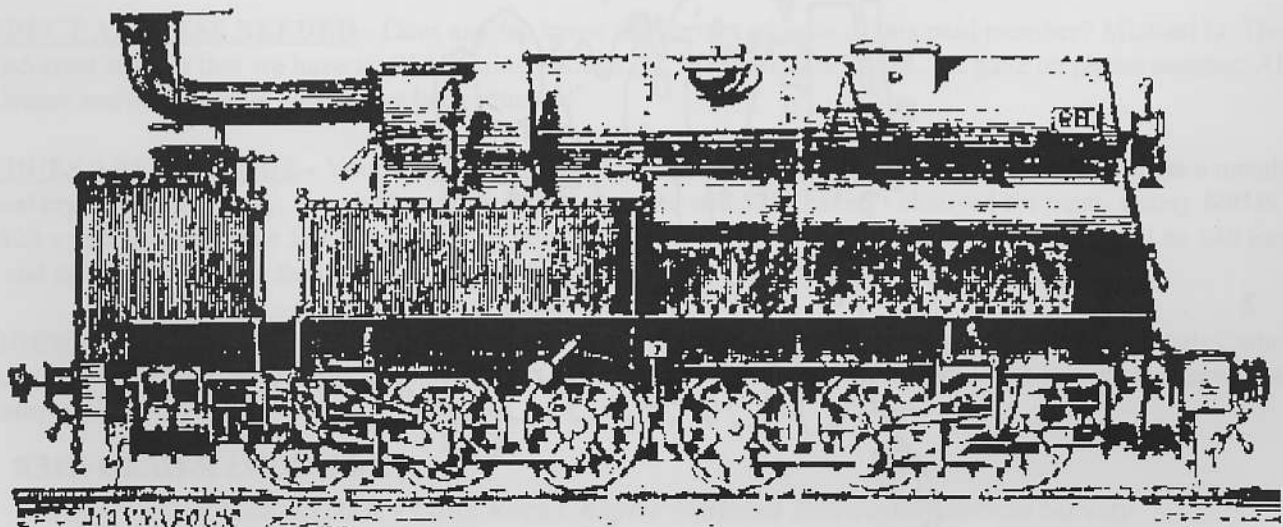
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Missouri Pacific switcher 9011, which along with the 9008, relieved the 0-6-0's used previously. This switcher worked Little Rock Union Depot for ages. Photographer Mike Adams believes they were about the first diesels on the MoPac and went into service ca. 1937. This photo was taken in 1947. *(Mike Adams photo)*





UPPER LEFT - A UP freight from the depot at Gurdon, Arkansas through dense fog about 8 a.m. Dec 13, 2001.



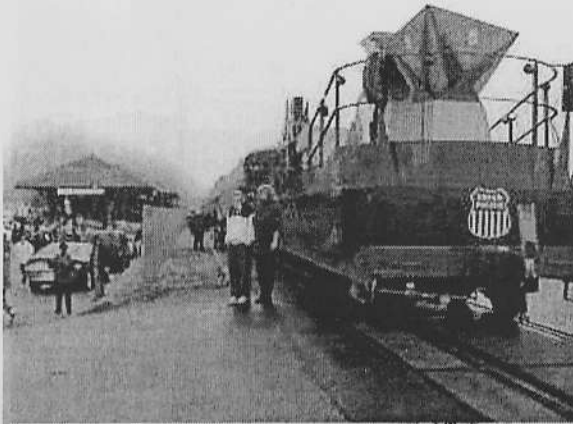
UPPER RIGHT - The cauldron torch car at the end of the 19-car Union Pacific Olympic Torch Relay Train at the Amtrak station in Arkadelphia, Arkansas just after the torch runner took the flame, about 925 a.m.

Dec 13. The flame left the train at this point, to rejoin it at 230 p.m. in Malvern, Arkansas, then going on to Little Rock by 4 p.m.

