

The Scrambler

Volume 14, Number 1

September 2000

Arkansas-Boston Mountains Chapter, National Railway Historical Society

Opinions expressed in the *Scrambler* are those of the Editor and contributors. They do not represent the official view of the Arkansas-Boston Mountains Chapter, its members, officers or directors or the National Railway Historical Society, Inc. unless otherwise stated.

MINUTES OF MEETING

August 17, 2000

The Chapter met for the regular monthly meeting at the Shiloh Museum's Old General Store at 7:00 on August 17, 2000. President Bob Hofer called the meeting to order and welcomed the members and guest to the meeting. There was one guest present Mr. C. L. Jordan of the A&M RR.

The minutes of the last meeting were read and approved as read.

In the report from officers, National Director/Membership Chairman Bob Oswald reported on that Chapter -only member Jim Hager from New Jersey has sent a check for renewal of his membership and has made a donation to the chapter, Bob is still taking orders for calendars.

Vice-President Bill Merrifield reported on programs, progress on model steam engine.

Treasurer Bill Ussery gave the treasurer's report. A copy is on file with the secretary's records.

Editor Tom Duggan reported needs help for Erisco Days. We have been asked to sell tickets for the A&M RR shuttle train. Motion made, seconded and passed to sell tickets.

Special committee reports Bob Oswald will try to coordinate the Rail fan trip to KCS with a run of the Southern Belle.

Under Old Business, the Christmas Dinner/Meeting has been set for December 14th. Tom Stark has been appointed as Chairman of the Christmas Dinner/Meeting.

Ray and Juanita Toler will be coffee and cookie host for next month.

The business meeting was adjourned and an interesting and informative program was presented on a recent Railfan trip to Iowa.

Ron Allen
Secretary
Arkansas Boston Mountains Chapter
National Railway Historical Society

TEXAS EAGLE PERFORMANCE CONTRIBUTES TO RECORD BREAKING SUMMER FOR AMTRAK

CHICAGO -The Texas Eagle, Amtrak's daily Chicago to San Antonio rail passenger service, posted a 44.1 percent ridership gain in the month of July, part of a record breaking summer for Amtrak nationally.

The Texas Eagle carried 18, 676 passengers last month, an increase of 5,716 passengers compared to July of last year. The train also generated an additional 36.3 percent in revenue over July of last year.

The expansion of the Texas Eagle from a four-day-a-week to a daily train began on May 21 as part of Amtrak's Network Growth Strategy, which expands or improves Amtrak passenger service in 21 states. This strategy was based on a thorough economic analysis of the national rail system that focused on commercially driven ways to expand the existing network and better serve customers.

The success of this strategy is reflected in a 49.4% ridership increase for the Texas Eagle during the third quarter (April-June) of Amtrak's current fiscal year compared to the same period last year. For the fiscal year to date (October '99-July '00), the Texas Eagle is running 27.2 percent ahead of the same 10 months of the previous fiscal year.

"Amtrak is having its best summer ever, in part due to the ongoing success of the Texas Eagle, our best performing long-distance train," said Amtrak President and CEO George D. Warrington. "With the strong support of Senator Kay Bailey Hutchison, we have expanded service on the Texas Eagle twice now. And each time, we've seen ridership grow."

"I have always been confident that if Texas had more trains, more Texans would ride them," said Senator Hutchison. "Amtrak's recent ridership numbers confirm that. It's been quite a trip from near-extinction to number one. The local communities on the route and the people of Texas have been on-board with me every step of the way."

Nationally, Amtrak today announced an all-time record ticket revenue of \$107.2 million in July and a ten-year ridership high of more than two million passengers during the month. Ticket revenues topped the previous record of \$102.3 million in June 2000, and it was the second month in a row that ridership broke 2 million. With two months left in the fiscal year, Amtrak is on course to set a record for annual ticket revenue and to break its all-time annual ridership record of 22.2 million passengers.

The \$107.2 million in revenue is an increase of 11.6 percent over July of last year, and only the second time ever that it has topped \$100 million. The 2,053,996-passenger figure is 4.5 percent higher than July 1999, and the highest monthly ridership for Amtrak since August 1990.

