



THE SCRAMBLER

ARKANSAS-BOSTON MOUNTAINS CHAPTER  
National Railway Historical Society



P. O. Box 562  
Fayetteville, AR 72702-0562

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CoEditors: Ervin Lewis & Martin Post                      Issue #22                      18 May 1989  
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All Aboard!!! This month's ABMT meeting is Thursday, May 18th, 7:30PM. Meeting location has been changed again for this month.....to the West Ridge Baptist Church, Hwy 16 West (Weddington Rd. [1 & 1/4 mile west of 71 By-Pass exit]), Fayetteville, AR. The church is on the right [North] side of the road, about 100-200 yard off the highway, just opposite 56th St. We expect the June 15th meeting to be in our old regular Shiloh Museum "General Store" building, but relocated east of its old site about 200 yards.

May's speaker is Jake Commer. Jake's program is "Project 819".

Robert Terhune, National Railway Historical Society, Southwest Regional Vice President, will visit our chapter meeting Thursday night. Robert will be staying with Bob Oswald during his short stay. If you have ideas, suggestions or questions, this is the time to bring them up.

Richard Schreiber has made up a synopsis of his April 20th ABMT meeting slide program on the Virginia Museum of Transportation. This synopsis is in a nice presentation folder, along with 10 prints of some of the items covered. This folder will be at the meeting for review and reading.

Sunday May 21st, 2 PM, the Fort Smith Trolley Museum, 2121 Wolfe Lane, Ft. Smith will have a slide program on the Frisco, given by Mike Condren. The program will be similar to the one Mike gave ABMT. At the same time those in the area will discuss the possibility of starting a chapter of the National Railway Historical Society. ABMT would hate to loose the Van Buren-Ft. Smith contingent, but I (Martin Post) can understand their not wanting to make that trip up & down the mountain. I (MP) also believe, as do some of those in VB-FS that there are a number of people in that area who would join a local chapter.

Sunday July 9th Ft. Smith Trolley Museum will have its annual "open barn"

Saturday May 27th, St. Louis Chapter NRHS is sponsoring a steam excursion train trip St. Louis to Centralia & Moberly MO. Round-trip 225 mile trip coach fares are: .. \$64 to Centralia, .. \$74 to Moberly. Time: Leave St. Louis (Ferguson) .. 7:20 AM - Arr Centralia 11:00 AM .. Engine to be serviced & take on water, then ... Lv Centralia 11:45 AM - Arr Moberly 12:35 PM. Engine is turned. LV Moberly 1:45PM - Arr Centralia 2:35 PM - Arr St. L (Ferguson) 7 PM. Frisco 1522 is scheduled for the trip. More detailed info at ABMT meeting.

July 18 - 23, 1989 NRHS Annual Convention, Asheville NC. For anyone who did not get detailed info, I (MP) will have my Convention brochure available.

Restoration & Preservation ... remember almost every Sunday afternoon you can find Tony Hannold and other members working on the Business car, Combination or baggage car in the Springdale yards of the A&M. Come on out and help out. Almost any talent or skill level is useful and appreciated.

Pat & Sandra Brooks have sent a copy of "Directions", CSX Newsletter, Vol.3, No.2, Mar/Apr '89. You can look/read it at the meeting.

Pentrex's video rail photographer, David R Busse, was in the area the 12th & 13th making a new A&M RR tape, mainly of the Springdale - Monett portion of the line. Besides shots around Springdale, Lowell/Roger pacing, and between Roger/Avoca, there should be shots at Brightwater trestle, Garfield, Gateway, Seligman/Washburn pacing, Exeter, Butterfield, Hudson grain elevator, pacing north of Purdy, yard and switching shots at Monett. Normally this is a night run, seven nights of the week, but Saturday 13th was special with train's crew called for 7 AM. Train had 7 units, 14000 horsepower, lead engine northbound #54 and southbound by #60. North train had 47 cars when it arrived at Monett about 10:30, having picked up one car at the Hudson plant. Not being one for exact time, tonage, or number of cars, I (MP) did not mark these

figure down, maybe the final tape will give more details for you dedicated rail fans. Weather was varied .. sunshine to cloudy to even a few drops of rain. Should turn out to be another good tape. Rail fans from other areas heard of the daylight run and showed up for picture taking; two from California, two from Chicago, Ken Albrecht, Michael Hasbargen living in Monett heard about it scanning BN channels because of the meet with a BN train, Bob Osald and myself (Martin Post). [Kodak made some money].