MIDDLE TWO - More scenes of the train and crowd in Arkadelphia. **BOTTOM LEFT** - Club members John Jones (*center*) and David Hoge (*right*) at Donaldson, Arkansas

(between Arkadelphia and Malvern), where the train was parked waiting to go to Malvern to pick up the Olympic torch.

BOTTOM RIGHT - Torch Rely train in Donaldson on a siding being passed by a UP freight at track speed (70 mph?), also on December 13. (*Photos by Ken Ziegenbein*)



2002 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026)
VICE-PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The *Arkansas Railroader* is put on the Web monthly, and that address is: <http://www.trainweather.com>

NEXT MEETING of the Arkansas Railroad Club will be on **SUNDAY, JANUARY 13, 2002** at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. I did not get the program in time for publication of the newsletter, but there will be something. Come for the fellowship and rail talk.

CORRECT ADDRESS NEEDED - Does anyone know the correct address of this paid member? Michael D. Thomson. The incorrect address that we have is: 9144 Gainsborough Dr, Memphis TN 38133. He gave no phone number. All his newsletters and membership cards have been returned.

2002 DUES ARE NOW DUE - Your 2002 dues to the Arkansas Railroad Club (and the NRHS if you are a member of the national organization through our club) are due. Local dues are still \$20 (haven't changed for many years). NRHS dues are now \$20 a year also, up from \$17 last year, so if you join/renew your NRHS membership, the total will be \$40 for BOTH local and national dues. Use the coupon enclosed or the one printed in the newsletter.

WEDDING NOTICE - Member **Craig Gerard** will marry **Wendy Place** on January 5, 2002 at Holy Souls Catholic Church, "I" and Tyler Street, Little Rock at 1 p.m. Club members are invited. There will be a reception afterward at 2:30 at the Lafayette Building

WANTED : FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

WANTED - I collect stock certificates and am interested in connecting with someone who might have some from the Arkansas Railroads that they would sell. I am a school teacher in Springdale and got interested, along with the kids in my class, in the stock market and we eventually branched out into collecting certificates. I would also like to be able to get information on these Arkansas Railroads. I have a certificate from the Arkansas Southern Railroad and would like to find more information on this line. Any help you can give me would be greatly appreciated. Contact Linda Daves, daveslinda@aol.com or write to Linda Daves, Ed.S., Special Education Department, Springdale High School, 1103 W. Emma Avenue, Springdale, AR 72762.

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

UTAH - SALT LAKE CITY CORPORATION/UNION PACIFIC - Adverse Abandonment. Salt Lake City Corporation (City) filed an adverse application under 49 U.S.C. 10903 requesting that the Surface Transportation Board (Board) to abandon a portion of a line of railroad known as the 900 South Line extending from milepost 781.0 to milepost 782.32 in Salt Lake City, UT, a distance of 1.32 miles. The City filed the adverse abandonment application to prevent UP from reactivating the line. At issue is a Franchise Agreement, dated March 20, 1989, between the City and UP, which the City submits obligates UP to remove its track on the line and to take the necessary steps to permit that removal. The City views UP's use of the line as "creating conflicts" with the City's plans for the area. If the line is reactivated, the City states that trains will run through a minority community and cross a major thoroughfare, posing safety risks and creating environmental justice violations. The due date for applicant's reply is January 14, 2002. (STB Docket No AB-33, Sub No. 183, decided November 27, served December 3, 2001)

WEST VIRGINIA - NORFOLK SOUTHERN - To abandon a 1.5-mile line of railroad between milepost AM-0.0 at Amigo and milepost AM-1.5 at Devils Fork, in Raleigh County, WV. effective on January 10, 2002. (STB Docket No. AB-290, Sub-No. 230X, decided December 4, served December 11, 2001)

VIRGINIA - NORFOLK SOUTHERN - To abandon a 2.95-mile line of railroad between milepost SP-0.0, at Dwight, and milepost SP-2.95, at Spruce Pine, in Buchanan County, VA. Effective on January 12, 2002. (STB Docket No. AB-290, Sub-No. 216X, decided December 3, served December 13, 2001)