Leading Amtrak into its record growth is the corporation's unconditional Satisfaction Guarantee, announced July 6, that promises guests a safe, comfortable, and enjoyable travel experience. In the guarantee's first month, fewer than one percent of passengers expressed dissatisfaction with Amtrak's service.

Other factors contributing to Amtrak's recent growth besides improved service are high automobile gas prices, increasing airline delays and fares, strong summer travel demand, and effective marketing by Amtrak all contributed to the new records.

SOURCE: AMTRAK PRESS RELEASE

(Editor's Comment- This press release appears to give the Texas Eagle revival credit to Senator Kay Bailey Hutchinson. No doubt, the efforts of Dr. Bill Pollard of Conway and other Arkansas passenger advocates have helped revive the Texas Eagle. However Hutchinson controls the Federal contributions and thus AMTRAK will always suffer from being a politically dependent creature existing at the mercy of Congress and administrations.)

Arkansas & Missouri Railroad

Brenda Brown, A & M Passenger Train Manager, said that the Rogers-Springdale Frisco Festival train was completely sold out on all five trips. The line used the B & M combine (about 40-seat capacity) and car 106 as the air-conditioned cars were on the Springdale-Van Buren service. Brown's only wish was that there had been more cars available for the \$5.00 shuttle run. (The Chapter assisted the A & M by selling some \$300 of tickets and providing train information to Festival attendees).

The A & M is considering an expansion of the off season excursion business. One interesting step is the planned operation of a Springdale-Fayetteville special train on those days when the Arkansas Razorbacks football team plays in Fayetteville. Riders could park in the A & M Springdale lot and avoid the chaos associated with Razorback football games. The parking problem in Fayetteville on football days likely will worsen since the Reynolds Stadium expansion will not be complete until 2001.

Larry Bouchet of the A & M and others are involved in a meeting set for September 8th. The meeting will seek to define how the passenger train service can add to commerce in Northwest Arkansas. Topics on the agenda include future of the Fort Smith service, weekend excursions to Fayetteville, game trains/tailgate parties to Springdale-Rogers to Fayetteville and bringing railroad conventions to Northwest Arkansas.

The recently announced plans to offer the former Frisco Fayetteville station for sale should have no immediate impact on the A & M. The sale of tickets at Fayetteville was a short lived deal as John Dortsch has spent most of his time at the family owned Eureka Springs & North Arkansas Railway. The A & M has had a good number of passengers who requested pickup in Fayetteville. One advantage of Fayetteville is the immediate proximity of the Frisco depot to the Dickson Street bar and restaurant zone.

White River Scenic Railroad & Hot Springs Railroad

Chapter Member Sean Reed provided the following information in a recent telephone call. In September 2000, both the Flippin and Hot Springs operations will have cabooses available for charter. The ex Chessie cabooses were built in the 1970s. They will be chartered on a flat rate per trip with pricing yet to be established. This sounds like an interesting idea to the Editor. Business on both tourist lines continued to be very satisfactory according to Reed. He mentioned that the Flippin business slows in mid-August with the start of area schools.

The business picks up in mid September as retirees begin to travel to areas such as nearby Branson. The Friday White River evening dining train continues to do well. The 90- minute run features a variety of changing items such as ribs and salmon.

Reed stated that they were pleased with the results of both the Flippin and Hot Springs operations. The heavy June rains in Northwest Arkansas only slightly affected the Flippin operation. The line suffered a washout near Calico Rock.

From *Rogers Democrat*
August 15, 1912-Page 1

FIREMAN LOSES LIFE IN WRECK
Fireman Killed When the Cannon Ball From the South
Was Derailed Saturday Night Three and One Half Miles
South of Rogers. None of the Passengers Were
Seriously Hurt. Fourth Wreck of the Week.