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For a quick look at how railroading has been affected by the airlines, highway trucking, deregulation, etc., take a quick look at Jeff Lewis's 1927 timetable for the Missouri Pacific across Missouri, compared with today's Amtrak run. Sixty-nine possible station stops back then, in either direction between St. Louis and Kansas City, now reduced to 36.

[ Missouri Pacific Lines - Passenger Train Service: Issued October 16, 1927, Table 1's date: 9-11-27 ... Amtrak's shows no date. ]

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\$3.00	\$7.00	\$3.00	\$7.00	\$3.00	\$7.00	\$3.00	\$7.00
WAGON UNRESERVED	WAGON UNRESERVED	WAGON UNRESERVED	WAGON UNRESERVED	WAGON UNRESERVED	WAGON UNRESERVED	WAGON UNRESERVED	WAGON UNRESERVED
\$21.00	\$28.00	\$21.00	\$28.00	\$21.00	\$28.00	\$21.00	\$28.00
KCY-JEF UNRESERVED	KCY-JEF UNRESERVED	KCY-JEF UNRESERVED	KCY-JEF UNRESERVED	KCY-JEF UNRESERVED	KCY-JEF UNRESERVED	KCY-JEF UNRESERVED	KCY-JEF UNRESERVED
\$21.00	\$28.00	\$21.00	\$28.00	\$21.00	\$28.00	\$21.00	\$28.00
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[Note Senior Citizen vs Excursion fares .. KCY-Jef, .. return, .. total \$s, & restrictions]

ANYBODY YOU KNOW? Specifically, Cliff L. Hedges, conductor; J. W. Jones, asst. conductor; George P. Golden, engineer; Roger Jepson, fireman; and Charles Cichowski, local service attendant, on Amtrak train 304, the Ann Rutledge, between Kansas City and St. Louis, on Wed., May 3, 1989. That was the GP 40 powered, three-coach train on which Erv and Ruth Lewis, and their son Jeff (he's a member of the Kansas City and Smoky Hill clubs), did a one-day round trip to see the Missouri capitol and other historic buildings in Jefferson City. The 80-ton Amfleet cars, 13 years old and in decent shape, will soon be completely reconditioned and replaced by all-new equipment. The train left K.C. Union Station on time and was barely 10 minutes behind schedule at "Jeff City". Locomotive 240, with 3,000 horsepower, really took off when it left the stations at its only stops, in Independence, Lee's Summit, Warrensburg, and Sedalia.

Hedges, now 59, started out early--in the cab of a hand-fired locomotive. He lives in Centralia, IL, and it's obvious that railroading has been his life and that he loves it.

There was a different crew, of course, on the evening run that had started out in Chicago. When the Scrambler's enterprising reporter told the conductor on the train headed for Kansas City something that his morning counterpart had said, he interrupted, smilingly, with "He lies!" Evidently the spirit of friendly banter remains intact, as among railroaders everywhere. Pre-Amtrak, Hedges was an Illinois Central man. The evening conductor, who was unquestioned because he was very busy, did disclose that he had been GM&O.

Practically every seat was occupied, in both directions. Food and drink in the cafe car were enjoyable and reasonably priced. The roadbed, welded rail all the way, was smooth. There was no smoking except in the cafe car. Air conditioning was effective. The conductors were all smiles when they were told, "It's the way to go!"

## ## ## ##

News Items

## Budget Cuts Hit Canadian Passenger Trains

By Fred Langan

Special to The Christian Science Monitor  
May 11, 1982  
TORONTO

**C**ANADIANS love to talk about passenger trains, but when it comes to traveling, they usually fly or drive. And keeping passenger trains has become too expensive for the federal government. The trains may have to go.

The federal government has cut the operating budget of Via Rail -- the Canadian version of Amtrak -- fired the president, and hinted it might sell off part of the passenger-railway business.

It is all related to the federal government's cost-cutting measures announced in its recent budget. Via Rail received a subsidy of \$591 million (Canadian; US\$496 million) from Ottawa last year.

This year it will be \$541 million (this and subsequent sums are in Canadian dollars, worth 84 cents per US dollar), and by 1993 it will have to run the railroad on a subsidy of \$250 million.

