

ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

3175 Katherine Ave
Fayetteville AR 72703



Issue # 13

August 18, 1988

Let's roll ABMT's meeting is set for Thursday, August 18th, 7:30 PM, Shiloh Museum's, "General Store" building on N. Main Str., near corner 118 W. Johnson St., Springdale, AR.

Our speaker, is Mike Condren. He will present a slide show of this Arkansas line of the Frisco with some early shots, on into the Arkansas & Missouri operations.

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New freight car orders increased in 2nd quarter. Orders placed totaled 9,131 compared with 4,780 in the comparable period a year ago. Cumulative orders for the first six months of 1988 totaled 16,471 compared with 8,640 a year ago. Car loadings are also up +7.9% for 1988 thru the week of July 23th.

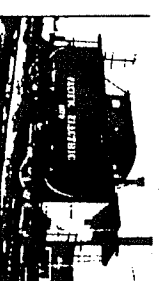
As of July 1, 1988, 126 locomotives were on order but undelivered, compared with 7 at this time last year. A total of 19,955 locomotives were in the fleet as of July 1, 1988 compared with 20,303 on July 1, 1987.

Along with the 1988 reports in the above two paragraphs, 1987 loss and damage payouts dropped 9.9% for railroads in the United States and Canada, continuing a 16-year downward trend, \$128,948,124 for 1987, compared with \$143,153,542 in 1986.

The above three reports are from "Rail News Update", Aug 3, 1988.

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The President's Observation



All Aboard! Newsletter for August 18th, 1988 meeting. Again the third Thursday of the month approaches. For those who are recent new members or have been a guest, the Arkansas-Boston Mountains Chapter of the National Railway Historical Society, meets the third Thursday of each month (for the rest of '88 that will be: Aug 18, Sep 15, Oct 20, Nov 17, Dec 15). Place: The Shiloh Museum's, "General Store" building, on N. Main & E. Johnson Sts. Time: 7:30 PM. We start with a business meeting, followed by the Program, after which the meeting is adjourned and refreshments are served, with a donation to cover costs. Guests are always welcome.

National Director, Bob Oswald will give a report on the National Convention. One piece of information I will pass along at this time ... National's portion of the dues has been raised \$3.00 for 1989, Family differential remains \$2.00.

Bob Oswald, in another capacity, as Chairman of the September 17th outing and picnic to trace the St Paul line, needs to have advance reservation information for both control and possibly limiting the number going to keep the caravan from becoming unwieldy. I will also remind you that no alcohol will be allowed.

In last month's letter, the phone number to call Tony about a Caboose Coal Burning Potbelly Stove was incorrect...should have been 751-5763.

ABMT Chapter really needs an Historian/Archivist. Two weeks ago while working the disk used in forming the chapter, I hit an incorrect command and lost all records about the formation and start-up of the chapter. I was in the process of making a back-up disk. Much of the Information on the disk I can recreate from print out copies, but some things were not retained on print outs, such as correspondence to National about requirements for formation of the chapter, followed by the completed documents and original members applications along with other pertinent data. Maybe National has retained copies and will supply us with these. In any case, an Archivist could keep a hard copy. If anyone is willing or interested, please let me know....

Newsletter name....still pending. One, Information I gave our Editor, Ken Albrecht needs correcting and clarification.. Bob Oswald researched and made an alphabetized list of publications of all the Chapters from Bulletin #3 of '87. Review of our reduced list (capitalized titles)...2nd other chapters similar titles) are as follows:

ABMT TRAVELER..... none
FLIMSY, THE.....none
GREEN EYE.....Green Block
HIGH GREEN.....
MIXED TRAIN.....none
ON TRACK....Open Track

RUSTY RAILS....Prairie Rails, The Rails,
Rail Lines
SIGNAL, THE....Semaphore
SOOT & CINDERS...Smoke & Cinders
THROTTLE.....none
TIME TABLE....The Timetable
TRAIN ORDERS...The Train Sheet

Two..Mike Condren thought there had been a train that originated in Springdale that ran to Monet known as THE SCRAMBLER, which we might want to consider.... As of press time, I have no conformation of such a train, although one person thought it might have been a 'doodlebug' operation.

Three..One criticism I have heard about most of the titles submitted, they don't locate our newsletter, by region or area, as some others do example: "Gateway RAILletter" - St. Louis, "The Tarheel Telegrapher" - East Carolina, "The Best Friend" - Charleston SC, "The Golden Spike" - Promontory, a number use their town or area name with words like "Flyer" "Limited", "Rails" or "Junction" etc. Maybe we should be considering something like; "Boston Mountains Dispatcher", "NW Arkansas Manifest", "Ozark Whistle Stop", etc. In any case we are getting very little feedback. Please help...it's your newsletter.

KOTV Channel 6 Tulsa, spent Monday, August 1st shooting a story about the vanishing Caboose, which aired Thursday the 4th on both the 6 and 10 o'clock news, about a 3 minute slot. Pat Robinson, Rail Fan, member of Tulsa's NRHS chapter, owner of a Private Car (in restoration), talks about having logged over a million miles by rail and a Blue Grass singer, was a second feature, waving and singing a song he wrote about the vanishing Caboose. The cameraman Grant Gerondale and news reporter Miles Saunders, chased the Monday "Ft.Smith Turn" with A&M's Caboose bringing up the rear from Springdale to Chester. There they boarded the caboose and rode the rest of the way to Ft.Smith and back to Chester shooting footage and recording Pat playing the guitar and singing his song. The feature was well done. I hope we can get some of the unedited footage, in any case A&M will get footage that was aired and I also have taped it from the evening news. I will show the segment sometime.

