

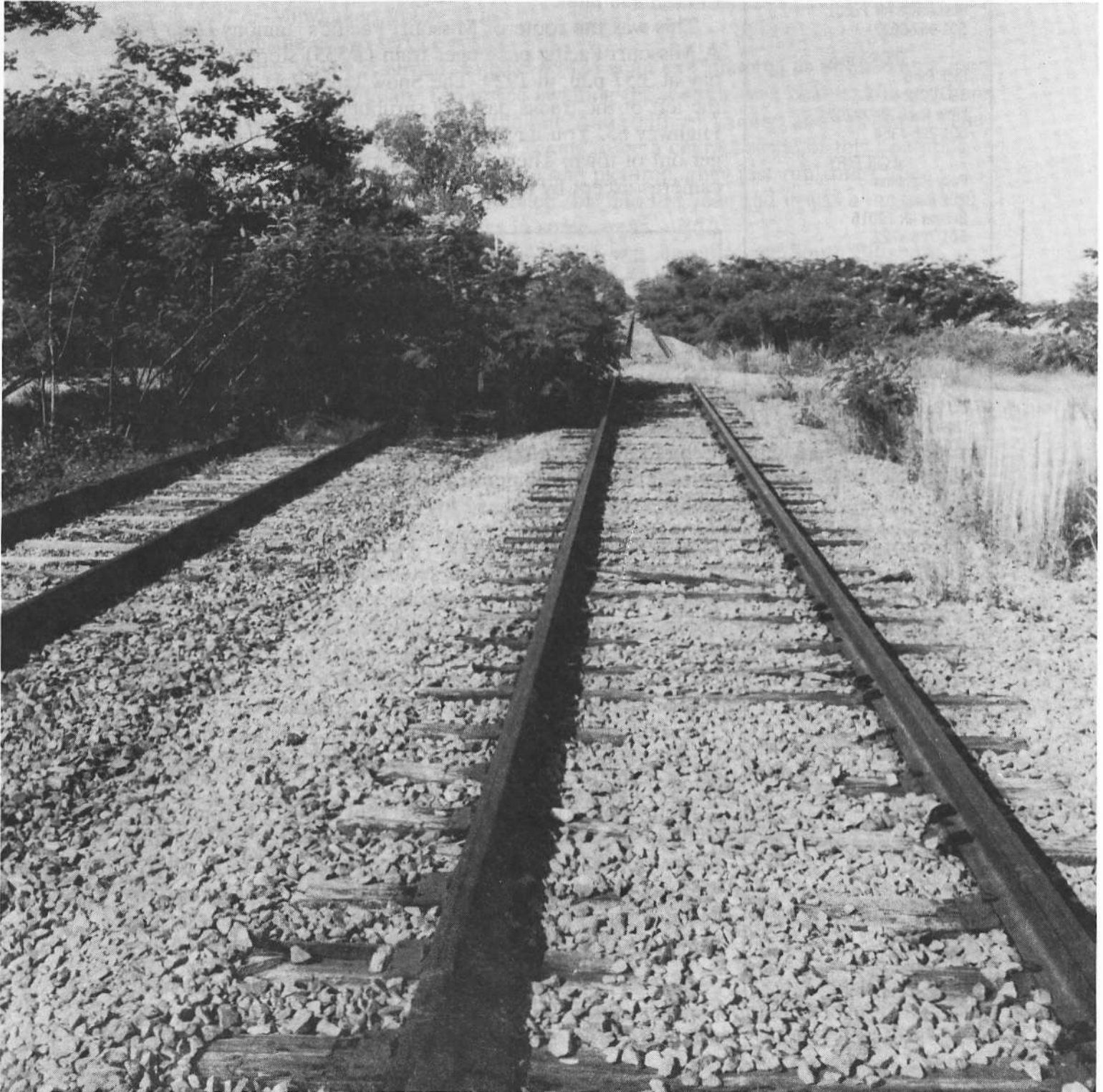


LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 24 NUMBER 10 OCTOBER 1993



1993 OFFICERS

PRESIDENT

John Hodkin, Jr.
506 Gordon St
N Little Rock AR 72117
501-945-2128

VICE-PRESIDENT

Matt Ritchie
PO Box 2893
Russellville AR 72801
501-967-6627

TREASURER

Dick Byrd
12 Flintwood Dr
Little Rock AR 72207
501-225-7354

SECRETARY

Polly Hamilton
222 Pike
Benton AR 72015
501-776-3722

EDITOR

Ken Ziegenbein
905 Valerie Dr
N Little Rock AR 72118-3160
501-758-1340

NATIONAL NRHS DIRECTOR

Dick Davis
PO Box 45316
Little Rock AR 72214-5316
501-568-4857

HISTORIAN

R. W. McGuire
114 Rice St
Little Rock AR 72205
501-375-1738

BOARD

Clifton E. Hull '93
3507 E Washington #31
N Little Rock AR 72114
501-945-5556

Stanley Wozencraft '94
PO Box 1938
Little Rock AR 72203
501-664-3301

Robin Thomas '95
10980 Rivercrest Dr #26
Little Rock AR 72212-1412
501-225-1952

Peter Smykla '96
2800 West 37th
Pine Bluff AR 71603
501-535-4724

Tom Shircliff '97
129 Jessica Dr
Sherwood AR 72120-3429
501-834-4914

COVER PHOTO - Old Missouri Pacific (Union Pacific) tracks were still in place in Snow Lake, Arkansas on this Sunday afternoon in May, 1993. However, the tracks had been taken up a couple of miles north of here (view is looking north). There are discussions about developing this historic and scenic rail corridor into a long-distance hiking/biking trail. Arkansas State Parks held three public hearings on this in September (see story under "Arkansas Rail News") with a final decision to be made later.