Via Rail was never really a railroad. It was formed in

1977 to operate the moribund passenger services of Canadian National and Canadian Pacific Railways. Via has never owned the tracks the trains run on, it just pays rent to the two railways.

Since it was started, the federal government has spent \$5 billion subsidizing the system.

Denis de Belleval, the former president of Via, had been mounting a campaign this year to get \$2 billion to spend on a high-speed rail system between Montreal and Toronto, similar to the TGV system in France. Benoit Bouchard, the minister of transport, fired Mr. de Belleval.

"We cannot invest \$650 million in a service used by only 3 to 5 percent of Canadians," Mr. Bouchard said. He says bluntly that transportation should be by road and air, not rail.

The new president of Via is Ronald Lawless, who is also president and chief executive officer of Canadian National Railway, a government-owned freight-train line. He has reduced debt at government-owned CN to the point where it is a candidate for privatization.

His job at the passenger railway will be to cut debt, sell off losing lines, and probably raise fares.

"The subsidy per passenger on Via's trains is about \$100," says David Todd, a vice-president at CN who has

been brought in to help run Via.

Both the government and the new management say there is little choice but to raise fares, especially on the popular Montreal-to-Toronto run. And routes that don't pay their way will be closed or sold, either to local governments or private companies.

But there are some lines to remote spots that Via Rail has been ordered to keep open. One of them is the 1,000-mile stretch in the province of Manitoba from Winnipeg in the south to Churchill on the shores of Hudson Bay. The subsidy to keep that line open last year was \$11.5 million, or \$2,047 for each of the 5,616 passengers who took the trip.

There has been an outpouring of sentiment in favor of trains and charges that the government wants to get rid of trains altogether, though not all at once.

"The government's only vision is to destroy Via," says George Rideout, a Liberal member of Parliament.

Critics of the cutbacks to Via Rail say ridership was up and the government isn't giving trains a chance. But Mr. Todd, one of the tough triumvirate that will run the railway, counters with figures of his own. "Sure, ridership was up 4 percent and revenues were up by 2 to 3 percent. But costs were up by 14 percent."

BRIGHT NEW TOMORROW stories are a dime a dozen, and I (Erv Lewis) got so fed up that I refused to broadcast any more of them, soon after World War II, because they aroused hopes and rarely panned out.

But now, for what it's worth, Argonne National Laboratory, just outside Chicago, recommends replacing short-haul jet planes with 300 mph magnetic levitation trains, between major U.S. airports and nearby cities. Powerful magnets would lift the trains above a guideway and propel them on a cushion of air.

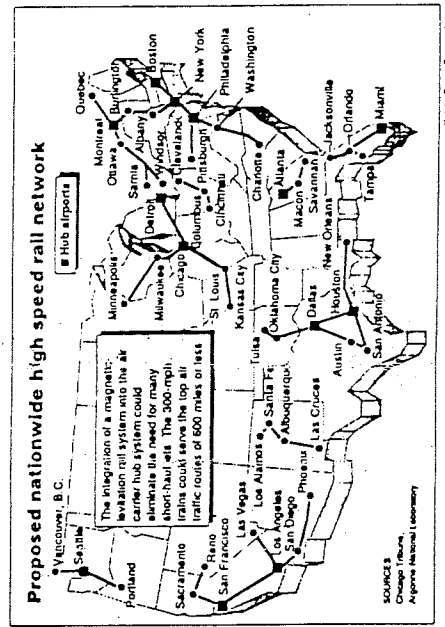
As currently envisioned, double tracks would carry passengers in a range of 100 to 600 miles, mainly in areas beyond which jet travel becomes more suitable. Expenses, it is said, would be far less than the crushing costs of badly-needed new air terminals, short-haul aircraft and interstate highways. Near major cities, elevated rights of way would avoid astronomical outlays for land acquisition.

Running time between Chicago's O'Hare Airport and Lambert Field in St. Louis, following a right of way along Interstate 55, would be 67 minutes, at a top speed of 300 mph. Spur lines would accommodate passengers at population centers not directly on major routes.

But, wouldn't you know it, not a stop is planned for Arkansas. The access nearest to Fayetteville, on a map showing how it might be (when, as and if), is at Tulsa, then on to Oklahoma City and Dallas. Maybe, by that time, they'll have figured out a way to avoid DFW airport entirely. That would be progress.