WEST VIRGINIA - NORFOLK SOUTHERN - To abandon a 2.3-mile line of railroad between milepost TR-0.0 at

Tacker and milepost TR-2.3 at Colonel, in Mingo County, WV. effective on January 18, 2002. (STB Docket No. AB-290, Sub-No. 234X, decided December 11, served December 19, 2001)

KENTUCKY - NORFOLK SOUTHERN - To abandon a 1.61-mile line of railroad between milepost LA-0.0 at Leckie Junction and milepost LA-1.61 at Aflex, in Pike County, KY. Effective on January 18, 2002. (STB Docket No. AB-290, Sub-No. 233X, decided December 10, served December 19, 2001)

WEST VIRGINIA - NORFOLK SOUTHERN - To abandon a 1.75-mile line of railroad between milepost WL-0.0, at Oak Hill Jct., and milepost WL-1.75, at Oak Hill, in Fayette County, WV. effective on January 18, 2002. (STB Docket No. AB-290, Sub-No. 231X, decided December 11, served December 19, 2001)

ARKANSAS RAIL NEWS

GENERAL RAIL NEWS

TRINITY RAIL EXPRESS NEWS

(Dallas) - The Trinity Railway Express began offering passenger train service between Dallas and Fort Worth for the first time since The Crimson Limited interurban shut down in 1934. After a 67-year absence, passenger trains traveled between Fort Worth and Dallas on Monday, December 3, 2001, as Trinity Railway Express service was extended from Richland Hills near Dallas to two downtown stations in Fort Worth. The openings of the Texas & Pacific Station and the Fort Worth Intermodal Transportation Center marked the realization of the original vision for the line: to offer commuters a rail line linking the two major city pairs. They are restoring one of the original Crimson Limited cars, with its red color, trolleylike design, inlaid wood and stained-glass windows. It will be displayed at the intermodal center, 1001 Jones St. *(Fort Worth Star-Telegram, November 27, 2001 and other sources)*

OLYMPIC TORCH RELAY TRAIN CONSIST

From Internet sources, mainly from Robert B. Hall, Mike Murray and the UP website, here is the consist of the Union Pacific Olympic Torch Relay Train as of late December 2001:

UP2002 SD70M in Olympic Blue; **UP2001 SD70M** in Olympic Blue

Baggage UPP5714 "Pony Express" (1957 ACF Postal-Storage 5714? rebuilt to recreation car 5714, 1990 renamed "Western Lodge," 1993 renamed "Pony Express")

Power-Storage-Dorm UPP207 (1949 ACF Baggage-Dorm 6001, 1962 rblt to boiler-dorm 302, 1987 renumbered 207, 1991 rblt to Power-Storage-Dorm 207)

Crew Sleeper UPP315 "Little Rock" (1950 ACF 12-4 Sleeper "Western Scene," 1965 rblt to 11 bdrm "Sun Villa," 1990 renamed "North Platte," 1995 renamed "Little Rock")

Sleeper UPP314 "Columbia River" (1950 ACF 12-4 Sleeper "Western Wonderland," 1965 rblt to 11 bedroom "Sun Slope," 1990 renamed "Columbia River")

Staff Sleeper UPP202 "Cabarton" (1950 Budd 10-6 Sleeper "Pacific Domain," 1973 rblt to Crew-Staff Sleeper-Diner-Lounge "Cabarton," 1989 rblt to Staff Sleeper-Diner-Lounge "Cabarton")

Business Car UPP103 "Cheyenne" (tail leading) (1956 Pullman 5 Bedroom-Lounge "Baker," 1965 rblt to business cars 102, 1968 renumbered 103, 1987 renumbered 106, 1989 renamed "Cheyenne")

Sleeper (8 stateroom) UPP200 "Omaha" (1950 ACF 12-4 Sleeper "Western Star," 1965 rblt to 11 bedroom sleeper "Sun Rest," 1974 rblt to 8 stateroom sleeper "Omaha")