This was the route of Missouri Pacific's famous *Delta Eagle*. A Missouri Pacific passenger train (#335) stopped here every day at 3:57 p.m. in 1929. The Snow Lake Post Office is just to the left of the tracks past the shrubbery, as is the end of Highway 85. You have to turn around and go back north to get out of town. There is no access south of here (behind the camera) except by rail. (*Ken Ziegenbein photo*)

PROGRAM

The next meeting of the Arkansas Railroad Club will be held on Sunday, October 10, beginning at 2 p.m. at the Twin City Bank on Main Street in North Little Rock. The program will be given by MATT RITCHIE and will include slides of Colorado (about a third) and "Who Knows What?" (about two-thirds). Refreshments will be served and the public is invited.

1994 CALENDAR UPDATE - The calendar went to the press on August 17. Photos were selected by a committee and 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 (or \$10 if you pick it up in person at one of our meetings). Send in the enclosed coupon if you want one.

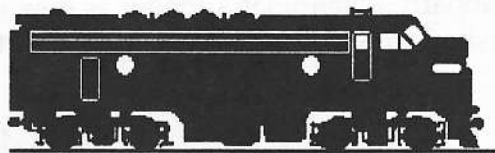
JANUARY 1 PROGRAM will be a slide show by past club president BARTON JENNINGS on his Russia journey this year. As you know, we've been meeting on New Years Day

the past two years with all-day show and tell sessions (Bart's session will begin about 10 a.m.). These holiday meetings have been very popular, since not all people worship football games. This meeting will be at the same Twin City Bank meeting room - the guard will be notified.

F-UNIT IDENTIFIED - BARTON

JENNINGS of Knoxville, Tennessee and PETER SMYKLA of Pine Bluff identified the F-unit on the cover of the September issue as FP7 ex-Milwaukee #60A. It is rotated through the active service roster

FP7



of the Sequatchie Valley Railroad. Engine #9424 is an ex-Columbia & Silver Creek loco. These engines were at Dunlap, Tennessee awaiting the loading of a coal train near there. The SV has two operating loaders on the line, one south of Dunlap and one north. The vegetation and lack of track maintenance seems to be a characteristic of this operating railroad as many of their lines look like the one pictured...they just run trains, the counties own the track. Bart says he hauled this line last year and it was a mess. (You might say that...I couldn't see the tracks in some areas. - Ed.)

Peter said that #600, along with several others, was stored at the South Pittsburg, Tennessee headquarters of the railroad on June 23 of last year, where he photographed it. He said the unit was built by EMD in 1950 for the Milwaukee Road and originally numbered 90-A prior to the 1960 re-numbering of all MLW engines, when it became 60-A. The unit weighs 243,200 pounds and has 40,000 pounds of tractive effort.



SLIP-UP - In the September issue, I inadvertently called the Little Rock Chapter of the NRHS the Central Arkansas Chapter (which I do all the time since its a more representative name, most of our members not being from Little Rock). However, V. Allan Vaughn of the NRHS caught it (at least it proves NRHS headquarters reads the newsletter - I suppose I could say I was just testing them!). Anyway, we are officially known as the Little Rock Chapter NRHS.

ATLANTA CONVENTION 1994 - You can already pre-register for this NRHS convention, to be held June 20-26, 1994, at the Westin-Peachtree and Hyatt Regency Hotels. Steam excursions on the CSX will be held. Pre-register before January 31, 1994 for \$15 (\$20 after). Write to Atlanta Chapter NRHS, PO Box 66, Decatur GA 30031. You must give your NRHS Membership number to pre-register.

CAMDEN TRIP - On October 17, we will be taking a van to Camden to ride the 819 back to Pine Bluff, then ride the van back to North Little Rock. If you'd like to go, send in \$35 per ticket to the club at our address. This includes the van trip and train ride. The van will leave the Twin City Bank north parking lot at NOON.

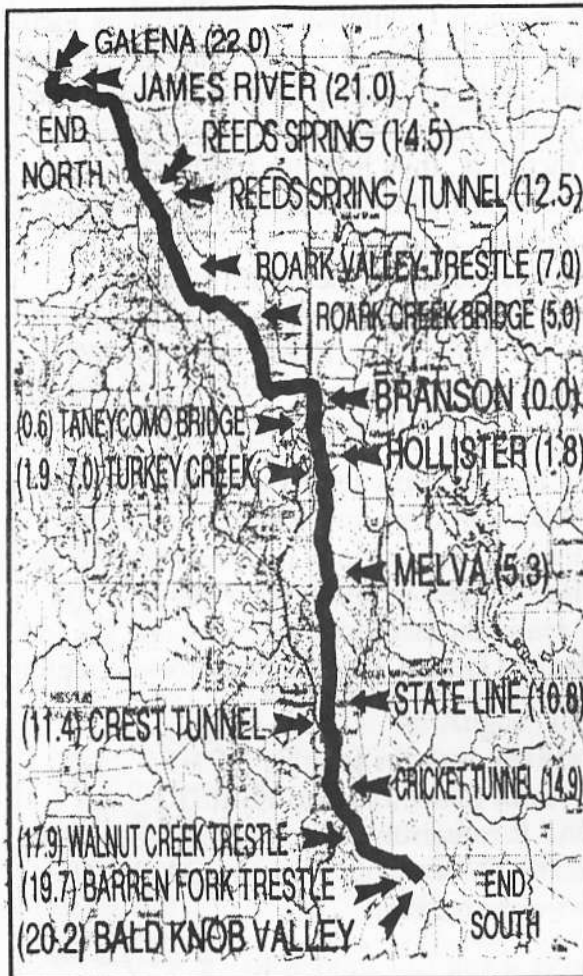


SHOW & SALE - We will be having our annual Show & Sale again next year at the same place, the Hall of Industry at the Arkansas State Fairgrounds. It will be held on Saturday, April 30. Admission will be \$3.00 for adults and \$1.00 for 12 and under.

