



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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COVER PHOTO - F-unit #600, no markings, on an abandoned rail line two miles south of Dunlap, in central Tennessee, the afternoon of May 30, 1993. The Sequatchie Valley Railroad (former NC&StL) had been taken up north of Dunlap, but the grass-covered track was still in place at this location, just off Highway 28. A spur to some sort of plant was still located to the right of the switch stand. Does anybody know the origin of #600? More photos inside. (Ken Ziegenbein photo)

PROGRAM

The September program will be held on Sunday, September 12 at our usual meeting place, the Twin City Bank in North Little Rock. The program will be given by DICK DAVIS and will be on the Chicago NRHS convention, which he attended. Time of the meeting is 2 p.m.



- **WELCOME NEW MEMBERS** - DAVID & JOANNE WERLING, 13701 Rivercrest, Little Rock AR 72212

BACKLOG - I have a backlog of articles, stories, and other railroad items to print, and I do plan to run most of them when time and space permits. If you sent in one of these articles and wonder where it is, please be patient - and many thanks for the contributions! All contributions and photos are welcome.

1994 CALENDAR UPDATE - The calendar tentatively was scheduled to go to the printer on August 16. Photos were selected by a committee include either present or past shots of the following railroads: Ashley Drew & Northern, Fort Smith RR, Rock Island, Delta Southern, Little Rock Port Authority, Union Pacific, Frisco, St. Louis & North Arkansas, Amtrak, Cotton Belt 819, Kansas City Southern, and Missouri Pacific. Contributors include: Tom Shircliff, Gene Hull, Peter Smykla, Jr., Jonathan Royce, George Clippert, Jack Hilton, John Jones, Gene Bailey, and James Fair.

Many thanks to all of you who sent in photos. I may use some of these in future *Railroaders* Or we may use some in future calendars. I'll try to return them as soon as possible.

Costs of the calendar will be \$11.25, including postage. Send in the enclosed coupon if you want one. As of today (August 15), we've sold 51.

CAMDEN TRIP - The October 17 trip to Camden via bus

then Camden to Pine Bluff via the 819 returning from Tyler is a definite GO. We will leave North Little Rock by chartered bus late morning October 17 (a Sunday), ride to Camden, catch the 819 special back to Pine Bluff, then take the charter back to North Little Rock that evening. Scheduled train time in Camden is 3:25 p.m. with Pine Bluff arrival about 6:00 p.m.

Cost will be \$10 for the bus and \$25 for the train, a total of \$35. If you'd like to go, send in the enclosed coupon with your check made out to the Arkansas Railroad Club as soon as possible. **SPACE IS LIMITED!**

Also, remember our planned trip next spring over the Fordyce & Princeton, AD&N and ALM. Specifics this fall or winter.

NEWS WANTED for your town. Remember that sources of railroad news, including newspaper clippings, come from YOU, our members across the country. If you see a rail-related news story you deem worthy, send me a copy to share with other rail enthusiasts across the country. Many thanks.

HELP WANTED - Member GENE SEMON would like information on location and names on Arkansas shortlines, industrial locomotives and Class I railroads in the state so he can build up a data base available to interested railfans. Write him at PO Box 340, Cabot AR 72023 or phone 501-843-8003 evenings or weekends or 501-945-8599 weekdays.



CHRISTMAS PARTY - Our annual Christmas party is scheduled to be at Wyatt's Cafeteria on JFK in North Little Rock on December 18 at 6 pm.

FOUR NRHS CHAPTERS IN STATE - With the Cotton Belt Chapter of the NRHS accepted at the Chicago convention, there are now four (4) NRHS chapters in Arkansas: Cotton Belt Chapter in Pine Bluff; Midland Valley Chapter in Fort Smith; Arkansas Boston Mountains Chapter in northwest Arkansas; and of course, the Central Arkansas Chapter in Little Rock.

SUMMERSET POW WOW - L.T. WALKER, retired Rock Island conductor and part Cherokee (North Carolina) & Seneca (New York) Indian (his great and great-great grandmothers were half Indian), wants to remind us that the first annual Summerset Pow Wow will be held at Riverfront Park in North Little Rock on September 3, 4 and 5. It will be on the Arkansas River near the riverboats and feature Native American crafts, workshops, bingo, and Indian dance demonstrations. Entry price is \$3.

The Native American Coalition of Arkansas is forming to be a non-profit agency designed to network Arkansas Native American tribes and groups interested in preserving and sharing their culture, history, music, dance and craft skills. They are planning to build a Native American Cultural Center Complex in the Emerald Park/Big Rock Quarry area in North Little Rock. To join, call 501-758-8737 or write PO Box 4700, North Little Rock AR 72116.



ROCK ISLAND STRUCTURES - The Rock Island Technical Society and the Railroad Station Historical Society are jointly compiling a list of all remaining Rock Island structures, systemwide. This list will include depots, towers, train order offices, yard offices, etc - whether trackside or relocated. Any help would be appreciated. Contact Frank Garon, 626 Franklin Drive, Perth Amboy, NJ 08861 with information.



