

Monthly Newsletter of the
Arkansas-Boston Mountains Chapter, National Railway Historical Society

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This interesting ad appeared in an early 1946 issue of *Trains*. It showed the Frisco was optimistic about passenger service as it replaced equipment worn out from World War Two.

The round porthole engine shown in this ad was actually an EMD E-8 model that did not enter Frisco service until 1950. The engines mentioned in the ad (E-7A models) had square holes, something the Frisco Advertising Department likely saw as old-fashioned.

On the way...luxurious fast new Frisco streamliners...to bring you the smartest, safest, most dependable, most comfortable long-distance travel that money can buy. Also six hundred new freight cars...to furnish even faster "Frisco Faster Freight" service...grade reduction, curve elimination, new ballast...to provide a smoother, faster roadbed...all included in Frisco's \$7,321,395 building program!

GREAT THINGS
ARE HAPPENING ON THE



IN THE METEOR AND TEXAS SPECIAL



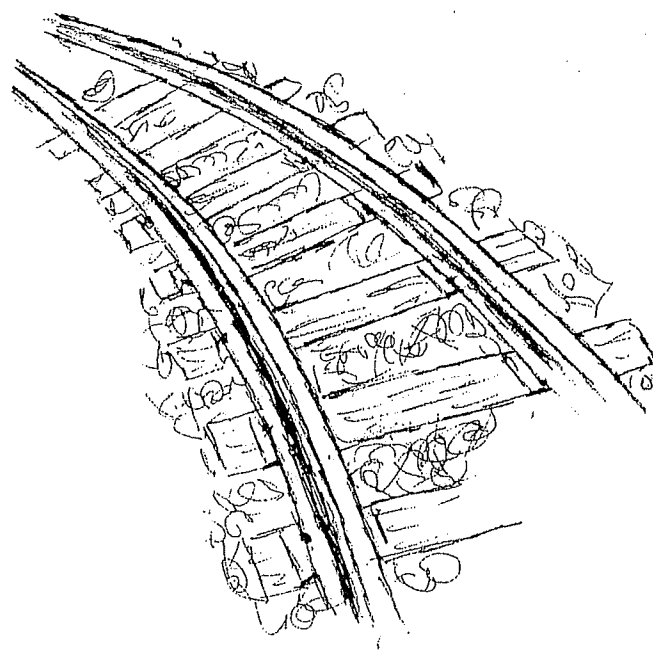
It's not my place to run the train
The whistle I can't blow.

It's not my place to say how fast
The train's supposed to go.

It's not my place to blow off steam
Or even clang the bell.

But let the train jump off the track,
Then see who catches

well,
You know what I mean!