OPERATION LIFESAVER? - If you'd like to take some training on giving Operation Lifesaver talks, contact our NRHS Representative DICK DAVIS at PO Box 45316, Little

819 REPORT at the September 12 meeting from BILL BAILEY: The Tyler trip in October was coming along right on schedule; The Cotton Belt Rail Historical Society is in need of 5 or 10-ton air-conditioning units; the Tyler trip will have a Ham radio station onboard; engine 336's tender is now in Pine Bluff (from Lewisville); the 819 has been invited to Shreveport next April for its "Holiday in Dixie" festival.

ARKANSAS RAIL NEWS



BRANSON SCENIC RAILWAY - (Branson, Missouri) - It was my pleasure to ride the Branson Scenic Railway from Branson to near Bergman, Arkansas (Barren Fork Creek) and back on September 4. I also rode the northbound trip from Branson to near Galena, Missouri (James River) on September 5. Both these trips were excellent, both for railfans and for the general public. That Labor Day weekend saw record crowds riding these trains, run on the line of the Missouri and Northern Arkansas Railroad (former Missouri Pacific - Union Pacific White River Line).

As of September 4, the Branson Scenic Railway (operating out of the old Branson Missouri Pacific depot since July 31) reported passenger miles at 554,579. The washed and shiny equipment consists of: GP20 #483 (former UP) at one end and GP35 #6527 (former SP) at the other, preventing any time-consuming runarounds. In between the engines were California Zephyr dome cars "Silver Solarium" (rounded ob), "Silver Palace," "Silver Garden," and Frisco Pullman "Cimmaron River." Another car, the "Westport," was expected to arrive the week of September 6.

The former CZ domes were in excellent condition with all the windows clean. Food was served on board. They may begin using F7's #964 and 106 (Wisconsin & Calumet in IC paint scheme) soon. These were sitting on a side track at the Branson depot.

I wish to thank Gary Matthews of the BSR (in charge of tours), as well as Joseph Brice, who was working on board, for their information. Also Ray Johnson was on board, working for the MNA (he used to be at East Camden and sent in items for our newsletter in years past). And engineer Larry Lawhon had interesting comments. I took several photos, a couple to be in the November *Railroader*, including a good shot coming out of Cricket Tunnel near Omaha, Arkansas. I, of course, let Mr. Lawhon know I would be there, so he wouldn't think I was going in the tunnel. (Just before the train passed

northbound out of the tunnel, a skunk crossed the tracks about 100 feet behind me between me and my truck - I was dearly hoping it was a "nice," un-rabid fuzzi-ball. It stayed its distance).

The Branson Scenic Railway will run every day except Tuesdays through December. There is a group discount for 40 or more. Costs are \$14.95 in each direction, \$13.95 seniors, \$7.95 children. Southbound runs to Arkansas leave Branson at 8:30 a.m. and 2:00 p.m. Northbound runs leave at 11:00 a.m. and 4:30 p.m. Call 417-334-6110 for reservations. Some Fall days are already sold out.

Age no problem - In a May 1993 article in UTU Retiree News, the percentage of the senior population in the U.S. reporting no disabilities was 77.4% in 1989.

ADN DERAILMENT - (County Road 20, Drew County) - On August 20, two Ashley, Drew & Northern engines derailed and 229 feet of track was torn up when the train hit a damaged switch at the County Road 20 crossing. Apparently, someone had run over the switch stand with a frontend loader or fork lift. Damage was estimated at \$50,000. (*Monticello Advance Monticellonian, August 25, 1993*)

DEPOT GRANT - (Walnut Ridge) - The city of Walnut Ridge recently got a \$266,328 grant to refurbish the old Missouri Pacific depot to be used mainly for offices for the Chamber of Commerce. An original desk will be used inside and the whole building will be redone to near its 1910 look. Abandoned after World War II for 30 years, Amtrak began using it for a twice daily stop for the *Texas Eagle* in 1974. UP operates about one freight train an hour past this depot. Local residents needed to raise \$66,000 to obtain the federal grant, but raised \$112,000 so far. They really like the depot.

The depot has been put on the National Register of Historic Places, as were 26 other Arkansas depots during the past years. However, some of these other depots haven't been as lucky as Walnut Ridge. Last year the MoPac depot at Benton was demolished as was the one at Wynne this July. The railroads weren't able to reach agreements with the cities (some cities just don't give two cents about their history and should be avoided as a place to live, in my opinion- Ed.). (*Arkansas Democrat-Gazette, August 17 by Larry Young*)

A&M UPGRADING SOME TRACK - (Bentonville) - The Arkansas & Missouri Railroad, based in Bentonville, has been rehabilitating about three miles of track near Bentonville to allow more rail shipments to local industries. (*The Scrambler, August 1993*)



GRAIN TRAIN - The following consist was reported in a recent issue of *The Mixed Train* on the UP from Villa Grove, Illinois to North Little Rock, ending up in the following Arkansas destinations: UP engines 9386/9376 - 25 corn loads Goodwine, IL - Danville, AR to Wayne Poultry & Feed via LRWN; 25 corn loads Cadwell, IL - Newell, AR to Conagra Poultry in El Dorado via ED&W; 5 corn loads Goodwine, IL - Anthony, AR to Goodwine Coop-Pilgrim's Pride via KCS at Hope; 10 corn loads Ellis, IL - Batesville, AR to Fisher Farm Grain via MNA.

