



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 #23 15 June 1989
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'B-o-o-o-a-r-d!!! This month's ABMT meeting is Thursday, June 15th, 7:30PM.
Meeting location....back to the Shiloh Museum's "General Store" building
relocated on the museum grounds east of the old location and Church St., about 200
yards, with the building entrance facing south .. Johnson St., Springdale Arkansas.

June's speaker is our own Ron Allen. Ron will have a slide program on the
National Guards railroad movement from Fort Smith to Colorado this spring.

TV Saturday, June 10th

ONLY A RAILROADER could fully appreciate the technology
that went into one of the best railroad comedies of all time,
Go West, with the Marx Brothers taking on the bad guys of
frontier days. As a movie reviewer has said, these zanies
take a moving train apart and it's certainly worth the trip.
And to think this film was issued in 1940 and produced half
a century ago.

Shown last Saturday night as the Good Times Picture Show
on Arkansas Educational Television Network (AETN), *Go West*
was partly ad libbed, to the extent that years later the
film's heroine, Diana Lewis, said one scene after another
had to be redone because the cast broke up over the antics
of Groucho, Harpo or Chico. An example comes where Groucho
is atop a steam locomotive tender, tying an engineer's
bandanna over a bad guy's mouth, when he turns to the movie
audience, says "This is the best gag in the picture!", then
resumes the action.

A/BM members, and others of NRHS, might tuck *Go West* in
their memories so as not to miss it if it ever comes up again
on television.

OETA - PBS TV channels are starting what I (Martin Post) believe is "Great
Railway Journeys of the World" series ... Sunday nights at 9 PM. First show was June
11th - New York to Los Angeles via historic Ry lines.

AETN - PBS TV channels series "To the Manor Born", Sunday, June 11th, 10 PM
program was about saving a branch line British Rails Station. The TV Guide gave no
indication what this episode was about. Maybe the AETN Program Guide indicated the
theme of that particular show. Hope some of you saw it. The series is interesting
British comedy and usually does not cover any RR material.

"Harper's" Magazine, June '89 issue has a report, "Catching A Westbound Freight",
The hard freedom of the American hobo. by Bruce Duffy. This report is about the
current life of the hobo ... far different from the depression years.

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ATTENTION! But quick, if interested at all. The editor
of the Spike, of the Louisiana State Railroad Museum in Kenner,
is so enthusiastic about an excursion coming up *this weekend*
that he has printed an entire page of its schedule. Even
though, mind you, it is not his chapter. The Roanoke, VA,
chapter will run a one-way trip of nearly 750 miles, behind
double headed steam from Cleveland to Muncie, Portsmouth,
Bluefield and Roanoke, leaving Cleveland 8 a.m. June 17 and
terminating at Roanoke 2:15 p.m. 6-20-89. Probably sold out
but NO seats reserved. For info. on Roanoke NRHS chapter's
Independence Limited excursion, phone area code 703 at either
389-3935 or 366-5211 after 5 p.m. CDST. But do it like NOW.

SATURDAY, JULY 22, should be a big day in southwestern Iowa for railfans from far and wide. On that day diesel locomotive 630, beautifully restored by the Smoky Hill Railway and Historical Society in the original Rock Island silver and maroon paint scheme, will be lead locomotive for a passenger special between Council Bluffs and Atlantic, over former Rock Island lines presently operated by the Iowa Interstate Railroad. (Smoky Hill's address is P.O. Box 224, Grandview, MO 64030.)

The excursion will celebrate the 40th anniversary of the Camerail Club. Info.: Camerail Rock Island Excursion, P.O. Box 791, Columbus, NE 68602.

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FROM PROGRESSIVE RAILROADING MAY 1989 ISSUE

Final Billing



By
FRANK MALONE
EDITOR

Amtrak shows how subsidies can pay off

As he had done before, W. Graham Claytor, Jr., recently made his annual plea to Congress for further federal funding of Amtrak. This year's statement, however, may have been his best.

His eloquent testimony before the House appropriations subcommittee on transportation and related industries should be published as a pamphlet and distributed on every train and in every station.