Amtrak is buying 100 passenger cars from Bombardier Corp. of Canada. The cars cost about \$1,000,000 each, are similar to those used in commuter service in several eastern cities, and should be delivered by August. Fifty more are on option.

ARKANSAS GAZETTE Friday, May 12, 1989

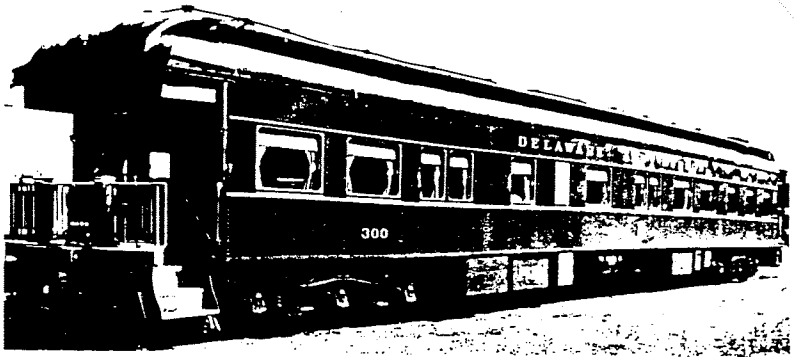


**Trains for planes is idea**  
On the short routes out of major airports

SOURCES: Chicago Tribune, Argonne National Laboratory, Knight-Ridder Tribune News

The  
President's  
Observation

I want to thank Erv Lewis for his great help in putting together April's issue of the Scrambler, he is doing much more on this one, you may even get it a few days earlier, if I get my part to him on schedule.

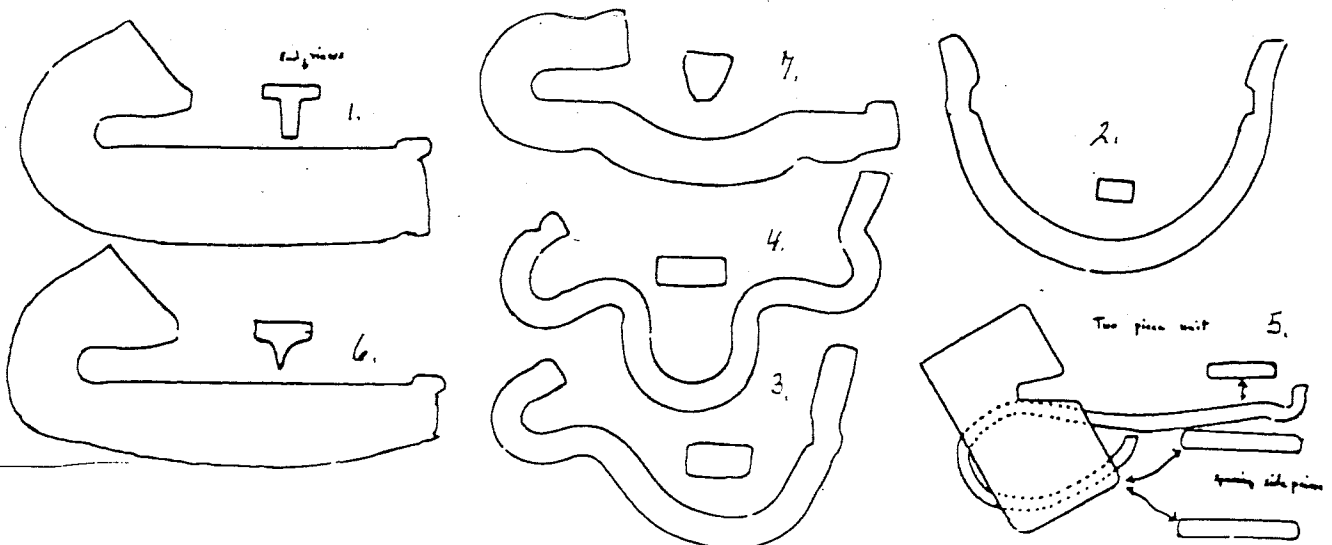


The Sweatshirts are ready for those who ordered and did not pick them up at the April meeting. I will have them again at this meeting. I will have several of the 100% cotton "T" shirts plus a couple new items; 1. A Hanes Golf shirt with the chapter logo on the pocket .. Members donation \$15, .. non-Members \$17.50, 2. A very nice Sportcap Golf cap, adjustable head band, light tan with maroon chapter logo .. Member donation \$8.50, .. non-Member \$10.