TRAIL IN EASTERN ARKANSAS? - (Helena) - Arkansas State Parks were to hold public listening sessions in August and September to discuss the development of a new long distance hiking/biking trail in eastern Arkansas's Mississippi Delta region. The trail will be developed along a 73.22-mile former Union Pacific (MoPac) right-of-way which

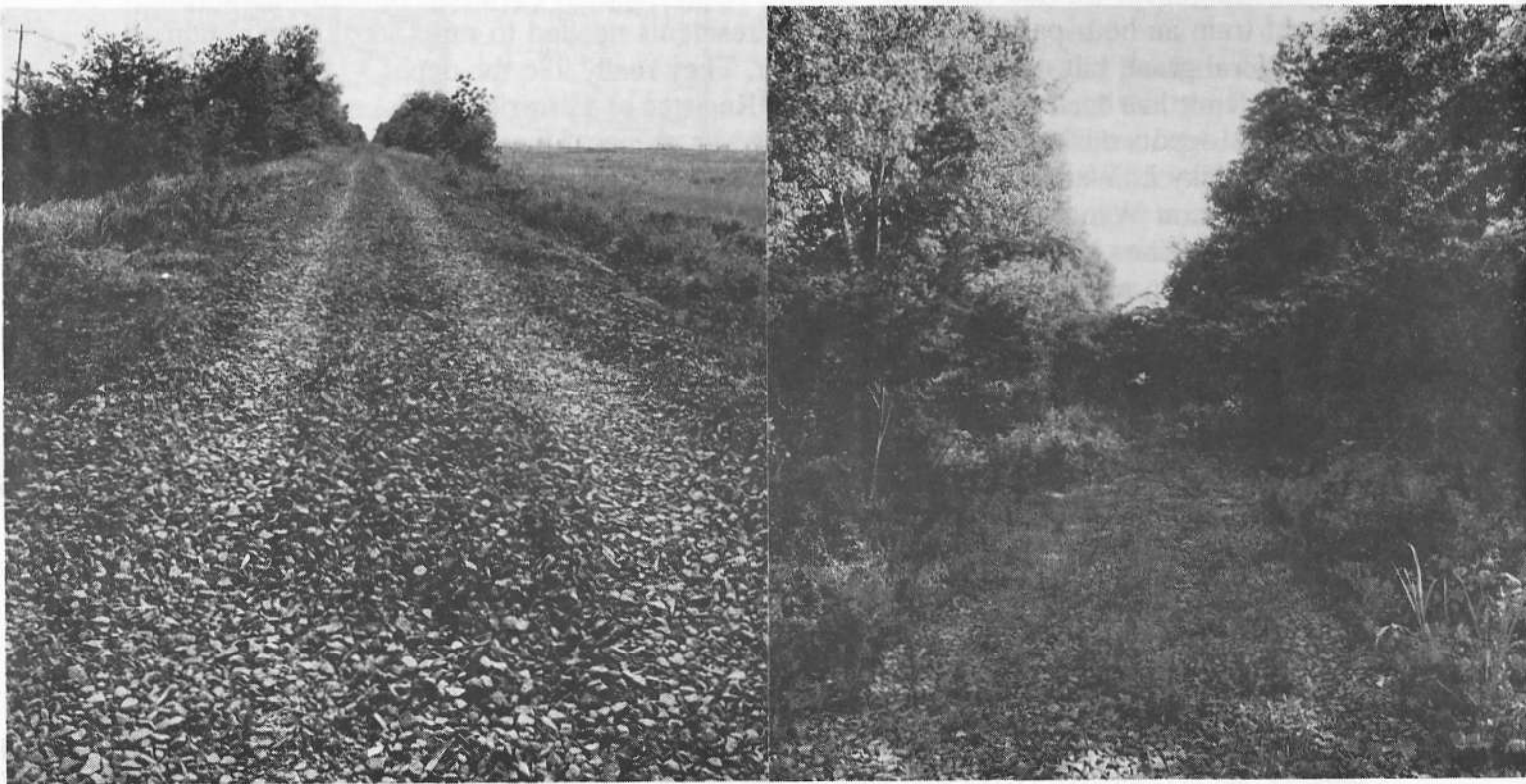
runs from one mile south of Lexa to Cypress Bend (five miles northeast of McGehee). Comments can also be made by writing (by October 15) to the Planning and Development Section, Arkansas State Parks, One Capitol Mall, Little Rock AR 72201 or call 682-1633 for Dorothy Clement.

Costs of the project range from \$5 to \$7.3 million, but would enhance the economy of eastern Arkansas by providing a recreational facility. In addition, plans include a tourism excursion train operation on 32 miles of rail between Snow Lake (see cover) and Cypress Bend if a rail service operator is located.

UP donated the entire corridor to the Arkansas State Parks system under terms of a "railbanking" agreement specified by the National Trails System Act, administered by the ICC. This allows railroads to transfer all rights and liabilities inherent in a rail corridor to a public agency in order to establish a condition of public use. However, should the corridor every be needed in the future, the railroad can petition the ICC for reactivation of the line. This a popular, low cost means of obtaining corridors for trails and a means to preserve railroad corridors that would otherwise be lost.