CAUGHT IN THE ENGINE CAB BY A STEAM PIPE

Fireman Charles Bryant of Monett was killed Saturday night when the northbound Cannonball was derailed three and one-half miles south of Rogers about 11 o'clock. Engineer J. Moore escaped with several bad scalds on his legs and some severe bruises. None of the passengers were injured beyond scrapes and bumps.

The train, which was about two hours late, consisted of two sleepers, a diner, two chair cars, baggage car and mail car, was being pulled by a doubleheader, both engines of the No. 700 class of heavy freight engines.

Engine 736, the second engine, was overturned and Fireman Bryant was thrown across the cab. His left arm was caught by one of the steam pipes and it was not until Sunday morning that the workers at the wreck were able to free the body. We have heard it said he was scalded to death but that is scarcely probable for the back of his head was crushed and chances are he was killed by the force of the fall. If the blow only stunned him he would have quickly succumbed to the steam and boiling water that enveloped him. The engineer had a leg badly hurt but managed to get one [sic] of the cab unaided.

The accident occurred on a slight curve, a few hundred yards below the cut where the

Kansas City & Memphis Ry. passes under the Frisco tracks. The passengers say the train was running at a high rate of speed, enough so as to attract general comment. It is thought the trouble was caused by the tender of the first engine jumping the tracks as the train hit the curve. The second engine and tender followed with all the forward cars. After running the ties a hundred yards, the second engine broke loose from both the head engine and the mail car and overturned. The engine simply toppled over to the west side of the track but the tender swung squarely around, the tank was torn from the trucks and frame and badly twisted and crushed.

The mail car presented a peculiar attitude for it was lying on its side in a corn field outside the wire right of way fence more than twenty five-feet from the track, and the north end projected some feet ahead of the engine that had been hauling it. The explanation lies in the fact that while both engines followed the rails around the curve, the remainder of the train jumped the track and went straight ahead, carried along by the momentum of the sleepers and the diner at the rear. As the mail and chair cars struck the soft ground, they lost their trucks, turned over on their side and ploughed along like a steam shovel, slowly bringing the train to standstill.

Both chair cars left the track but neither overturned although they acquired quite a slant. The front trucks of the diner were derailed while both the sleepers remained on the tracks. So effectively did the dirt act as a buffer that not a single window or door was broken in the entire train and all the passengers escaped with a very light jolting considering the serious possibilities of the wreck.

The head engine ran a hundred yards or more before it stopped, just a short distance from the cut. The engine did not leave the track but it tore up the track in bad shape. No one was hurt on this engine.

Mail Clerks Carson, Carter and White were in the steel mail car. They were tumbled about a bit when the car turned over and Carson has a badly injured shoulder and knee cap. The other two escaped with slight bruises and cuts. The baggage man and express messenger escaped with bruises and bumps.

Lowell boys going home from Monte Ne were the first to reach the wreck and they say they were surprised at the coolness of the passengers. There was no crying or hysterics and all the injured and the women and the children were at once placed in the sleepers. There was little that could be done to help them and the overturned engine was so covered with steam that it was impossible to search for the missing fireman who was known to be in the cab.

Both of the wreckers were at Springdale where they working on the cars of Thursday's wreck. The sleepers were pulled to Lowell, then the diner was gotten back on the track, and the section men went to work to build tracks past the cars so the wreckers

could get at the engines. It was two o'clock Sunday afternoon when the track was finally cleared. But in the meantime one engine struck another as it was coming off a side track in Lowell and that meant a couple hours of delay and work before the trains that had been tied up at Rogers and Springdale could resume their journeys. Both of the Sunday morning through trains were detoured around by way of the Oklahoma division.

Being Sunday, there was steady stream of visitors to the wreck from Rogers, Springdale, Lowell and the country for miles around from early morning till late at night. It looked like circus day and not less than several thousand people must have visited the scene. A story that two tramps were under the overturned tender found great favor with the crowd and from mere supposition it grew to a certainty before the day was over. And it also was also noticeable that it was largely the women who wanted to see exact spot where the unfortunate fireman was found and all the details. Cameras were much in evidence and hundreds of pictures were taken.