BOOK ANYONE? - Member P. B. Wooldridge of Lewisville recently suggested that we as a club publish a book of railroad stories and photos from the many in our club who write down their railroad memories. The book could be hard-cover with high quality paper. Anyone interested in taking on this project? (I don't have the time). If so, contact the club at the address on the back page.

By the way, Mr. Wooldridge recently bought an engraved brick to help restore the Camden MP depot (Depot Restoration Project, PO Box 734, Camden AR 71701) for \$30. On the confirmation, they misspelled his name! (his name was always misspelled on his Cotton Belt payroll check throughout the 40s and 50s.)

STORIES IDEA - JAMES R. FAIR of Austin, Texas has suggested that we start a series on named passenger trains in Arkansas, like his on the L&A in the August *Railroader*. Some suggested trains include: MoPac's *Southern Scenic* (Mike Adams?), Rock Island's *Choctaw Limited*, MoPac's *Eagles*, *Texans*, *Rainbow Specials*, *Southerner*, KCS's *Flying Crow*, *Southern Belle*, Frisco's *Sunnyland & Kansas City-Florida Special*, Cotton Belt's *Lone Star*. Jim Bennett of Stuttgart has agreed to eventually do a story or two. Mr. Fair also suggests that we someday publish a softcover booklet with the complete Arkansas named trains series. Any takers? Again, if this is done, I will not have time to do the compilation booklet, but will run the individual stories in the *Railroader*.

BILL CHURCH UPDATE - As of the August 8 meeting, Naomi Hull reported that Bill Church has been able to talk and still goes to the VA Day Care center for treatment, but stays at home at night. He may be attending a meeting soon.

ARKANSAS RAIL NEWS

FLOODING DETOURS - Southern Pacific, Union Pacific and Amtrak all have had to detour trains in late July due to massive flooding of the Kansas, Missouri and Mississippi Rivers in the Midwest. SP's Kansas City yard was shut down completely in late July, with many of their trains rerouted through Pine Bluff. Union Pacific's terminal in Kansas City was also shut down, with many of their trains moving over the IC and CSX in Illinois and Tennessee, as well as on their southern routes.

Amtrak's *Texas Eagle* had been rerouted through eastern Arkansas due to flooding of the DeSoto Sub south of St. Louis. Passengers were bused between St. Louis and Little Rock in both directions after July 23, with the Chicago passengers staying on board the train. The trains were running up to Bald Knob, then over to Memphis via the rare mileage ex-Missouri Pacific line through Augusta, Wynne and Earle. (I rode the *Eagle* to Longview on July 30 and it came into Little Rock via the re-route about 3 hours late at 10:00 a.m. - apparently the southbound was leaving Memphis about 6 a.m. those days, northbound arriving in Memphis about 3 a.m.. The bus from St. Louis arrived at 7:30 a.m.). From Memphis, the train was on Illinois Central tracks to Chicago. (*Arkansas Democrat-Gazette*, July 28 by Randy Tardy)

NEW OZARK EXCURSIONS - (Bergman) - The weekend of July 31 saw a new public train excursion begin over the old White River Division of the Missouri Pacific (ne. Union Pacific, now the Missouri and Northern Arkansas). The Branson Scenic Railway began the service between the Branson, Missouri depot and Bergman, Arkansas (just

north of Harrison), going through two half-mile tunnels (one at Omaha, Arkansas) and two trestles. They also plan to go north of Branson to Reeds Spring, Missouri. The southbound run to Bergman (40 miles round trip) should take about 2 hours, going about 30 miles an hour. The northbound run would take about an hour, when it begins later. They run two trains each day, Tuesday through Sunday, leaving the Branson depot at 9:00 a.m. and 2:00 p.m.. They anticipate increasing the number of trips to four daily soon. The last passenger train on this route was run over 33 years ago.

Motive power was engine 6527 lettered MNA with *The While River Route* written on its side. Cars were 1940s/50s Vista-Domes and an observation car. A group of Kansas City investors began the service. Branson Scenic Railway president is Tom Johnson, who said the group plans a two-year restoration project on the 1906 Branson Missouri Pacific depot (which looks good already). Fares for the trip to Bergman were \$14.95 adults, \$13.95 senior citizens and \$8 children. No address was given, but go by the Branson Missouri Pacific depot (206 East Main, downtown) or call 417-334-6110.

Charter Arkansas Railroad Club member MIKE ADAMS was invited to make the V.I.P. trip on July 30th, but couldn't. However, he did make the first revenue trip on July 31 and says its well worth the effort for all railfans. Mike's father went to work in the Branson depot 75 years ago on August 2, 1918. Mike was born in Branson on September 24, 1919. His three sisters accompanied him on the July 31 Branson Scenic Railway trip, and he says they really lived it up. (This sounds like a GOOD TRIP idea for our club!!! Perhaps we could charter the whole train? Any ideas??) (*Arkansas Democrat-Gazette July 28 and Mike Adams August 2*)