This rails-to-trails conversion is a first for Arkansas State Parks. Arkansas is one of 44 states with 521 rail-trails totaling 6,400 miles. Management plans and a request for proposals to operate an excursion train will be issued by June 30, 1994. The line has many bridges, including two over the White and Arkansas Rivers, and runs through the White River National Wildlife Refuge.

The listening sessions were to be held at Helena (August 31), DeWitt (September 23) and Watson (September 28). (*State of Arkansas Press release via Lynn Gaines*)



LEFT - Old MoPac roadbed, which may become a biking trail, at the Highway 44 crossing south of Elaine, Arkansas, looking south. **RIGHT** - The same roadbed, 10 miles north of Snow Lake, looking south. Both photos taken May 23, 1993 by Ken Ziegenbein.

AIRLINE DOWNSIZING - (Little Rock) - American Airlines in September began using a smaller turboprop (i.e., Rail Diesel Car) on one of its flights to Dallas instead of the larger MD-80 jet (i.e., regular streamlined passenger train). Sounds familiar to railroad fans, right? What's next? Buses? (*Arkansas Democrat-Gazette, August 23 by Randy Tardy with railroad comparisons by your editor*)



PINE BLUFF DIVISION - AGAIN - (Pine Bluff) - Nearly 1½ years after it was restructured out of existence, the Pine Bluff Division of the Southern Pacific Lines is back in business under the same name. This division extends from East St. Louis through Arkansas to Tyler, Texas. (*Arkansas Democrat-Gazette, September 10 by Randy Tardy*)

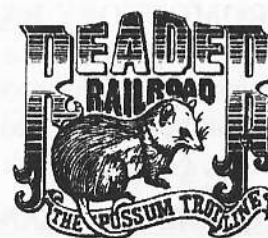
HOWITZER CANISTER MISSING - (Jacksonville) - A 155-mm howitzer propellant explosive canister that belonged to the Army was stolen from a 124-car UP train that was parked in Jacksonville. The theft of the 28 pound device occurred in early August. The train was passing through Jacksonville enroute from Leland, North Carolina to Savannah, Oklahoma. Although its probable that it was stolen in Jacksonville, other parts of the line were searched as well. (*Jacksonville Patriot, August 6, 1993*)

CHILDREN'S MUSEUM TO OPEN - (Little Rock) - The Arkansas Children's Museum is set to open November 6 in the main lobby of Union Station. The ceiling of the lobby has been painted sky blue. There will be many exhibits and hands-on things for children to do. An observation deck will overlook the busy Union Pacific tracks, and Lionel will donate a display of large Lionel trains for an exhibit in the deck. (*Arkansas Democrat-Gazette, September 9 by Leroy Donald*)

819 ON TRAINS CALENDAR - Cotton Belt 819 will be on the cover of *Trains* 1994 calendar. These can be ordered from an ad in *Trains* Magazine. (The 819 will also be included in the Arkansas Railroad Club's 1994 calendar, but not on the cover).

A&M GOING TO FORT SMITH? - (Fort Smith) - Dee Carroll, director of the Fort Smith Convention Bureau, said the Arkansas & Missouri Railroad of Springdale will begin service to Fort Smith on an experimental basis in September. The trains run to Van Buren from Springdale and between Van Buren and Winslow on a regular basis, carrying 100-135 tourists each trip. Various restaurants and businesses in Fort Smith will aid in transporting the tourists around Fort Smith. If the visits are successful, Carroll said they may eventually provide weekend packages, where one could stay overnight in Fort Smith and ride the train back to Springdale. (*Southwest Times Record, Fort Smith, August 14, 1993 by Michael Tilley*)

READER RAILROAD NEWS - (Reader) -The Reader Railroad, near Reader, Arkansas, has not run at all this season and plans no night runs this fall. One reason is that the new FRA rules regarding safety now also apply to small tourist operations as well as the large railroads. However, the Reader still has a listed telephone number from their offices in Hot Springs, 501-624-6881.



GENERAL RAIL NEWS

TRACK TO BE SAVED - (Llano, Texas, near Austin) - The Texas Hill Country Railroad Association was recently formed to try and save a 30-mile stretch of track from becoming a hiking trail. The former Southern Pacific track (now Austin & Northwestern) runs from Fairland to Llano, Texas, through scenic Texas Hill Country. The group plans to operate steam excursions on the line within two years (a steam excursion train operates today close to Fairland, stopping at Burnet from Cedar Park). The group is also trying to get this line, built in the 1890s, on the National Register of Historic Places. (*Austin American-Statesman, August 2, 1993 via James Fair*)

SOUTHERN PACIFIC LAYOFFS - SP announced it plans to lay off 800 more SP workers/managers before the end of the year. It was unclear how this would affect the 1,150 SP employees in Arkansas, most in Pine Bluff. (*Arkansas Democrat-Gazette, September 3 by Randy Tardy*)



UP TESTING NEW ENGINE - A new locomotive, the RD-20 built by Republic Locomotive Company of Greenville, South Carolina, is being tested by Union Pacific in Kansas City. This 2,000 horsepower Detroit engine has 4-wheel trucks. A big difference is the option of using the reverser to stop the train, a method that would damage regular engines. A single RD-20 unit has the same stopping ability as four GP-15 EMD units just by moving the throttle to "idle," reversing the engine, and putting the throttle in "Run 1." This would put the locomotive in dynamic braking and bring the train to a complete stop, saving a lot of wear on brake shoes. (*UP INFO, August 1993*)