(Editor's note- One of the other Northwest Arkansas Frisco wrecks took place on Friday morning, August 12, 1912, when the northbound Cannonball derailed two miles north of Johnson, Arkansas. The train was travelling at 35 miles an hour. The engine, baggage car and combination car left the track but the other four cars remained on the track. No one was killed but injuries were sustained by the fireman and two passengers in the combination car. The probable cause of this accident was rain caused soft ground that loosened the track. This wreck was the reason that two wreckers were available to work on the more serious Lowell wreck.)

Observations of the President

THANKS, everyone, who participated in our booth at the Frisco Festival, and those who helped interpret the Frisco caboose for the Rogers museum. I thought our turnout was great for help. And we had lots of "customers" to talk with until about 3 PM, when the 100 degree temperature seemed to scare them all away. Fred's trains were a big hit,

as at Springdale. His Shay even appeared in the next day's paper. I have just returned from Maryland, where I visited the B&O museum in Baltimore, and had a great time talking to one of their docents. I'll be missing the September meeting, as I will be meeting some of my family in Florida. Give Bill your undivided attention. See you in October



This is a picture of the southbound Cannonball wreck that took place near Johnson, Arkansas on Friday, August 12, 1912, one day prior to the wreck at Lowell. The engineer reported the wreck was caused by the tender wheels leaving the track because of soft ground from heavy rain. The fireman was severely scalded in this wreck. Only the engine, baggage car and combination car left the tracks. Passengers in the four coaches received a big bump but no injuries. One has to wonder if deferred maintenance played a role in these accidents

Frisco Caboose 1102-Rogers, Arkansas

The Atchison, Topeka & Santa Fe Railway built this caboose in early 1946. It was intended to replace the many wooden frame cabooses still in use by American railroads at the end of World War Two. This caboose, called a Santa Fe CE-2, cost \$5,851.61 to build. The caboose was of all steel construction and was 38 feet long, 10 feet wide and over 16 feet high. Sometime between 1957 and 1971 the St. Louis-San Francisco Railway (the "Frisco") purchased 26 of the Santa Fe model CE-2 cabooses from the Santa Fe. This purchase was most unusual, as the Frisco normally preferred to build its own cabooses in the main shop facility at Springfield, Missouri.

The Frisco was a medium sized railroad that at its peak in 1928 operated more than 5,000 miles of track in nine states. The caboose fleet also reflected the expansion and decline of the railroad. The line had 433 cabooses in 1930 but by 1980, when the Frisco became part of Burlington Northern, Inc. it had only 197 cabooses. The smaller number of cabooses reflected a smaller railroad and the use of diesel engines to pull longer trains. In the days of Frisco steam, which ended in 1952, freight trains were shorter and more cabooses were needed. Lack of business caused the Frisco to abandon numerous branches following the railroad's second bankruptcy in 1935. Branches abandoned in Northwest Arkansas included the Fayetteville to Pettigrew branch (July 1937), the Bentonville Branch between Bentonville and Grove, OK (September 1940), and the Fayetteville-Muskogee line (July 1942). Both the Bentonville and Muskogee lines carried passengers in cabooses after regular passenger train service ended in 1926 and 1940 respectively.

The decline in the use of cabooses was an industry wide phenomenon. Cabooses were increasingly expensive to build. The last Frisco cabooses were built in 1979 from former Frisco boxcars. The 1979 bay window cabooses cost nearly \$41,000 apiece. Modern cabooses were expensive to maintain as they contained high maintenance items such as two-way FM radios,

electrical generators, refrigerators and toilets. Later Frisco cabooses weighed up to 27 tons and added to the cost of operating trains. Caboose 1102 also had the cupola on one end. This meant that the caboose would have to be switched, an extra expense, so that the cupola end would be at the train rear. Because cabooses normally operated at the rear of trains, they were dangerous places. As a freight train starts or stops much of the slack action is concentrated in the caboose. In spite of grab bars and railings, the number of railroaders injured in caboose accidents was high.