I visited in Little Rock last week-end 6th-7th. I had a chance to circle UP's Jenks shops. There were at least a couple dozen MKT engines in the shop line-up. I tried a number of telephoto shots, but have not sent them off for developing yet. On Saturday, at Buster's located in the Historic Train Station I had an Eggs Benedict, Saturday Champagne Brunch, very good, noisy because of all the marble, but fun for my wife, daughter and me. While in the station I visited the Amtrak waiting room and ticket office, nice but eerie and haunting without any passenger hustle and bustle.

This month I pose a question to all readers of the "SCRAMBLER". Railways operate on 'rails'. Rails are laid on some form of roadbed. The rails are held on/to that roadbed by being laid on ties ... stone, metal, wood, or concrete ... and fastened to the tie by spike, bolt or other means. Now for my questions .... RAIL ANCHORS. What do they do? ...Do they stop what I call 'lateral creep' ...caused by rail expansion and contraction from heat and cold? ...or because rail wheels are fixed to an axle, so that in turns the inside or outside wheel must slip or skid on the rail, having a tendency to laterally move the rail? ...or from braking, skidding, sliding, slipping tendency in stopping and starting? ...or a combination of all these problems? ...or even some other causes I haven't thought of? Does a Rail Anchor have other functions than this 'lateral' movement? ...What is/are they? When did railroads first start using a rail anchor? Are they used on curves and/or straight sections of track? ...how frequently? ...if not on every tie...on curves, are more on the outside or inside rail? Are rail anchors attached from the outside or inside edge of the track? ...or does it make any difference? ...attached by a sledge hammer or a specially designed hand tool (before the advent of modern rail-rolling power tools)? There are a number of designs, shapes, or styles ...I have six or seven different designs/shapes/styles or variations ...are there more? What name does a particular design/shape go by? ...the manufacturer? ...inventor? ...design/shape/style? ...nick name? ...or what? Imprints can be found on rail anchors ...is that the identifying name or design? ..ie: 1) 'J' 100 RE PAT 2161484 2) [my identification .. 'U' shape] 112 RE PAT NO 1721541 3) [my identification .. '3' shape] 115 RE 4) [my identification .. curved '(' bracket] 32 RE 5) STEAD AE 42 PAT'D 100 RE [a two piece unit I picked-up on Southern Ry's Allendale & Barnwell branch from which trackage was being removed and line abandoned; on/or about 1980-'81?] 6) & 7) [to me seem to be variations of the 'J' shape/style & I think I can read .. P?T 2161484 on one but nothing else. The other has no identifying marks, I can see] Are there different size rail anchors of the same design/shape/style for different weight rails? ...for the very few samples I have, I only have one size for a particular design.

Anyone, everyone who reads this issue of the SCRAMBLER and has any information on 'Rail Anchors', please write me, Martin Post, c/o the SCRAMBLER. When I have assembled, compiled, and distilled the information I receive, I will disseminate the findings in some future issue of the SCRAMBLER if anyone is interested. [See reduced outline side & cross section sketches below & actual examples at meeting]



JUNE 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Employees assumed ownership of Chicago & Northwestern RR (1972)	2 Butch Cassidy & the Sundance Kid robbed U.P. Overland Express, blew up entire express car (1889)	3
4 Pilatus Railway (Switz) opened (1886). Rack railway with 1 in 2 (50%) gradient.	5	6	7	8	9 C+O locomotive #1642 blew up at Hinton, WV killing 3 crew members (1953)	10
11 Last run of the Arkansas Northwest Railroad (1916).	12	13 ICC issued Train Control Order No. 1 (1922). Required 49 large railroads to install ATC equipment on passenger divisions.	14	15 C+O train #36 struck three motor cars full of section men at Buchanan KY (1918) 5 killed, 30 injured.	16	17 "Best Friend of Charleston" blew up after fireman set on safety valve. (1831) ARK R.R. CLUB ANNUAL SHOW & SALE. FISHER ARMORY, NORTH LITTLE ROCK
18 Kansas City Union Station massacre (1933). Desperado Frank Nash and 4 other men gunned down, possibly by "Archie" Boy Floyd.	19	20	21 Does anybody read this stuff? (1989)	22 ABMT 7:30	23	24
25	26	27 1st electric freight locomotive run on Baltimore Belt Line (1895). GE built, 56,000 lbs drawbar pull.	28	29 Bridge over Badden-Gorm Burn collapsed (1914). 5 persons killed.	30 Last run of Kennebec Central (ME) (1929). 2' gauge.	
						<p>ABMT BULLETIN BOARD</p> <p>Next meeting: June 15, 1989</p> <p>Speaker: Ron Allen</p> <p>Topic: Rail Transportation of Nat'l Guard Unit</p>