Sleeper (11 bdrm) UPP1602 "Green River" (1950 ACF 12-4 Sleeper "Western Hills," 1965 rblt to 11 bedroom sleeper "Sun Isle," ? Stored 1989 Sold to Kastern Rail, 1990 Sold to UP, 1991 renamed "Green River")

Sleeper (8 stateroom) UPP1610 "Portola" (1950 ACF 12-4 Sleeper "Western Valley," 1965 rblt to 11 bedroom sleeper "Sun Skies," 1990 rblt to 8 stateroom sleeper "Portola")

Sleeper UPP413 "Lake Bluff" (1965 Pullman KCS 72-seat Coach #272, 1969 Sold to New Jersey DOT #272, then NJT #5342, 1986 Aquired by CNW, 1986 rblt to 8 room sleeper #413, 1986 renamed "Lake Bluff")

Sleeper UPP412 "Lake Forest" (1965 Pullman KCS 72-seat Coach #271, 1969 Sold to New Jersey DOT #271, then NJT #5341, 1986 Aquired by CNW, 1986 rblt to 8 room sleeper #412, 1986 renamed "Lake Forest")

Power-Storage-Dorm UPP208 (1949 ACF Baggage-Dorm 6004, 1962 rblt to Boiler-Dorm 303, 1987 renumbered to 208, 1991 rblt to Power-Storage-Dorm 208)

Dome Diner UPP7011 "Missouri River Eagle" (1958 Pullman Dome Coach 7011, 1972 Sold to Auto-Train, renumbered 707, ? Sold into private ownership, 1983 Sold to private owner, 1989 Sold to Northern Rail Car, 1989 Sold to Scenic Rail Dining, renamed "Mountain View," 1990 Sold to Transcisco Tours, 1993 Sold to UP, renamed "Missouri River Eagle")

Diner UPP4808 "City of Los Angeles" (1949 ACF Diner 4808, 1989 Sold to Northern Rail Car, 1991 Sold to UP, renamed "City of Los Angeles")

Diner UPP5011 "City of Denver" (1959 SLC Lunch Counter-Cafe-Lounge 5011, 1972 Sold to Golden Wool Co ? Sold to Classic Rail Tours, ? Sold to Northern Rail Car, 1989 Sold to UP, 1989 rblt to Diner-Lounge "City of Denver")

Dome Lounge UPP9099 "City of San Francisco" (1955 ACF Dome Lounge-Observation 9099, 1956 rblt to Dome Lounge, 1972 Sold to Auto-Train, renumbered 908, 1981 Sold into private ownership, 1987 Sold to Northern Rail Car, 1987 Sold to Scenic Rail Dining, renamed "River's Edge," 1990 Sold to Transcisco Tours, 1993 Sold to UP, renamed "City of San Francisco")

Dome Coach UPP7015 "Challenger" (1958 Pullman Dome Coach 7015, 1972 Sold to Auto-Train, renumbered 709, 1981 Sold to KCS, 1990 Sold to UP, 1992 rblt, renamed "Challenger")

Business Car UPP114 "Feather River" (tail trailing) (1956 Pullman 5 bedroom-lounge "Boise," 1964 rblt to business car 103, 1965 renumbered to 114, 1983 renamed "Feather River")

Olympic Torch Car UPP2002 "Olympic" (Originally built for the 1996 Olympic Torch Relay, the first time the flame moved by rail in the United States. The car's centerpiece is a 40-inch diameter cauldron, featuring a custom-designed burner that allows for up to a four-foot flame. A vertical air "curtain" will protect the flame from the wind as the train is moving, often at 70 miles per hour. This air curtain keeps the two million BTU flame from lapping the sides of the cauldron. Other cauldron car features include: a.. A self-contained light and sound system, b.. Ramps and steps on both sides of the car to allow torchbearers to get on and off the car, c. Presentation podiums on either side of the car, d.. A design enabling speeds up to 70 mph, and e.. A 60-foot flat car as the "base" of the cauldron car.)