The Hickory Creek Passenger Cars

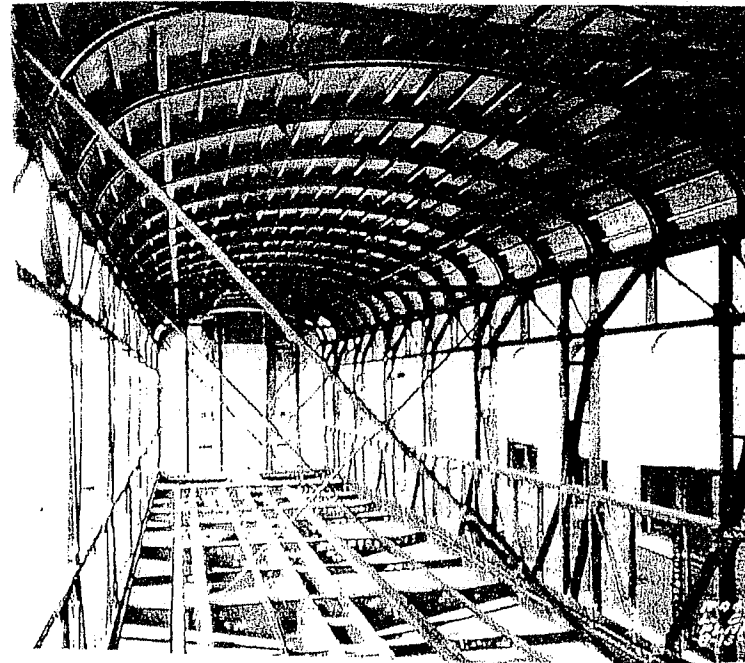


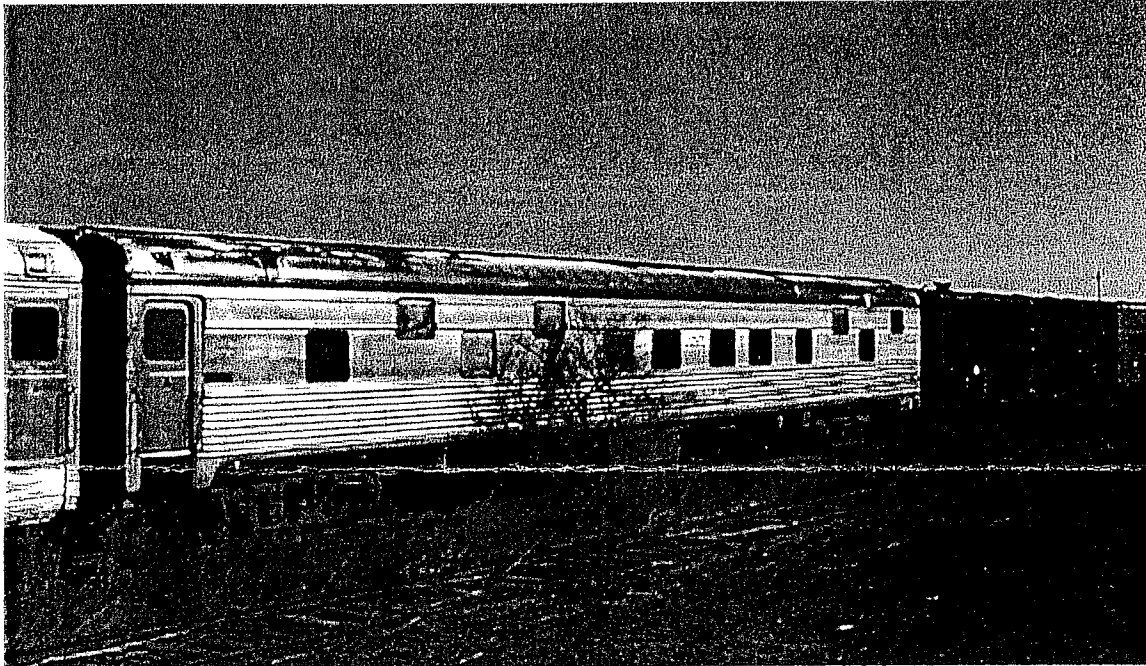
Car 314, a 52 seat coach built by Pullman Standard for the Rock Island in December 1940, was one of four in the order. The cars as delivered had skirts and fluted sides but later were fitted with flat steel sides. The cars were changed to 40 seat leg rest cars in 1956 and operated until 1968.

This builder photo shows the sink portion of the ladies wash/dressing room. The car at Hickory Creek is virtually unchanged from the builder photo. Even the Art Deco lamp are nearly intact and one expects Fred Astaire to glide by in a tuxedo.

Do you know the purpose of the small sink at the left? Is it for children, tiny adults or does it have a more common purpose ?

Car 314 is shown under construction with the X braces holding the components together as the truss construction car takes shape. Pullman Standard used corten steel of the U.S. Steel Corporation that utilizes the natural rust as a protective coating. Any leakage or defect would cause rapid oxidization of the steel. This lower rust resistance translated into lower initial expense.





The Cardinal entered Amtrak service in 1970 as No. 2351 and ran between New York and Florida until January 1982. The 16 roomettes-2 bedrooms car was likely not HEP equipped due to its relative age and the arrival of newer equipment. This February 2002 view shows the car resting at storage facility in Lordstown in eastern Ohio. The steps are missing as Amtrak used the car for salvage parts as it fought to maintain its fleet. Owner Ray Getty is confident the car can be restored to a high state with a relatively small investment.

The car is scheduled to reside on the Dickson Street siding in Fayetteville. The car will move westward via CSX and UP before entering A & M tracks for the final leg north. Recently the CSX placed a string of light ex Long Island RR cars at the **head** of a very long freight. This breach of common sense caused a derailment. To compound the matter further CSX brass then imposed a moratorium on the movement of any Amtrak certified cars. The decision was shortly changed and CSX will again permit movement of Amtrak certified cars with reasonable restrictions.