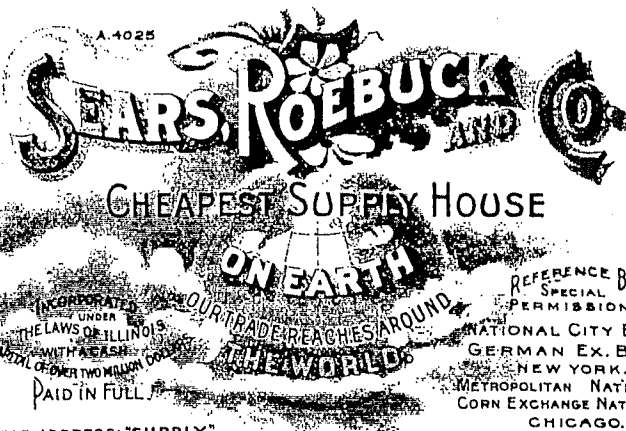
While railroad unions fought the abandonment of cabooses-they meant fewer jobs- the industry began to discontinue caboose use in the 1980s. The widespread use of FRED devices eliminated the need for most cabooses and their crews. FRED, Flashing Rear End Device, is a battery operated warning light fixed to the last car. FRED emits a flashing red warning light. In addition, FRED constantly sends radio signals to the engineer concerning the vital air brake pressure needed to control the train. Freight trains normally maintain an air pressure of 70-90 pounds per square inch to keep the brakes from being applied. A sudden change in air pressure indicates a problem. Some FRED units also allow the engineer to apply the brakes from the rear of the train.

Frisco caboose 1102 was relatively old when the Frisco became part of the Burlington Northern in November 1980. The Burlington Northern retained the more modern Frisco cabooses and disposed of older models such as the Frisco 1102. This caboose, donated to Rogers in 1981 and maintained by the Rogers Historical Museum, is an excellent example of a postwar caboose. Other cabooses in Northwest Arkansas open to the public include a Kansas City Southern caboose in Gravette, AR and a Louisiana & Arkansas Railway caboose in Decatur, AR. A former Erie caboose serves as a beauty salon in Fayetteville. There are also several privately owned cabooses in Northwest Arkansas. One unusual caboose application is seen in a former MKT caboose that now houses a substation of the McDonald County, MO Sheriff's Department.

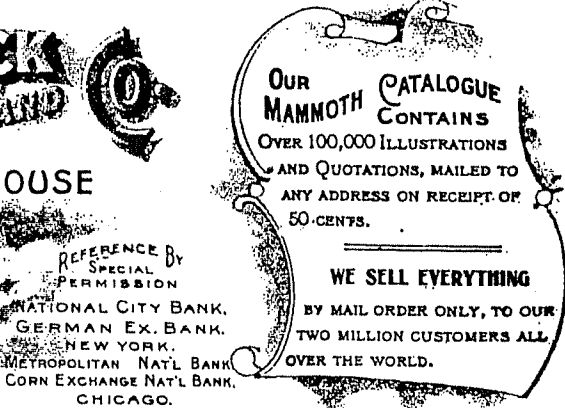
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HEAVY SOLE RAILROAD SHOE.
LACE OR CONGRESS
MEN'S RAILROAD SHOES, made from first class selection of satin calf

stock which is of medium weight and will wear like iron. These shoes are made over a medium broad square toe last, with box toes and fancy imitation tips, are fitted with best denonla tops and genuine calf inside trimmings.
You will observe from illustration that we build them with heavy soles and wide extension edges, which produces a very neat effect, and at the same time fully protects the uppers. Sewed throughout with best linen thread and designed especially for wear, but to get the good wear we have not sacrificed appearance. We make these shoes in the same factory with our higher priced goods, hence you get the same fine workmanship and the same good fitting qualities. There never was a better wearing, better style or better fitting shoe offered for half as much again. Home made and every pair warranted.

Sizes and half sizes, 6 to 12.

Widths, D, E and EE.

No. 15R865 Railroad Lace, per pair.....\$1.95
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Railroad Oilers.