NEW BRIDGE ON THE BORDER - (Nuevo Laredo, Mexico) - Union Pacific could begin work on a new double-track bridge into Mexico between Laredo and Nuevo Laredo in 1994. This bridge would eliminate 90 percent of UP trains in downtown Laredo and help Mexico's FMN handle traffic growth generated by the North American Free Trade Agreement (NAFTA). (*UP INFO, August 1993*)

GIFT IDEA - Operation Lifesaver is putting out 36 high-quality plastic cards, each with a photo of locomotives from most major railroads across the country on one side and an operation lifesaver message and caption for the photos on the reverse side. Price is \$5.00 each set plus \$3.50 postage per set. Order from Operation Lifesaver, Inc., National Support Center, 1420 King St #401, Alexandria VA 22314.

PROMONTORY RAIL LINK? - The National Park Service sent our club a questionnaire requesting input in a proposal to provide a rail link from Union Station in Ogden, Utah to historic Promontory Summit, site of the original golden spike ceremony. All they want is comments by October 15. If you have any, send them to Golden Spike Feasibility Study, National Park Service, PO Box 25287 RMR-PP, Denver CO 80225-0287.

KCS DENIES PLANS FOR SHREVEPORT HEADQUARTERS - (Shreveport, Louisiana) - Kansas City Southern Industries Inc. has denied plans that it plans to move its headquarters from Kansas City to Shreveport. (*The Times, Shreveport, August 17 via Thomas White*)





GE BOXCAR PURCHASES - General Electric is accumulating tens of thousands of old railroad boxcars, and according to some small railroads, GE is trying to corner the boxcar market. GE now owns about 90% of boxcars to be leased to small and medium roads. The U.S. boxcar fleet totals about 174,000 today, down from 352,000 ten years ago. (*The Dispatcher, July 1993 via The 470*)

SPEED RECORD - A new speed record was set recently for a train in Germany - 27.6 mph. That's right, 27.6 mph. It was set during a speed competition for toy trains. The locomotive, by Maerklin, had a high powered electric racing motor and was 1½ feet long and 4 inches high. (*The Dispatcher, July 1993 by Carl Webb*)

GE DEVELOPING NEW LOCOMOTIVE - General Electric is working on a new diesel locomotive, highly computerized. According to reports, it will have a computer-style keyboard control system and liquid crystal gauges similar to what you see on *Star Trek - The Next Generation* (not from your editor, but actually in this report). To operate, the engineer just has to push a button and tell the engine which route to take, and the train will be on its way. It will automatically warn motorists at crossings and tell the engineer when to have pick-ups along the route. Fuel mixture will be regulated and trouble spots in the engine will be isolated. (*The Gateway Railletter, September 1993 via The Pioneer*)

SP 982 TO BE RESTORED - (Houston, Texas) - The Texas Railroad Preservation Association is in the process of restoring, to operating condition, Southern Pacific 2-10-2 steam engine #982 that has been sitting in a Houston park since 1957. The locomotive was built in 1919 by Baldwin for the SP and saw service between Houston and Shreveport. The address of this association is PO Box 61182, Houston TX 77208-1182. (*The Cotton Belt Star, September 1993*)

AMTRAK NEWS



EAGLE TO GO TRI-WEEKLY? - If the U.S. Senate fails to restore money to Amtrak that the House transferred to the Coast Guard (\$15 million), Amtrak said it would cut service on Arkansas's *Eagle* to three times a week instead of daily. That would mean loss of mail contracts and passengers. Other routes that would go tri-weekly would be the *Pioneer* and *Empire Builder* and possibly the *City of New*

Orleans. Although it may be too late for your opinions to be heard before this goes to press, the mailing address of Senators is United States Senate, Washington DC 20510, or call the Capitol Switchboard at 202-224-3121.

In FY 1993 through June, the *Texas Eagle* carried 165,537 passengers, up 10.6 percent from last year. (*Thanks to Bill Pollard and Randy Tardy's article in the Democrat-Gazette*)

MAN KILLED AT CROSSING - (Little Rock) - Amtrak's southbound *Texas Eagle* #21 hit a car at the Baseline Road crossing in southwest Little Rock and killed the driver, a 40-year old man, on Saturday, August 21. He had apparently run around the downed crossing gate and was thrown from the car. He died three days later. (*Arkansas Democrat-Gazette, August 25*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☛ ...note...these are listed sequentially by dates, earliest dates being first...

NORTH LITTLE ROCK - September 28 - Rock Island Historical Society's Annual Picnic in Burns Park - contact L.T. Walker at 501-753-4712 for more information.

KNOXVILLE, TENNESSEE - October 9-10 - round trip Knoxville to Corbin each day, leaving 8:00 a.m., returning 3:00 p.m. - will use Nickel Plate #765 disguised as C&O #2765 - first time in 35 years steam has run on this line - \$65 round trip - contact Old Smoky Chapter NRHS, PO Box 601, Knoxville TN 37901 or call 615-522-0713.

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.

CLAREMORE, OKLAHOMA - October 16,17 - Interchange '93 Rogers County Model Railroad Association model show, Rogers County Fairgrounds, 3 miles east of Claremore on Highway 20 - wants other model clubs to bring their modules - registration \$7.50 - contact Bill Johnson, 1210 Faulkner Drive, Claremore OK 74017-4610 or call 918-341-0886.

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.