At the current time Ray Getty and a friend will fly to Ohio to begin the process of checking and repairing the airbrake system. This will let the car have a current airbrake rating and then it will be a matter of getting a shipping date established with the CSX. That is assuming the CSX does not do something crazy like requiring a \$300 million third party liability limit.

Soon this wonderful car will be in Northwest Arkansas. It will join the similar era A & M lounge cars that will become part of the tourist excursion fleet.

Trivia Questions- 1. One can buy a recent vintage caboose for \$5,000. How much do you think you would for a passenger car of the Cardinal's quality? (Hint- The answer will surprise you)
2. Can any Chapter member born after 1960 identify the two cars to the right of the Cardinal?

The A & M will soon have a new customer located north of Arkansas 264 in Springdale. A ready mix concrete joint venture is constructing a plant that will open in mid May according to a plant employee. The plant will have two mixing machines. Total daily capacity will be more than 200 cubic yards or about double that of the nearby Beaver Lake concrete plant in Springdale. The plant will employ about 50 people including 45 concrete truck drivers. The plant will be landscaped and a sidewalk (a rarity in much of Northwest Arkansas) will be installed. The railroad has a 1,500 foot siding in place and the volume of incoming sand will be substantial. Not surprisingly the A & M is purchasing 15 more sand cars.

The new 2002 passenger train brochure is an improvement over 2001. Fares are unchanged. To obtain the 10% senior fare discount in 2002 one must be 65 or older compared to 55 in 2001. The minimum number for the group discount (10%) for groups of less than 50 is now 20 compared to 15 in 2001. Groups of 50 are entitled to the unchanged 15% discount.

The 2002 brochure still contains a cover photo of an RS-1 crossing a trestle with a four car train including the now departed 102 combine. The inside photo for 2002 is a nice picture of a five unit lashup of Alco locomotives pulling a freight. The overall graphics in the 2002 brochure are much better. The confusing and virtually unreadable train schedule in the 2001 effort has been replaced with three easy to read timetables.

The A & M had a great reception for the shuttle trains to Rogers that ran during the Springdale Featherfest on April 27 and April 28. Saturday ridership (five runs) was

270 while Sunday (3 runs) posted 141 riders. Brenda Brown said each daily total was a record for Featherfest. The weather for the Saturday portion of Featherfest was rainy and threatening in the morning and attendance at Featherfest was low until things cleared up in the afternoon. The first Saturday run was diverted to Fayetteville as the Monett turn arrived in Springdale late and blocked the track to Rogers. Several Chapter members said Chapter Secretary Ron Allen's PA announcements helped draw people to the excursion train.

The A & M web site is now equipped to receive brochure requests. To date more than 250 email requests for brochures have been received. The long desired ability to purchase tickets on line is still not yet a reality. One would imagine that the programming for this type of service would be complex.

The two ex-Amtrak lounge cars have not shown up on the A & M. Brenda Brown mentioned delays due to inspections. One could also wonder if the cars from Beech Grove, IN have become entangled in the CSX problem mentioned in this issue's story on the *Cardinal*. Plans to offer some type of food service are on hold as the equipment is not in town.

The Sugar Creek Model Railroad & History Club of Bella Vista, AR are in the final stages of completing installation of a model railroad that will operate in the Springdale Depot shop and museum. It will operate on tracks that are elevated.

The ex White River Scenic Railway diner - observation *Cotter* has moved to Fayetteville. It does not figure in A & M passenger service plans at this time.

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

Chapter No. 188 founded November 1987

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Editor	TOM DUGGAN	756-1901

The Chapter meets the third Thursday of each month (except December dinner meeting) at 7:00 PM. Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas. Visitors are welcome at all meetings. Annual dues for 2002 are \$35.00 for individuals and \$38.00 for a family. Please call 479-750-8165 for directions to the Shiloh Museum General Store.

A & M Baggage Car Breaking News- The Chapter submitted an estimate of \$2,120 to complete a restoration of the ex MP baggage-express car. The biggest cost is that of labor which will be donated gratis by Chapter members. The car has been sandblasted and returned to location not too far from the original location. Chapter members will want to discuss the restoration project budget at the May 16 meeting

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. BOX 1303
SPRINGDALE, AR 72765-1303
Address Service Requested**

**Ron Allen of Springdale
will present a video on Street Running
Railroads at the meeting on Thursday,
May 16 at 7:00 PM in the Shiloh Museum
General Store in Springdale.**