No. 33R6990 Copperized Steel Railroad Oiler. Anti-rust; used by the leading railroads of the country. Heavily electro copper plated inside to prevent rusting. The outside perfectly resembles burnished copper. Called the one-pint oiler. Diameter, 3 1/4 inches; height of body, 5 inches; 12-inch nozzle. Weight, 10 ounces. Price, 45c
No. 33R6992 Copperized Steel Railroad Oiler. Called the one-quart oiler. Diameter, 4 1/4 inches; height of body, 6 inches; 18-inch nozzle. Weight, 14 ounces. Price, 55c



Nickel Plated Cap Badges.
The following badges are made from German silver, nickel plated.

These badges are made to order with any lettering desired. The full amount of cash must be sent with the order. We do not send these goods C. O. D., and they cannot be returned or exchanged unless we are clearly in error. Always order by catalogue number and state plainly just what lettering you desire and your orders will receive prompt attention and be filled correctly. Allow about five days for making.

No. 33R2438 Official Stars, fourteen letters, such as City Marshal, Deputy, etc. Price.....75c
If by mail, postage extra, 3 cents.

No. 33R2440 Nickel Plated German Silver Badge. Size, 3/4x3 inches. Conductor, baggageman, porter, news agent, expressman or any words not exceeding fifteen letters. Made to order. Price, each.....50c
If by mail, postage extra, 2 cents.

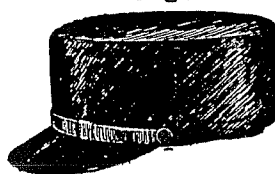
No. 33R2442 Nickel Plated German Silver Badge, with fancy oval, 1-inch wide, by 3 inches long. Suitable for such words as Hotel Porter, A. T. & S. F. R'y Conductor, City Expressman, B. & O. Baggageman and similar words not exceeding twenty-two letters. Always state what letters you want.
Price, each.....80c
If by mail, postage extra, 2 cents.

NOTE—Larger badges made to order at from \$1.25 to \$2.50, according to size and lettering. It requires about five days to have these badges made to order.

Black Cotton Shop Caps.

No. 33R2450 Men's Black Cotton Shop Cap; very light, but durable. Sizes, 6 1/2 to 7 1/2. What size do you wear? Price, per dozen, 96c; each.....8c
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No. 33R2454 Engineers' Black Leather Caps. Standard shape, well made and just the cap to wear on the engine. Sizes, 6 1/2 to 7 1/2.
Price, each.....45c
If by mail, postage extra, each 8 cents.

No. 33R2458 Engineers' Fine Black Silk Caps, with extra wide visor to protect the eyes. Handsomely satin lined. Sizes, 6 1/2 to 7 1/2.
Price, each.....45c



Conductors' Caps.
 Made with patent wire frame. Never get out of shape.



No. 33R2420 Conductors' Extra Fine Navy Blue Broadcloth Caps, with patented wire frame and fine leather sweat band. We guarantee them to be the most practical as well as the best wearing caps of this kind made. Money refunded if not exactly as represented. When lettering is desired we require cash in full with order. Sizes, 6½ to 7¼.

Price, each.....\$1.35
 Price, with Conductor in gold wire block letters..... 2.35
 This price is for plain cap without lettering. Gold wire block embroidered letters will cost 10 cents per letter extra. Allow us one week for delivery. We always put letters like the word Conductor on silk band, detachable.

If by mail, postage extra, 18 cents.

No. 33R2422 Same cap as above in fine black grosgrain silk. Sizes, 6½ to 7¼. Each.....\$1.45
 Price, with Conductor in gold wire block letters, each..... 2.35
 If by mail, postage extra, 18 cents.

No. 33R2426 Made from finest quality of fine blue broadcloth with wire frame. Sizes, 6½ to 7¼. Where lettering is desired we require cash in full with order.

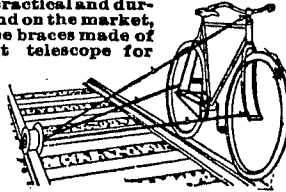


Price.....\$1.45
 Price, with Conductor in gold wire block letters.....\$2.35
 If by mail, postage extra, 18 cents.