ANOTHER OZARK VENTURE, called the Ozark Mountain Railway, was running into organized opposition by the Ozark Property Rights Association in late July. The group says the proposed railroad (between Harrison, Eureka Springs and Branson) is only using the railway as a land-grabbing scheme. Being designated as a rail carrier, the group says, will give the Ozark Mountain Railway (OMR) power to buy land cheaply and then re-sell the land at a later date for big profits, which would be used to build theme parks, etc. The association says the OMR could acquire the land for "potential" use of railway right of way, never actually build the railroad, then re-sell the land to finance other projects. Currently, the ICC is doing environmental studies on the issue. (*Arkansas Democrat-Gazette July 29, 1993 by Mike Rodman via Lynn & Elizabeth Gaines and the Berryville Star Progress via Leon Enderlin. Ken Finch also sent in a story on this*)

Conversation with a fellow Amtrak passenger on July 30 in Texarkana: Passenger - *How late are we?* Me - *Four hours* (scheduled arrival 10:04 a.m., actual arrival time 2:00 p.m.); Passenger - *Will we be late getting to Marshall?* (scheduled arrival in Marshall 11:19 a.m.); Me - *No*. At this point I went to the snack car, hoping never the see the gentleman again.

UNION STATION NEWS - (Little Rock) - As of July 30, Union Station, owned by member John Bailey, was about 95% occupied with offices. That's great news for such a historic structure.

COTTON BELT STAR SET TO RUN - The Cotton Belt Rail Historical Society now has a complete schedule of its October 15-17 819 excursion to Tyler and return. (For our club's benefit, our chartered excursion will leave Camden on October 17 at 3:25 p.m.,

The Cotton Belt Star 1993 Texas Rose Festival TIMETABLE

Pine Bluff, AR to Tyler, TX and return
Friday, October 15 - Sunday, October 17, 1993
Steam Train Excursion Pulled by Cotton Belt 4-8-4 #819

10/15	FRIDAY	MP	STATION	SUNDAY	10/17
7:30 AM	Leave	264	Pine Bluff	Arrive	6:00 PM
8:30 AM	Arrive	308	Fordyce	Leave	4:45 PM
8:40 AM	Leave			Arrive	4:35 PM
9:25 AM	Arrive	318	Camden (W)	Leave	3:50 PM
9:50 AM	Leave			Arrive	3:25 PM
11:10 AM	Arrive	390	Lewisville	Leave	2:01 PM
11:20 AM	Leave			Arrive	1:50 PM
12:05 PM	Arrive	419	Texarkana (W) (F)	Leave	1:05 PM
12:45 PM	Leave			Arrive	12:20 PM
1:15 PM	Arrive	437	Maud	Leave	11:50 AM
1:25 PM	Leave			Arrive	11:40 AM
2:30 PM	Arrive	461	Naples	Leave	11:05 AM
2:40 PM	Leave			Arrive	10:55 AM
3:15 PM	Arrive	480	Mt. Pleasant (W)	Leave	10:25 AM
3:45 PM	Leave			Arrive	9:55 AM
4:05 PM	Arrive	491	Pittsburg	Leave	9:35 AM
4:45 PM	Leave			Arrive	9:25 AM
5:15 PM	Arrive	510	Gilmer	Leave	8:55 AM
5:25 PM	Leave			Arrive	8:45 AM
5:55 PM	Arrive	525	Big Sandy	Leave	8:15 AM
6:05 PM	Leave			Arrive	8:05 AM
6:45 PM	Arrive	547	Tyler (W) (F)	Leave	7:30 AM

Train will stop at all listed stations for the purpose of loading and unloading passengers.

(W) Indicates Water Stop
(F) Indicates Fuel Stop

getting to Pine Bluff at 6:00 p.m.). The Cotton Belt group will also have a special run between Tyler and Athens on October 16, leaving Tyler at 2 p.m. For more information or to order tickets, write to the Society at PO Box 2044, Pine Bluff AR 71613 or call 501-541-1819.

WYNNE DEPOT DEMOLISHED -

(Wynne) - While on an Amtrak-chasing trip August 2, 1993 to Wynne, I discovered that the Wynne Missouri Pacific depot had been demolished, with only a hint of a foundation left. The crossover line through town had also been taken up. The conductor of a Union Pacific freight on a siding waiting for Amtrak's flood-detoured #21 Eagle to pass, Larry Carter, said he thought

the depot was razed just a few weeks earlier. Does anybody have anything on this? I thought the town was going to renovate and preserve it.

WHEEL SHOP TO REOPEN - (Pine Bluff) - An Oregon company plans to reopen a railroad wheel shop at the Cotton Belt shops in Pine Bluff. This shop was closed in 1990. The company, owned by The Greenbrier Companies, will lease the facility in exchange for repairing the equipment and building and doing some wheel work for the Southern Pacific. Operations should begin in November 1993. (*Arkansas Democrat-Gazette, August 6, 1993 via Jonathan Royce*)

OUTLAW/LAWMEN CONVENTION - (Springdale) - On July 30, the Arkansas & Missouri Railroad ran an excursion for the National Association for Outlaw and Lawmen History, who were meeting in Fayetteville. They were on their way to Fort Smith to visit the museum of "hanging judge" Isaac C. Parker when they were "ambushed" by the Doug Kitt old-west reenactment group of Tontitown. This whole trip and episode was being filmed for an upcoming TBS cable series called "The Untold West," to be shown on