HUNTINGTON, WEST VIRGINIA - October 16, 17 and 23, 24 - Round trip Huntington to Hinton using NKP 765/C&O 2765 - leaves Huntington 8:00 a.m., returns 10:00 p.m. - \$75 coach - call 304-453-1641 or write the Collias P. Huntington Railroad Historical Society, Inc., 1429 Chestnut St., Kenova WV 25530-1235.

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.

CHARLOTTESVILLE, VA - Operates every Saturday and Sunday in October between Charlottesville and Clifton Forge or Charlottesville and Gordonsville using steam engines (no numbers on brochure) - leaves Charlottesville 9:00 a.m. or 1:00 p.m., returns 6:30 p.m. or 2:30 p.m. - prices vary depending on trip taken - contact Virginia Central Railroad, PO Box 2436, Charlottesville VA 22902 or call 804-977-1995.

BRANSON, MISSOURI - Branson Scenic Railways operates excursions every day except

Tuesdays - Branson to near Bergman, Arkansas and return and Branson to near Galena, Missouri using CZ VistaDomes and an Observation car - leaves the Branson Missouri Pacific depot 8:30 a.m., 11:00 a.m., 2:00 p.m. and 4:30 p.m. - round trip takes about 1 ½ hours - ticket prices are \$14.95 adults, \$13.95 senior citizens, \$7.95 children 3-11 - call 417-334-6110 to make reservations. Trip has the blessing of Mike Adams and ye. editor.



COUP de GRACE ON BRUNO

by: William Church, retired MoPac Conductor

There are two outstanding memories of my eleventh year. A trip to New Mexico and my Coup de Grace on Bruno.

For an eleven year-old boy from southeast Missouri, a trip to the Wild West was beyond his fondest dream. Days before departure were spent dreaming of cowboys, Indians and Mountains to climb, making my imagination work overtime.

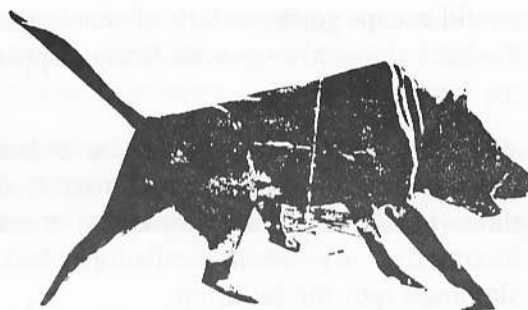
New Mexico was everything I had dreamed about. Along with my mother, sister and my two-year-old brother, we were entertained by Aunt Ivy and Uncle Louis with trips to local points of interest. As a special treat I was allowed to spend several afternoons with Uncle Louis, who was a locomotive engineer on the Southern Pacific Railroad, riding his switch engine in the local railroad yard.

But for me something was missing: other boys of my age to play with. Uncle Louis and Aunt Ivy were childless and I was getting to be a little bit too much for Uncle Louis to put up with on a daily trip to the railroad yard, so I had to make my own entertainment until the boys who lived next door returned home from their trip to Santa Fe.

As I said, I had to make my own entertainment, and what a better way for a boy to enjoy life but to do a little exploring of the Wild West in his own back yard and dreaming of cowboys and Indians and the

numerous battles that they were fighting. Or just study the habits of the strange creatures, like the horntoad, that were abundant in his own back yard.

One afternoon I was in the neighbor's back yard studying the habits of the horntoad with all of a sudden I met Bruno face to face.



Bruno was a huge black and grey German Shepherd dog whose domain I had just invaded, who on seeing me had left his favorite corner on his master's front porch to investigate what business a strange new boy had on his turf.

Needless to say that Bruno scared the daylight out of me. Taking the stick that I had in my hand I tossed it at Bruno with all of my might in an attempt to scare him off, then I made for the back door of my aunt's house as fast as my legs would carry me.

But Bruno was not easy to scare. Inches

to spare, and with Bruno on my heels, I reached safety. Saved from what I knew would be a severe mauling, or worse, sudden death at the hands of Bruno.

Give any eleven-year-old boy a challenge as big as Bruno and something is bound to happen.

Bruno had won the first round of the skirmish and no general of the Army in all history ever laid plans for a counter-attack like the one I made to even up the score on him.

Numerous times a day following that first encounter with Bruno I would invade his territory, always making certain I had an escape route open before issuing my challenge for him to chase me off his domain.

By calling out "HERE BRUNO," I would summon him to come out and do battle with me. When the challenge was accepted I would escape to the safety of our house via the back door, always with Bruno nipping at my backsides.

After reaching sanctuary I would slam the door shut with such a force that it made those inside the house think that the huge locomotive my Uncle Louis operated had slammed into the building.

There is only so much adults will put up with before taking action on the subject. Finally enough was too much and I was notified that drastic measures would have to be taken if I did not cease teasing Bruno.

But when the threats from my mother and aunt ranging from a good hiding to staying in my room, which none were ever carried out, they issued a final warning that caught my attention.

Stop teasing Bruno or no picture show on Saturday afternoon and no more rides with Uncle Louis on his switch engine.

That threat did make me have second

thoughts about my feud with Bruno. What boy would want to miss a ride on a locomotive with his uncle or miss an afternoon at the movie when his hero, "Buck Jones," was the feature attraction, just to battle a dog?

The threats of no more rides with Uncle Louis on his locomotive and no picture show on Saturday, I did give more just than a fleeting thought to stopping. But somehow the challenge that had been issued by Bruno at our first meeting, and my shameful retreat, was galling to me to the core. I had to have my last set-to with my arch enemy before calling the whole thing off.