RAILROAD RETIREMENT CHANGES

The House passed gave final passage December 11 to legislation allowing a \$15 billion railroad retirement fund to be invested in stocks and bonds for the first time.

AMTRAK NEWS

REALLY?

(Tallahassee, Florida) - Passenger rail service along Florida's east coast – discontinued 30 years ago in favor of an inland route -- will start again in less than two years. **Gov. Jeb Bush** on December 20 announced the state will spend \$82.5 million to **help Amtrak** start the new service along the Florida East Coast Railway, which currently is used only for freight traffic. The plan includes construction of train stations at St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart, as well as a new rail connection between the FEC line and the existing South Florida Rail Corridor in Palm Beach County. The trains will continue to Miami along the South Florida Rail Corridor, which currently is used by Amtrak passenger trains and Tri-Rail. "The September attacks on our country showed us that we must fully develop alternative modes of transportation in and out of Florida," Bush said. "This restored passenger-rail service is just the ticket." *(Bold added by editor since I had heard that Gov. Jeb Bush wasn't that much in favor of rail of any sore).*

CRITICAL TIME FOR AMTRAK

Early 2002 will be a critical time for Amtrak, from what I'm reading and hearing. Even though Congress recessed and put a rider to a bill not allowing any federal money to be used by Amtrak to liquidate, Amtrak in it's present form is up for debate. The old debate of long distance vs. corridor service is heating up with some saying the direct "over the road costs" of long distance trains are paid for by tickets (not counting the station costs, etc), while others say all long distance trains lose money and only short corridors make a profit. Should Amtrak be required to make a profit? Why don't interstates have to make a profit? Why don't airports make a profit? Couldn't Amtrak be funded by dedicated user fees like highways and airports (even though air transportation was subsidized by about \$6 in 2000 after an additional \$5 billion or so was collected from user fees)? All these things need to be debated and it could go either way.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

MARYLAND - MARCH 1-2, 2002 - Brass Expo & Fine Art of Model Railroading - The Elliott City Scale Model Railroading Association will present the Brass Expo & Fine Art of Model Railroading in Hunt Valley, Maryland on March 1-2, 2002. Over 180 tables of new and used brass model railroading items. There will be a "white elephant" table available to all patrons, with 10% of those sales going to the organizers. Admission is \$10 per day, \$15 for both days. Contact Howard Zane, 410-730-1036, email: hzane1@home.com or the web: <http://www.gsmts.com>

MARYLAND - MARCH 23-24, 2002 - Scale Model Train Show - The Elliott City Scale Model Railroading Association presents it's annual Great Scale Model Train Show on March 23-24, 2002 in the Cow Palace at the state fairgrounds, 2 miles north of I-695 in

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus **\$20** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues).

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.



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August 28th

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\$38.00 Round Trip,
GOOD UNTIL OCTOBER 31st.

TICKET OFFICE, Sixth and Olive and Union Station.


For further information, interesting reading matter, etc., write H. C. TOWNSEND, Gen'l Passenger and Ticket Agent.

PASSENGER TRAIN ENDS - PULLMAN SERVICE BEGINS

by: Gene Hull

On 15 November 1967, Missouri Pacific passenger train No. 31 departed Little Rock, Arkansas at 1:20 a.m. and arrived at Alexandria, Louisiana at 9:15 a.m. the same day. Train No. 32 left Alexandria at 3:50 p.m. and reached Little Rock at 11:20 p.m.

Train service between Little Rock and Alexandria was discontinued.

The passengers who arrived at Little Rock on train No. 32 bound for St. Louis were transferred to an extra sleeping car added to train No. 2 departing at 2:05 a.m. H. R. Kastman, assistant general passenger agent, said the added sleeping car on No. 32 and No. 31 would improve passenger service. Passengers at Little Rock could board the sleeper at 9:30 p.m. 


