



LITTLE ROCK

Deluxe Sleeper – Stabled at Council Bluffs

Built in 1949 by American Car & Foundry as the 12-roomette, four-bedroom sleeper *Western Scene*, this car was rebuilt to an 11-bedroom sleeper, No. 1612 *Sun Villa*, in 1965. Renamed the *North Platte* in 1990 and finally *Little Rock* in 1995, the car was rebuilt as a four-bedroom deluxe sleeper in 2008.

North Little Rock, Ark., was founded by a group of pioneers on the north bank of the Arkansas River in anticipation of the coming of the Cairo and Fulton Railroad. The area was called Argenta until 1873, when it was named Baring Cross, after the firm in England which provided funds for building the river bridge. After the Cairo and Fulton merger with the St. Louis, Iron Mountain and Southern Railroad in 1874, the town became known as North Little Rock. In 1917, the St. Louis, Iron Mountain and Southern merged with Missouri Pacific Railroad.

The North Little Rock rail yard complex is Union Pacific's second largest terminal, exceeded only by Bailey Yard in North Platte, Neb. North Little Rock yard served as the hub of the former Missouri Pacific Railroad, as well as being its largest locomotive maintenance center and heavy repair shop. North Little Rock's 300-acre classification yard has room for 4,000 freight cars, and boasts the biggest and best-equipped shop in the railroad industry for heavy repair of locomotives.

An 80-year-old shop building, originally designed and built for steam locomotives, it was replaced in 1984 by a building big enough to enclose five football fields.

The shop building is named for Downing B. Jenks, a Yale graduate who became the youngest railroad president in the United States when he took over the Rock Island Railroad before moving to the Missouri Pacific in 1961. He is credited with the transformation of Missouri Pacific "from weakling to mighty railroad."



Configuration: Little Rock is a Sleeper Car with four bedrooms, each with a private bathroom. (Sleeps four guests)