Gold wire block letters as shown in cut, cost 10 cents extra per letter.

No. 33R2428 Same caps as above, made of fine grosgrain silk, with wire frame. Color, black. Sizes, 6½ to 7¼. Price, each.....\$1.45
 Price, with Conductor in gold wire block letters.....(if by mail, postage extra, 18c).... 2.35

Our Railroad Attachment.
 This is the most practical and durable device of its kind on the market, and consists of three braces made of steel tubing that telescope for convenience in carrying, together with a steel wheel with flanges, the running surface of which is covered with rubber, also the necessary clamps for attaching the braces to the bicycle. Our illustration plainly indicates the manner of attachment, which is so simple that anyone can attach or detach the device within the space of a very few minutes, and when not needed for use on the railroad track the parts can be taken down and placed in the cloth carrying case, which we furnish with every attachment, and the same can then be securely fastened to the bicycle when the latter is used on the wagon roads. This attachment is not confined to any certain size of track, but is adjustable for either standard or narrow gauge tracks or street car tracks. The parts are substantially made and intended for honest wear, nicely enameled in black and weigh 9 pounds. We have found this device to be very popular with railroad and telegraph men, particularly in the West, although it is adapted for use by anyone, and the parts will fit a lady's bicycle as readily as a man's bicycle.



No. 19R99 Railroad Attachment. Price..\$5.50

No. 20R4449 Steel Lever Key, with legs. A standard Western Union key, just the same in general construction, material, workmanship and efficiency as the preceding style, but made with two legs, which go through the table, connection thus being made from below. Price, each.....\$1.35



Aluminum Lever Sounder




Our New Aluminum Lever Giant Sounders excel all other sounders in tone, loudness and quick action, being in every respect the finest and best sounders made. The sounding bar is made from aluminum, the balance of the instrument is of brass, and the magnets are covered with polished hard rubber. The base is of highly polished mahogany, and the entire instrument is finished with the most careful attention to details and appearance.

Special attention is directed to the way in which the wooden base is connected to the instrument, an open space being left between the wood and the metal, which greatly increases the sound and improves the tone. The Western Union Telegraph Co. has thousands of these sounders in use on their main lines, a fact which in itself speaks for their quality.

No. 20R4460 Aluminum Lever Giant Sounder, as described and illustrated above, with magnets wound to 4 ohms resistance, for lines one-quarter mile or less in length. Price, each.....\$1.95

No. 20R4461 Aluminum Lever Giant Sounder, as described and illustrated above, with magnets wound to 20 ohms resistance, for lines one-half mile or more in length. Will work on lines up to fifty miles in length. Price, each.....\$2.25

No. 9R2830 Spring shackle, self locking, spring drop over keyhole, rough finish; very heavy for railroads, jails, warehouses, etc. A strictly high grade lock and of the highest type of perfection in durability, workmanship and material. Nothing better made. Size, which includes shackle, 2¼x3¼ inches. Two keys furnished with each lock.



Price, each.....58c
 No. 9R2831 Same Lock as above with 10-inch japanned chain. Price, each.....64c

And a full 23 jeweled Elgin 16-size pocket watch, 5-ounce coin silver case, would cost you:

.....\$39.25

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter established November 1987

2000 DIRECTORY OF OFFICERS AND DIRECTORS

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Meetings... ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) Third Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas at 7:00 PM. Visitors are welcome at all meetings. Annual dues for 2000 remain unchanged at \$29 for individuals and \$31 for a family. Dues are 50% less for members joining between June 1 and September 30. Please call 501-750-8165 for directions to the Shiloh Museum

Our Thursday, September 21 program, presented by Bill Merrifield, is entitled "Themes on Steam". The focus will be on steam locomotive driving mechanisms and will include an informative video on NKP 765 as it pulls the New River passenger train. Please join us at 7:00 P.M. as you will be sure to enjoy the program.

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. BOX 1303
SPRINGDALE, AR 72765-1303
ADDRESS SERVICE REQUESTED**

**Look above the fold for
September 21
meeting information.**