December 13. The History group has members who are descendants of both famous lawmen and outlaws. (*Sprindale Morning News, July 31*)

ANOTHER DANGER LESSON - (Jacksonville) - A Little Rock man was severely injured while jumping from a moving Union Pacific freight about 5 a.m. on July 29 at a crossing in Jacksonville. He laid near the tracks for over 4 hours before being discovered by railroad workers. This is another reason why no one should hop freight trains, besides it being illegal to begin with. (*Jacksonville Patriot, July 30*)



DECATUR DEPOT RESTORED - (Decatur) - On August 6, the Kansas City Southern depot in Decatur, Arkansas was dedicated as the city's first library. It also marked the 100th year since the KCS built its railroad through this northwest Arkansas town. The depot, built for \$1,935.19 in 1920, was restored to its original condition, with original wooden plank flooring. A 1949 F-unit, #73D, and a red caboose, sit in front of the depot. The depot is on the National Register and is one of the best intact examples of beveled concrete construction. (*Rogers Northwest Arkansas Morning News, August 1*)

GENERAL RAIL NEWS

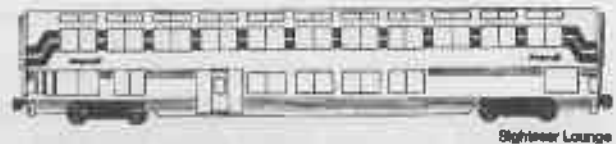
MEMPHIS TROLLEYS - Since its opening April 29, the Memphis Area Transit Main Street Trolley has become very popular, carrying more than **180,000** passengers between April 29 and June 30. Six cars are now in operation with more planned. (*U.S. Rail Update, August 2, 1993*)



STEAM IN CANADA - Steam excursions between Stettler and Big Valley, Sask. were continuing this summer, over tracks of the Central Western shortline railway. (*Ken Finch sent in the article from his daughter who lives in Canada*)

AMTRAK NEWS

ROUTE THROUGH OZARKS? - Tom Johnson, president of the Branson Scenic Railway, said that Amtrak was surveying a potential passenger train route between Kansas City and Branson at the request of the Missouri Department of Transportation. (*Harrison Boone County Headlight, July 29, 1993*)



AMTRAK FUNDING 1994 - The House of Representatives cut Amtrak funding for 1994 as follows: 1993 appropriated - \$541,000,000; 1994 Amtrak request - \$641,000,000; 1994 House Bill HR 2750 - \$431,000,000. Because of these cuts (\$20,000,000 went to the Coast Guard), Amtrak may have to revise some routes and cut services, such as make some trains tri-weekly again (the *Eagle* has a good mail contract, however, so it should be spared). (*NARP News, August 1993*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

KANSAS CITY - September 18, 1993 - All-day rare mileage excursion on the Gateway Western Railroad, Kansas City to Glasgow, Missouri and return (total mileage about 200) - departs Kansas City 8:30 am, return about 6:00 pm - motive power will be a special "operation lifesaver" engine - trip is over former CWM, ICG, GM&O, C&A line - round-trip ticket \$125 coach, \$195 first class observation car - contact Al Bowmaster, Kansas City Chapter NRHS, 5038 N Kensington, Kansas City MO 64119-3605 or call 816-224-6962, 11 am-8 pm.

LEE'S SUMMIT, MISSOURI - September 25, 1993 - 3rd Annual Heart of America Kansas City Railroadiana Show , 10 am-4 pm - John Knox Pavilion, 520 Murray Road, Lee's Summit, Missouri - tables \$20 (\$15 for historical organizations like ours) before September 12 - General Admission \$2.00 - information, send LSASE to Al Parks, 3629 Basswood Dr, Lee's Summit MO 64064, 816-373-9364.

HUNTSVILLE, ALABAMA - September 25 & 26, 1993 (two weeks earlier than previously announced) - "The North Alabamian" steam excursion Huntsville, AL to Chattanooga and return both days , using the 4501 - departs Huntsville 8:30 AM each morning, returning to Huntsville about 7:30 PM - round-trip tickets are \$69 - contact North Alabama Railroad Museum, PO Box 4163, Huntsville AL 35815. Send along a stamped No. 10 envelope for return of tickets.

PINE BLUFF - October 15-17 - Annual round-trip excursion between Pine Bluff and Tyler, Texas for the Texas Rose Festival. A special trip will also be run on October 16 from Tyler to Athens, Texas - cost for round-trip \$150, \$200 first-class - contact the Cotton Belt Rail Historical Society, PO Box 2044, Pine Bluff AR 71613 or call 501-541-1819. (The Arkansas Railroad Club will charter a special bus to Camden on the 17th to ride the special to Pine Bluff - see elsewhere for details).

CHATTANOOGA, TENNESSEE - October 15,16,17 - Chattanooga to Oneida, Tennessee and return excursion using the 4501 - leaves Chattanooga 8:00 am, arrives Oneida 1:00 pm - \$79 round-trip - contact Tennessee Valley Railroad, 4119 Cromwell Road, Chattanooga TN 37421 or call 615-894-8028.