TRAIN NO. 124 GOES SLEEPLESS

by: Gene Hull

On the Central Division of the Missouri Pacific (Little Rock-Kansas City) the last steam locomotive ran on 10 January 1953 and diesels took over. Early in 1954, after more than a quarter century, passengers had to ride sitting up in a day coach on the way to Kansas City. The Pullman sleeping car was removed from the consist. The proud little train, the RAINBOW SPECIAL, lost its name on 23 May 1954 and was simply a generic passenger train No. 126 northbound and 125 southbound.

After the usual requests by the Missouri Pacific, the Interstate Commerce Commission granted permission to kill passenger service on this route. Delta and Colorado & Southern Air Lines would take you from Little Rock to Kansas City in two hours whereas you had to ride the passenger train 16 hours. Also, the Missouri Pacific ran EIGHT buses daily Little Rock to Fort Smith parallel with the railroad.

On 28 March 1960, the last passenger train operated on the Central Division. The timetable showed passengers could ride a train Little Rock to St. Louis, change trains and ride to Kansas City in 15 hours and 45 minutes - 10 MINUTES less than through Fort Smith and Coffeyville, Kansas.

The old RAINBOW SPECIAL was not just sleepless, it was dead. 

ARKANSAS RAILROADER

OVER THE HUMP

by: Gene Hull

At North Little Rock, the Missouri Pacific had two active switching "yards" for assembling individual freight cars into trains - the old "Hole" yard directly west of the Main Street viaduct, which was the original yard of the Cairo & Fulton and St. Louis, Iron Mountain & Southern and the "new" yard east of the Locust Street viaduct. The old Little Rock & Fort Smith yard southeast of the Hole yard was used mostly for storage.

By the late 1950s, these yards were woefully inadequate. Freight cars on incoming trains had to be reassembled into new trains and sent on their way. In spite of the fact that several smoke-belching switch engines worked around the clock re-assembling cars into trains, freight cars spent an unacceptable length of time in the yards.

The Missouri Pacific needed a larger yard for more efficient car-handling. Many trainloads of earth were used to fill a large portion of the ancient Dark Hollow cypress swamp east of the Locust Street yard. A radically new concept was to become a reality - North Little Rock would have a new "hump" yard. The railroad had two of these facilities at Kansas City and they were very satisfactory.

The new yard would cover slightly more than 200 acres and would be two miles long and would be east of and adjacent to the Locust Street yard and would be easily accessible from the double-track main line of the Arkansas Division.

Early in December 1960 the yard was 70 percent complete. It was designed to quickly reassemble hundreds of freight cars by gravity while using not more than two diesel locomotives.

At the west end of the yard, containing 41 classification tracks capable of holding 2,500 cars, a large mound of earth was built 16 feet above the surrounding ground. Freight cars were to be pushed slowly to the crest of this "hump" and were uncoupled one, two or three at a time and allowed to roll by gravity to any of the 41 tracks.

Track selection was made electronically to a man in a control tower (office) at the crest

of the "hump." The slope of the approach side of the "hump" was 3 percent and the descent slope began at 3 percent, then increased to 5½ percent for a short way, after which it flattened to 0.8 percent and finally to 0.116 percent through the yard.


To control the speed of each car, there was an electronic "brain" which considered the weight, car speed, distance to travel before coupling to other cars on the track selected and, finally, weather conditions. All this data was used to activate a master retarder which squeezed the car wheels to allow only the desired speed to avoid damage to car or content. There also was a retarder for each individual track. All this was accomplished without the touch of a human hand.