I have had a chance to see some of Pentrex's proposed footage for the Arkansas & Missouri Railroad tape that was shot in April. The sounds heard at the time of filming are on the tape. No comments, lead-ins, captions, etc. have been added as yet, but from what I have seen, I will be buying a finished version. Several synopses highlights: Winslow Tunnel.... you see a southbound approach from the ground into the tunnel with cuts onboard the engine looking from behind the engineer thru the windshield into, thru and out the tunnel, with more cuts to shots outside seeing the freight cars into the tunnel and finally "Fred" blinks into the tunnel. At the south portal, a ground shot of the engines emerging. Engineer shots.... shots taken from conductors side, behind looking forward and front to rear, of the engineer working the train, whistling for crossings, using the radio and visually checking right-of-way as well as the back of his train. Engine Maintenance..... one that I really like was of Randy and a mechanic on top of #22 with a number of the valve covers off, engine running, exhaust pulsing out the stack which you see in several shots and with some close up shots of the valve lifters working remember you are hearing the actual taped sounds impressive. There are scenery shots Rogers - Bentonville operation Old time railroad hand signaling even scenes showing the ever present railfan photographers. It is sure to be a tape you will want to have in your collection.

This month we start what I hope will become a regular feature of our newsletters. An article by our members and in some instances friends or guests, about what you as an individual like about trains, the railroad industry, the people, trips you have taken, history you have researched, or how you think history has or is shaping the railroads. Maybe you want to tell about some of the places you go to or have gone to, to find that great photo, or that special train ride. In other words tell us what fascinates you about trains, railroads, transit lines, and or interurbans, and what you may want to do to help preserve, enhance, or better the industry. Here is your chance to start writing articles to hone those skills for later articles to appear in rail or other magazines like Mike Condren has done, or even compile a book. You could earn some hobby money that way, but not writing for our newsletter, that's for fun, practice, perfecting skills and sharing with us. If you want help editing your work, some of us will work with you on that....just write... and ask. I will be approaching others of you for a future issue's article or tell me you have something you want to submit. Articles don't have to be long, anywhere from a paragraph to not more than one 8"x14" page, and some day maybe we can reproduce pictures. Let's hear from you....

August 14, 1988

Martin Post

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This months article: By-line Erv Lewis My Experiences with Railroads

My home town, Tulsa, had an electric Interurban to nearby Sand Springs and its early-day amusement park; also rode, on many occasions or few, other railroads serving Tulsa: Frisco, Santa Fe, Katy, Midland Valley. Also: Fort Worth-Dallas Interurban; Oklahoma City-Norman Interurban; Pikes Peak cog railroad; a train across Royal Gorge (If memory from childhood is correct).

From Knox College at Galesburg, Ill. (attn. Steve Roberts): CB&O to St. Louis.

As Chicago area resident: Chicago city surface, elevated and subway transit trains, including first train to enter subway; Chicago & North Western commuter trains; Chicago North Shore & Milwaukee suburban and interstate electrified trains, including Incomparable Electroliner, as far north as Milwaukee terminal; Illinois Central to southern suburbs, to St. Louis and New Orleans; Monon to Indianapolis and Bloomington, Ind.; South Shore to n.w. Indiana; New York Central to NYC; NYC subways; B&O to DC; Santa Fe Chief to LA; first Budd-built stainless steel, self-propelled train in Chicago area.

As news reporter in Tulsa or Chicago, visits to or rides on: from Spain, the Talgo train, with only one set of trucks, on rear, for stability on curves (It takes one to talgo!); original Burlington Zephyr train on nationwide demonstration; opening of huge GM Electro-Motive diesel locomotive plant at La Grange, Ill.; press access to historic Chicago Railroad Fair.

As resident of Miami, Fl.: Denver & Rio Grande from Denver to Grand Junction, Colo.

As resident of Fayetteville, Ark.: Amtrak as far n.w. as Glacier National Park, Seattle, Portland and S.F., and as far south as El Paso, making extremities practically coast to coast and border to border; Arkansas & Missouri Railroad freight locomotive from Springdale to Fort Smith and return, with son Jeff Lewis of Kansas City NRHS chapter, thanks to Tony Hannold.

Overseas, in Europe, as WW II war correspondent in 1944 or in years since: London and Paris subways; British Rail from London to Wales and Scotland; Eurail from Paris to Switzerland, Luxembourg, Belgium, Holland.

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Steve Roberts writes:

BN has hit us with a double "whammy" recently. You may have heard about our holding company split up. It was said that it was a maneuver to hold off an unfriendly take over threat. Unrelated to this, we are going through a big organization restructuring in the operating department. We will be consolidating regions and divisions. There will be two regions instead of five and there will be nine divisions instead of thirteen. General managers will be placed over the newly enlarged divisions once held by Div. Supt. In the whole scenario, high level jobs will be pressed downward on the ladder and lower management positions will be spread out. I don't think it will affect the lowly trainmaster position except maybe a new title name. They are talking about making several different levels of TM's though.

Steve mentioned Iowa Interstate RR's two trains colliding near Altona Ia., in which two were killed and two jumped to safety. BN tore up 3 hump engines one night in Galesburg. Slack action shoved a pair of engines into the path of another pair pulling back a cut of cars to be humped. They side swiped on the hump lead on the back side of the hill. It tore up #6262/SD-38 and #6191/6127/ SD-9's. The two SD-9's may be scrapped. A BN coal train was derailed east of Creston Ia. after hitting a 'sun kink'. (I wonder if this was on welded rail and would it have happened on multi-joint rail, or would that have made any difference?).

Thanks Steve for your report.

Next month's meeting is Thursday Sept. 15th, speaker: Bob Oswald. Then a picnic outing Saturday 17th, along the old St. Paul line. Make a reservation.

See you all Thursday 18th, 19:30