RICHMOND, VIRGINIA - October 16,17 - Richmond to Appomattox and return using NS's 611 - leaves Richmond 7:30 a.m., arrives Appomattox 11:30 a.m. then returns 12:30 p.m. - \$67 round-trip - contact Old Dominion Chapter, PO Box 8583, Richmond VA 23226.

CHATTANOOGA, TENNESSEE - October 23,24 - Chattanooga to Huntsville, Alabama and return Autumn trains using the 4501 - leaves Chattanooga 8:00 am, arrives Huntsville 12:00 pm - \$70 round-trip -contact the TNVR at above address.

BRANSON, MISSOURI - Tuesdays through Sundays - Branson to Bergman, Arkansas and return using VistaDomes and an Observation car - leaves the Branson Missouri Pacific depot 9:00 a.m. and 2:00 p.m. - round trip takes about two hours - ticket prices are \$14.95 adults, \$13.95 senior citizens, \$8 children 3-11 - call 417-334-6110 to make reservations. Trip has the blessing of Mike Adams.

HOT SPRINGS, ARKANSAS - through Labor Day only, Thursdays through Sunday - Ouachita Scenic Railroad runs 20-mile round trips, believe to Jones Mills and return at various times - contact the Hot Springs Chamber of Commerce - cost is \$12.95. (The brochure only had times of trips, no place of boarding, no address).

VACATION OF 1993

by: Bill Luttrell, Chief of Police, Waldron, Arkansas (and longtime club member)

This is the Old Chief of Police in Waldron, Arkansas. I thought I would drop you a line. In June my family and I went on a 12-state, 3,923-mile trip out west. Train watching was pretty thin until I got to the state of Kansas. From then on, I saw a lot of train action, mostly Union Pacific. Where I saw the most trains was from Cheyenne, Wyoming to Salt Lake City in which I saw a train about every 20 minutes. This was on the Union Pacific along Interstate 80. Most just had two engines, but some had as many as four of the smaller, older type engines. On these particular days, most were trailer, stack, and auto-carrier trains. Think of the fuel savings when you see a long train of tractor-trailers stretched out across the desert and how much it saves wear and tear on our highways. I must have seen 10,000 orange barrels where they were repairing the interstate and the parts that were left needed to be repaired.

I stayed in Clearfield, Utah for several days, which is between Salt Lake and Ogden.

Ogden is an old railroad town which has a railroad museum located in the old Union Station. They have several engines and cabooses on display there. They also have a model railroad on display, a gun museum and an antique auto museum all located at the same place by the Union Pacific and Southern Pacific freight yard. There is also an Amtrak station located in the same building. You can spend hours looking at all the railroad stuff they have there.

On my way out of Salt Lake I saw 14 Union Pacific engines deadheading north without a train in tow. I only saw one off-brand engine on the Union Pacific and that was two Chicago & Northwestern units.

From Salt Lake on to California I saw some Rio Grande engines still not painted to Southern Pacific as of yet, and my first sight of the Santa Fe. After several days in California, I started back east on Interstate 40, which is Santa Fe territory. Train traffic on the Santa Fe was just as heavy as the Union Pacific was along Interstate 80. I never saw a caboose on any train.

I did see a lot of Santa Fe cabooses that had been sold and were in people's yards. I saw sections of the old Rock Island Sunbelt Route, it looked so sad to see the old abandoned trestles

and roadbeds. The last time I was through there was in 1966 on old Route 66 and I actually saw eastbound freights that would probably go within 15 miles of my house through Abbott, Arkansas where Highway 71 went under the track. I always wondered "reckon it would get there before I would?"

I was always worried they would take the Arkansas Western track up which runs in front of my house, which is a branch of the KCS, which runs from Heavener, Oklahoma to Waldron. But now the KCS runs three trains a week and hauls over 3,000 cars a year in and out of Waldron and the old Rock Island is history.

Now back to the trip. I really enjoyed it, I did as much train watching as I could without getting my wife and daughter on me. I took lots of pictures of trains, even if I was going 65 mph. Gosh, if I could have only been a brakeman, conductor or engineer, but instead I am doing something that I never had any desire to do.

Just for your information, motels range in price from \$42 to \$65 and gasoline ranged from 98¢ to \$1.49, all in all the trip cost around \$750. Not bad for a 10-day vacation where you train watch, swim in the Pacific Ocean and take in Disneyland.

I was disappointed in the ways things had changed in California in the past 25 years. I thought it was a rat-race back then but now it is even worse. I hate to think that maybe the whole United States will become like that someday.

When I got home, Mayberry sure looked good to me. I will always enjoy living where everybody knows everybody, people are friendly, there is good hunting and fishing, good train chasing, no traffic jams and you don't have to pay for your gasoline in advance. ~~10-10-11~~

(Chief Luttrell also remembers that July 11, 1983 was the day the KCS dedicated the rebuilt Heavener-Waldron "Arkansas Western" line. He remembers seeing and shaking the hands of then-governor Bill Clinton, who was in town at the event, and never dreamed that 10 years later Clinton would be President)

THE RAILROAD FROM WEALTH TO POVERTY

by: Gene Hull

In the late 1950s, a stretch of rails reached 90 miles between the British colony of Hong Kong and the city of Canton, in Communist China. Two trains of contrasting equipment plied daily between two extreme limits of social and economical standards of living.