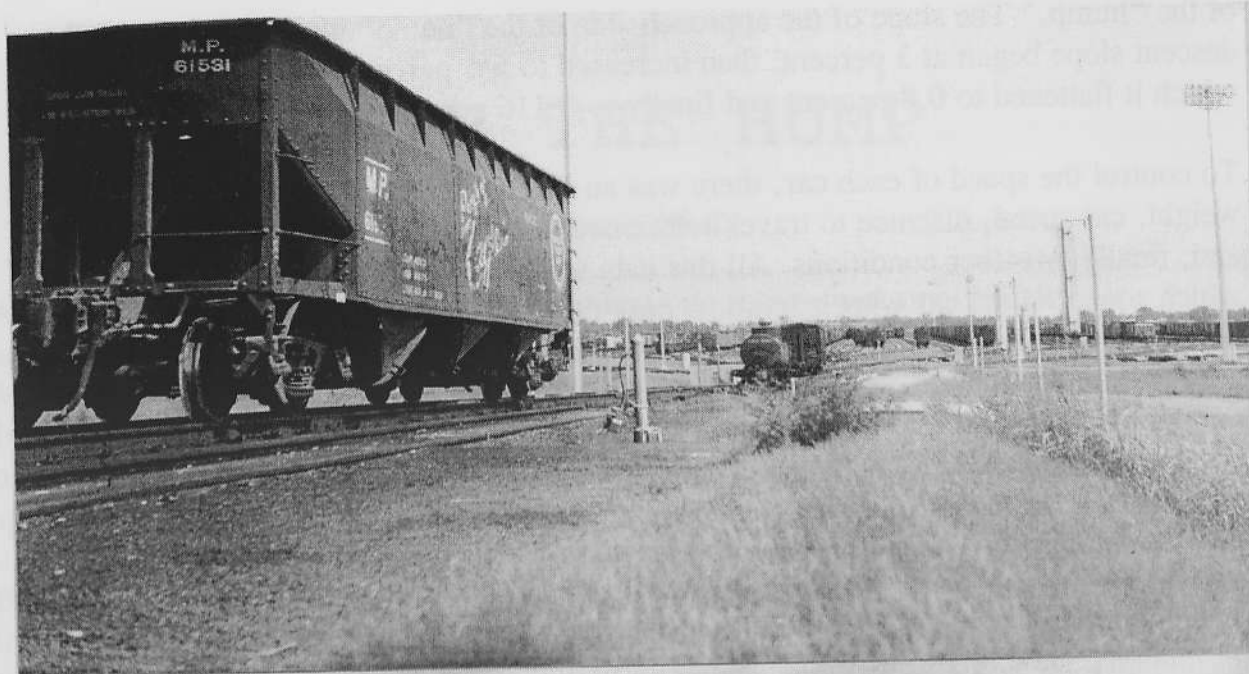
On the morning of 20 March 1961 a cold rain was falling. A brand new boxcar, built by the Mo.P. at DeSoto, Missouri shops, rolled across the crest of the \$7 million hump yard, breaking a ceremonial ribbon stretched across the track. The second such yard in the nation was in service. The new boxcar rolled onto a track where a train would be assembled and then be dispatched southward through Pine Bluff. The new car was destined for the new Dierks Forests paper mill at Pine Bluff.

This new hump yard would cut the terminal time for freight cars by more than 60 percent. The yard was in full operation and handled 450 cars during the first eight hours.

It seems the planning for the new hump yard left something to be desired. On 24 June 1961, just three months after it was completed, an official car of the Missouri Pacific arrived at North Little Rock. On board were President Downing B. Jenks; Wm. G. Marbury, chairman of an official committee; Raymond V. Terry; T. C. Davis; Harry B. Matthews; and Russell L. Dearmont, former president and now board chairman.

They announced there would be a \$2 million expansion of the new yard. Sixteen tracks would be added and the diesel locomotive shop would be expanded. Work on the first eight tracks would begin immediately, with completion in about three months. Work on the other tracks would begin at that time.

This yard still is in daily use since the Missouri Pacific merged with the Union Pacific in January 1986. 



TOP - A Mo. Pac. Gondola No. 61531 rolls down the initial 3 percent slope of the North Little Rock "hump" yard toward a distant classification track in the summer of 1962. **BOTTOM** - In 1962, a pair of ALCO RS-3's, No. 290 and No. 991, are slowly pushing cars over the "hump" at North Little Rock. (*Gene Hull photo*)