By now I had studied the habits of Bruno thoroughly. Knowing that he used a corner in his master's front porch as a private bedroom when taking his siesta, I made my plans for a Coup de Grace.



No doubt my Indian ancestor would have been proud of his grandson if he could have observed me preparing to do battle with the enemy to restore the honor to the tribe.

Stripped to my waist, I wore only my swimming trunks. With a piece of burnt cork to paint my face black and a red lipstick to make zigzag stripes on my brow, along with a feather in my hair and on the tip of the cane pole that was to be my lance, I invaded Bruno's territory, bound and determined to settle the score with him once

and for all times.

Slipping from tree to tree, bush to bush, crawling low on the ground, I finally came upon the sleeping Bruno without being detected.

When I was inches from him I made my Coup de Grace by touching him on top of his head with my lance, followed by a War Whoop that was loud enough to wake the dead, before dashing home to safety.

Bruno wasted no time in responding to my challenge and gave chase.

In my plans Bruno was to leave the porch at the steps, but he outfoxed me by jumping over the porch's railing and was breathing on my heels before I was halfway to safety.

But alas, as we know, the best laid plans of mice and men do sometimes go astray. Just as I reached the safety of our back porch, my sister, who was standing in the doorway witnessing my Coup de Grace on Bruno, calmly flipped the latch on the screen door, barring my entry to the house, leaving me to the mercy of my enemy.

I had but two choices. Stand there and be mauled to death or try to outrun my enemy to the front entrance of the house.

I chose the latter.

Running with all my might and calling for help from anyone who could come to my rescue, I raced for the front of the house.

Here is where Bruno showed his skill as a General by doing a flanking move that would have done justice to the famous General Nathan Bedford Forrest.

Where I had taken the long way to the front of the house, Bruno took the short route and beat me to the front door.

Bruno was now between me and safety. I had to make a quick decision.

Stand there and be mauled, or climb to the roof up a trellis that shaded the front porch on which grew rose bushes that sported thousands of thorns. I chose the trellis.

Agile as a monkey I raced up the thorn-covered trellis to safety, but not before leaving my swimming trunks hanging in a cluster of rose bushes.

My calls for help had not gone unheeded. Soon the front yard was filled not only by my family but also the neighbors, all who seem to be delighted by the sight of my plight.

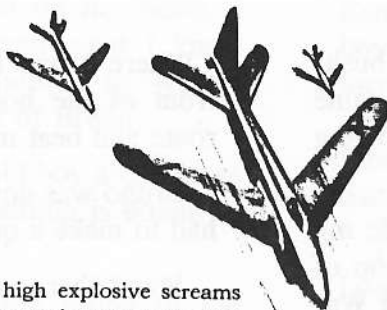
Bruno was also enjoying his victory by accepting friendly pats on the head from the laughing spectators.

I was a sadder but much wiser boy when I learned that Bruno was only playing a game of chase that his owners, the two boys next door, had taught him.

After my ill-fated Coup de Grace on Bruno, my mother and aunt enjoyed a peaceful summer. Much to their joy, the next several days Bruno and I had a Mexican standoff.

Despite the friendly overtures from Bruno, I stayed clear of him, not making friends until his Master returned home.





BOMBS AWAY! A ton of high explosive screams down, down—and bursts. Once again, attackers have smashed at the railroads—primary target in every nation.

The railroads are No. 1 on the destruction timetable because no country has a chance of winning a war without them. Here in America, for example, the freight they carry daily is equivalent to moving a ton of freight 64,000 times around the earth. No other form of transportation can come close to matching their performance!

Despite this vital role in building America's mili-

tary might, the railroads are forced to compete with other forms of transportation which operate on highways, waterways and airports—*built and maintained largely with the people's tax money!* But the railroads pay every nickel of the cost of everything they use.

It isn't common sense to place such handicaps on our No. 1 carrier. Nor is it in the spirit of the American system of competitive enterprise.

The railroads ask no special favors. Only fair play. A new national transportation policy based on equality of competition will permit the railroads to serve you—and America—even better.



Primary Target!

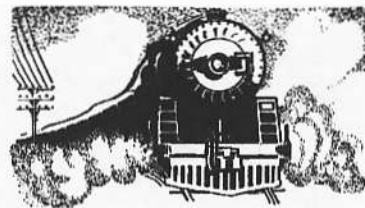
American Railway Car Institute

Fair Play for America's Railroads

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

OCTOBER 10 - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.	OCTOBER 17 - Club excursion to Camden, Pine Bluff via van 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.
JANUARY 1 - All-day get-together at Twin City Bank, beginning 8:00 a.m. Barton Jennings will show slides of Russia trip.	JANUARY 9 - Regular club meeting, Twin City Bank, North Little Rock, 2 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.



The Wunsche Bros. Cafe in Spring, Texas, built in 1902, the oldest building in Spring on its original site. Used to house railroad workers as a hotel/saloon. Present-day Union Pacific runs to the left of the building. The Wunsche Brothers came to the U.S. from Germany in 1846. A modern restaurant is located in the building today. (Ken Ziegenbein photo in the pouring rain, June 13, 1993)

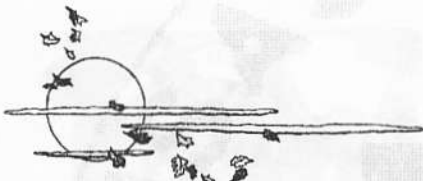
The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, OCTOBER 10 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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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WELCOME ABOARD!!!