The usual suspicion and repression, which democratic societies of the world customarily associated with a Communist regime, were missing at this isolated spot on earth. Thousands of Chinese were busily riding these little trains.

At 8:00 a.m. a modern British diesel locomotive rolled from the station at Hong Kong, as a gentle breeze came in from the South China Sea. The cars were filled with passengers surrounded by a myriad of odd-shaped bundles, ranging from plastic nets filled with fruit to balls of dried rice hard as baseballs. The passengers themselves were odd-shaped. They had a peculiar, lumpy appearance because most of them were wearing as many as FIVE LAYERS of clothing! The "lumpy" ones were going to visit relatives in Canton, who were rationed to only 1 YARD of cloth a year! The train was loaded with these peculiar passengers and their possessions on the northbound trip.

About 20 miles out of Hong Kong, the train came to a halt at the Schmchun River, which was the border of Communist China. The passengers climbed off the train with the amazing assortment of carry-on baggage. Waddling and shuffling along, they made their way to a gleaming, whitewashed building. A Chinese Hong Kong policeman, dressed in crisp, khaki shorts, takes a quick

glance at each blue Hong Kong identity card, and waves the passenger on his way.

The fascinating procession crossed a rough wooden bridge spanning the stream, and was met by a pair of somber, expressionless soldiers holding machine guns. They watched as the "lumpy" travelers passed through gates in a barbed wire fence, and continued on to a small fort. Above this was the five-star flag of Communist China, and a sign proclaiming - "Hail the Fighting Unity of the Masses of the World!"

Inside the fort customs officials opened every package and suitcase. A fat, expressionless Shanghai businessman paid \$55 duty on a watch which cost him \$11 in Hong Kong. A woman paid \$ 50 per pound duty on some rice she was taking to relatives. In spite of this extortion, much contraband passed the officials because they knew food and clothing were desperately needed throughout China. This customs routine took about five hours.

When the ordeal was over, the travelers climbed aboard a rickety, antiquated train pulled by a 50-year-old steam locomotive built in Scotland. The cars looked as if they had never been cleaned. The varnish had long ago peeled off the walls. The floors were littered with filth, scraps of paper, and fruit peelings. In some of the compartments martial music blared from speakers on the walls. In some cars the passengers had ripped the wires out.

As the train rattled across the green fields of China the enormous contrast was most evident. The bustling car and truck traffic on Hong Kong roads had been substituted by

carts pulled by water buffalo. At the road crossings, many of the vehicles were hand carts. There was no unemployment in China. Occasionally the train halted while a battalion of workers crossed the track. Hundreds of men and women, all uniformly dressed, marched in military formation, long handled hoes slung across their shoulders like rifles.

As the train paused at small stations, young girls on the platform offered bowls of noodles for sale at \$1 a bowl, five times the price at Hong Kong. Native people boarding the train at these stations maintained a stoic silence until the moving train began to clatter. Under cover of the noise they spoke mournfully to the travelers about the hardships. They told of work days of thirteen hours, and of twenty-six pounds of rice and two ounces of cooking oil each MONTH!

The people displayed swollen bellies, night blindness, and other symptoms of malnutrition. The travelers noticed the children looked like "hungry, dirty monkeys."

Three hours from the border the train rattled into Sandy Head station in Canton. There were almost no cars or busses on the streets - the Russians had stopped sending gasoline to their Communist neighbors. Men and women were searching through garbage piles for scraps of food. Metal parts were missing from doors and windows, evidence of earlier scrap metal drives. The animals pulling carts along the streets had sacks tied under their tails to save the precious manure for fertilizer - it meant a few extra grains of rice.

Canton was considered by the Communist leaders to be somewhat of a showplace.

The Communist officials permitted the trains to run because they served as a channel for trade, espionage agents, and narcotics to reach the outside world.

The trains served both good and evil.

With similar conditions in the world today, the majority of Americans won't even bother to vote ~~Robot~~.

Here is the solution to the switching problem I printed in the April 1993² *Railroader*. The original BN puzzle was sent in by Wayne Porter, the solution was in the July 1993 *Scrambler* of the Arkansas Boston Mountains Chapter NRHS.