TRIVIA CORNER J.D. Southerland built the Arkansas Northwest in 1914 to serve his Park Springs Hotel in Bentonville. It consisted of 1.1 mi. of track in Rogers, a little in Bentonville and rights over the Frisco in-between. Rolling stock - motive power was a single port-holed McKeen motor car. AN couldn't pay the rent and Frisco annulled the lease on 8-11-1916. (C.E. Hull: Short-line Railroads of Arkansas)

Join the ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society.

Meetings.....

ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) of the NATIONAL RAILWAY HISTORICAL SOCIETY meetings are held the 3rd Thursday of each month. (Normally) the place is the Shiloh Museum's 'General Store' building (building being relocated for museum expansion), Springdale AR. Time 7:30 PM. Agenda starts with a business meeting followed by a program. After the program the meeting is adjourned for socializing, refreshments and home.

.....Visitors are always welcome.....

Dues of ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) of The NATIONAL RAILWAY HISTORICAL SOCIETY (NRHS) consist of two parts: a) ABMT plus b) NRHS

Dues year runs from January 1st thru December 31st. For the year 1989, dues are:

Regular Membership: ABMT Chap. & NRHS.....\$ 24.00

Family Membership: ABMT Chap. & NRHS Family.....\$ 26.00

Members who pay National dues through another Chapter, can become a member of ARKANSAS-BOSTON MOUNTAINS Chapter by paying only ABMT's Chapter dues....\$12.00. Please include name of Chapter thru which you pay National dues and your membership number.

Payment is to....Arkansas-Boston Mountains Chapter of the NRHS ... or more simply.....ABMT of the NRHS.

During membership term you are entitled to a monthly copy of ABMT's newsletter .... THE SCRAMBLER.

For more information call: Martin Post, Pres. 442-3686 or Bob Oswald, Nat'l Director 521-9714 ... both live in Fayetteville AR.

Send your Name, Address, City, State, Zip and Phone numbers (Home & Work) to:

ARKANSAS-BOSTON MOUNTAINS Chapter  
of the National Railway Historical Society  
P.O.Box 562  
Fayetteville, AR 72702-0562

We now have a nice Sportcap Golf cap .. tan w/maroon logo for a donation from Members \$8.50, Non-Mem \$10, postage extra. We have a Hanes golf shirt w/logoeed pocket for the same donation as sweatshirts. To order golf shirt, sweatshirt or 100% cotton "T" shirt, fill in the donation form, or facsimile. Either bring form to meeting or mail to ABMT at the above address. Suggested logo print colors: 1. Navy Blue 2. Kelly Green 3. Maroon (on original sample sweatshirt) 4. Bright Red and 5. White. Suggested sweatshirt colors ... Sand, Royal Blue, Silver Grey, Khaki, Bright or Kelly Green, Red, or White. Or check colors available at "Jet Screens", 318 E. Emma, Springdale (not open Saturdays), just east of the RR tracks. Many colors, including pastels avail- for Golf & "T" shirts. Donation ... Golf or Sweat shirt .. Mem \$15, Non-Mem \$17.50 -- 100% cotton "T" shirt .. Mem \$11, Non-Mem \$13.50.

Please print: Name \_\_\_\_\_ Address \_\_\_\_\_

\_\_\_\_\_ City \_\_\_\_\_ State/Zip \_\_\_\_\_

Telephone \_\_\_\_\_ Golf/Sweat/"T" shirt \_\_\_\_\_

How many each \_\_\_\_\_ Size: Adult/Childs Small Medium Large X-Lg \_\_\_\_\_

Shirt color \_\_\_\_\_ Logo Color \_\_\_\_\_, Amount donatlon \$ \_\_\_\_\_