Burlington Northern Inc. --- Problem Solving Aptitude Test

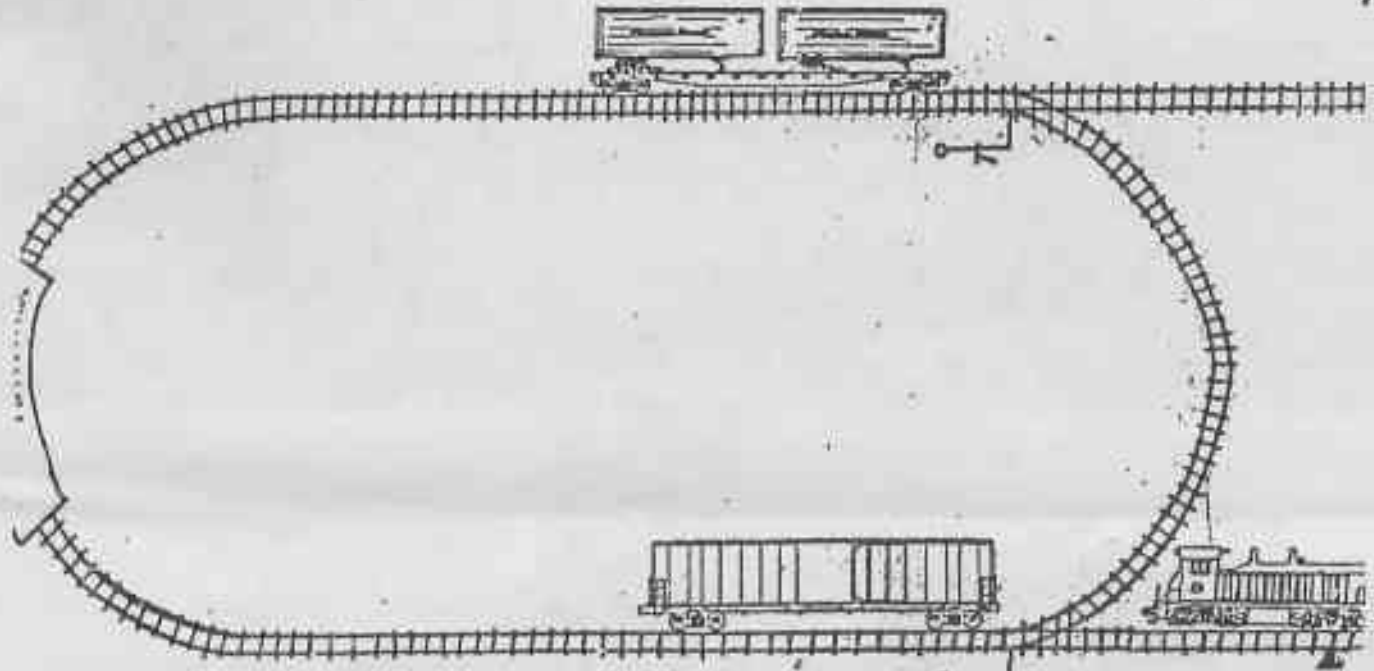
OBJECT: 1. Put the piggyback where the boxcar is now.
2. Put the boxcar where the piggyback is now.
3. Put the engine back where it is now.

RULES: 1. Only the engine can go through the tunnel.
2. No running switches - the cars must be stopped to uncouple.
3. Any part of the track is large enough for all 3 cars.

HINT: (Use 3 different coins and move around. Don't cheat.)

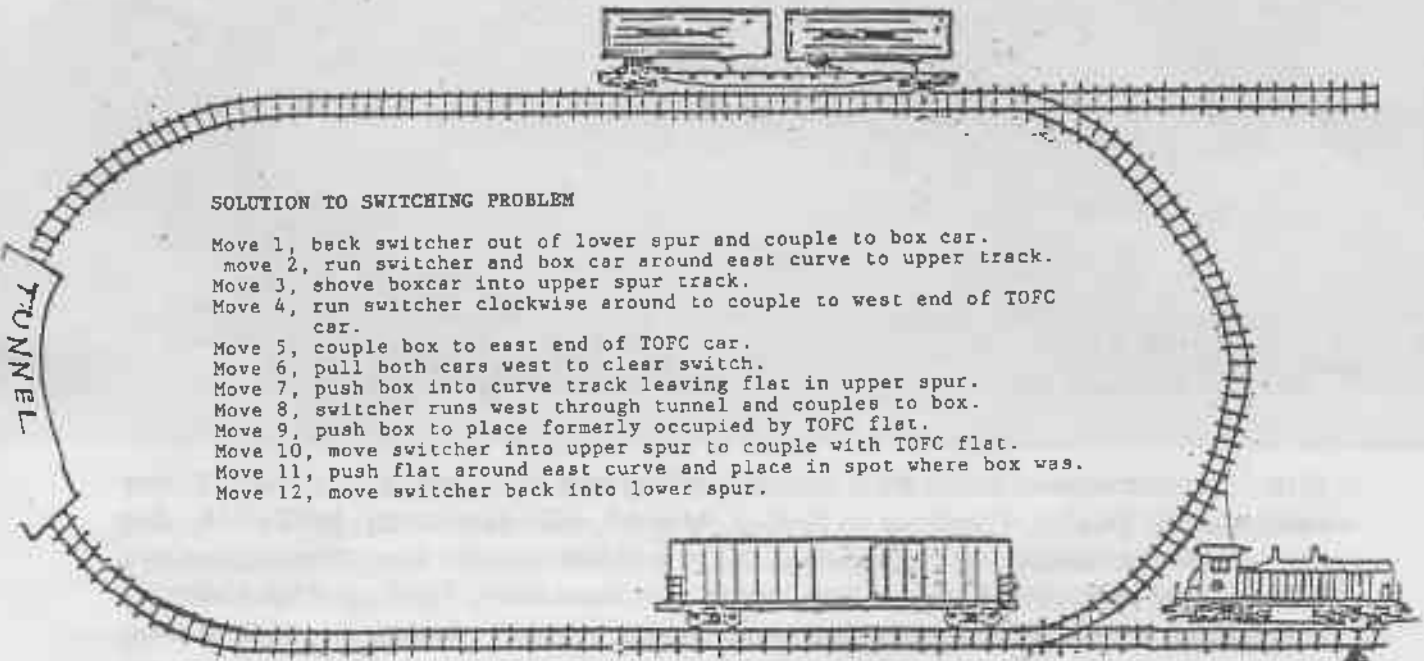
Time Limits:

Superintendents - 20 minutes
Asst. Supt. - 35 minutes
(with secretarial help)
Trainmasters - 5 minutes
Roadmasters - will probably reconstruct to make easier.
Dispatchers - Forget it.
Outsiders - 1 min 30 sec.



SOLUTION TO SWITCHING PROBLEM

- Move 1, back switcher out of lower spur and couple to box car.
- Move 2, run switcher and box car around east curve to upper track.
- Move 3, shove boxcar into upper spur track.
- Move 4, run switcher clockwise around to couple to west end of TOFC car.
- Move 5, couple box to east end of TOFC car.
- Move 6, pull both cars west to clear switch.
- Move 7, push box into curve track leaving flat in upper spur.
- Move 8, switcher runs west through tunnel and couples to box.
- Move 9, push box to place formerly occupied by TOFC flat.
- Move 10, move switcher into upper spur to couple with TOFC flat.
- Move 11, push flat around east curve and place in spot where box was.
- Move 12, move switcher back into lower spur.



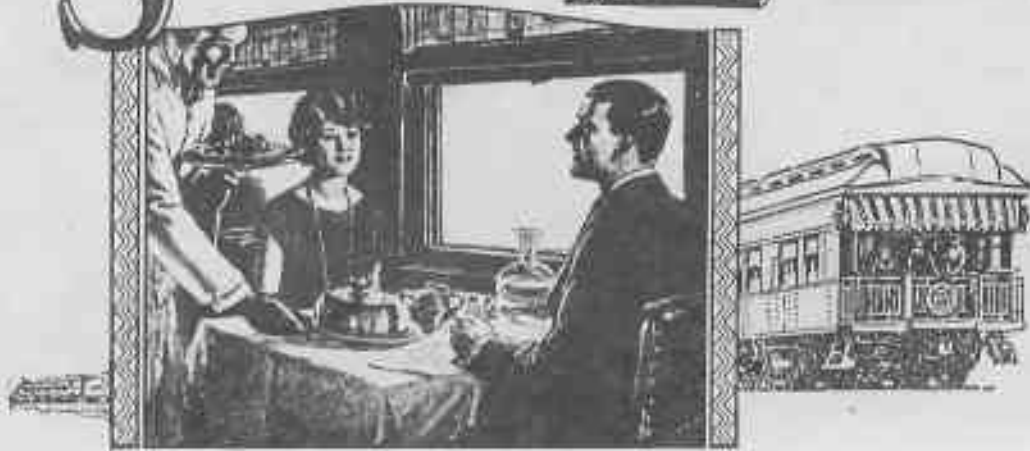


TOP - Another view of F-unit #600 showing trailing unit #9424 just off Highway 28, two miles south of Dunlap, Tennessee on Sunday, May 30, 1993 (see cover). **BOTTOM** - This was taken while standing on the highway - all of a sudden you see these stray engines on a grass-covered railroad and wonder how long they've been there. The Sequatchie Valley Railroad (former NC&StL) line went through Dunlap, but was taken up just north of town (see next page). (Ken Ziegenbein photos)



TOP LEFT - Old NC&StL right-of-way south of Pikeville, Tennessee, seven miles north of Dunlap. Residents said this line was taken up in 1983 or so. **TOP RIGHT** - The Sequatchie Valley (former NC&StL) line on the northern outskirts of Dunlap. **BOTTOM LEFT** - F-unit #600 headon. It appeared to be in relativey good shape. **BOTTOM RIGHT** - Old NC&StL depot in Jasper, Tennessee, 24 miles south of Dunlap. This was being used as a senior citizens center. *(All photos taken May 30, 1993 by Ken Ziegenbein).*

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(Ken Ziegenbein collection)

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

SEPTEMBER 12 - Regular club meeting, Twin City Bank, 2 p.m.	SEPTEMBER 25 - Heart of America Railroadiana Show, Lee's Summit MO
OCTOBER 10 - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.	OCTOBER 17 - Club excursion to Camden, Pine Bluff via bus and the 819.
NOVEMBER 14 - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.	DECEMBER 18 - Annual Christmas Party, Wyatt's Cafeteria, North Little Rock, 6 p.m.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



Time flies, doesn't it? The shadows are already getting longer and the days shorter as summer 1993 fades and fall is ready to begin. Take the time to dream along your path.



SEPTEMBER 1993

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, SEPTEMBER 12 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to:
ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119
You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below.



**ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119**



Newsletter phone: (501)-758-1340

(Leave message on recorder if I'm not there)

24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad

Club

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

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