Much of what the Amtrak president and chairman said about his railroad's general improvement colors the lead article of this month's section on passenger trains, starting on page 41. Beyond stunning strides in performance, however, there's an even better story.

That is the story of a federally subsidized operation that each year looks less like a federally subsidized operation.

"Indeed," Mr. Claytor told congressmen, "if other recipients of federal support could have been as successful as Amtrak in reducing their needs, this country would not now face a federal deficit."

In fiscal 1988, Amtrak covered 69% of total operating costs from revenues, compared with 48% in fiscal 1981. A

revenue-to-expense ratio of more than 70% is seen for fiscal 1989.

"The result has been a dramatic decline in both the percentage and dollar amount of our operating expenses that must be offset with federal operating assistance," Mr. Claytor said.

"In constant dollars, we require 40% less federal operating assistance today than we needed just eight years ago."

During the same time, Amtrak's revenues have risen 81%. At present, Mr. Claytor said, the railroad is experiencing "the most financially successful and exciting period in its 18 year existence."

Matching Amtrak's growing success in the marketplace, he said, is leadership in many technological areas. He cited the Northeast Corridor's expanding Centralized Electrification and Traffic Control system, the design of new passenger cars, modern production line maintenance systems, and the first U.S. use of new alternating current locomotives.

Federal support for this achiever is lower than generally perceived. Mr. Claytor pointed out that the actual *net* amount that Amtrak costs the U.S. Treasury is considerably less than the stated level of federal appropriations.

That's because Amtrak currently pays a huge surplus into the trust accounts of two federally mandated benefits programs—the Railroad Retirement and the Railroad Unemployment trust accounts. The surplus exists because Amtrak has few retirees or unemployed workers claiming benefits.

During fiscal 1988, Amtrak paid a total of \$115 million more into the funds than was paid out. The government treats surplus payments to federal trust accounts as revenue when determining income available for the budget.

"Thus," Mr. Claytor declared, "of the \$580.8 million appropriated to Amtrak in fiscal 1988, in reality \$115 million of it was given to Amtrak only to be paid back and credited to the government as revenue."

"Accordingly, Amtrak's net cost to the federal government—the actual

amount we cost the Treasury—was really only \$466 million, some 20% less than our stated appropriation level."

For fiscal 1990, Amtrak's surplus payments will exceed \$130 million. For that year, Mr. Claytor wants a subsidy of \$656 million, the amount previously approved by the Senate Commerce Committee, plus \$56 million for operating and safety improvements on the Northeast Corridor.

Funding is needed not only to keep the trains running but also to acquire new equipment. A steady growth in demand has led to overcrowding on trains on East Coast and West Coast corridors and soldout sleeping space on some long distance trains.

"Unfortunately," Mr. Claytor said, "we are becoming the victims of our own success."

"The growing demand for Amtrak service nationwide is outstripping our capacity. Unless serious steps are taken to provide the means to acquire new locomotives and cars to meet this demand, millions of passengers who depend on our service will be forced to stand on our trains or be denied service altogether."

At their current level, federal appropriations to Amtrak comprise 5/100ths of 1% of the total federal budget.

Citing attempts by the Reagan Administration repeatedly to kill Amtrak federal funding, a notion reflected in the Bush budget proposal, Mr. Claytor said: "The fact is that the federal budget cannot be balanced on Amtrak's shoulders."

He cited equally persistent attempts by Congress to preserve a national rail passenger system.

"Congress has recognized that Amtrak's intercity service, together with its growing leadership in the operation of local commuter rail systems, offers a fundamental alternative to congestion—one whose cost is dwarfed by the cost of new highway and airport construction, and one that is energy efficient, cleaner for the environment, and safe." ■

PHILATELIC NEWS

The Alabama Reunion Train is making 17 whistle stops between May 21 and 27 with a railroad cancellation at each stop. This information was taken from LINN'S STAMP NEWS of May 15, too late for individual orders here. The 17 locations are Sheffield, Decatur, Huntsville, Ft. Payne, Attalla, Birmingham, Bessemer, Tuscaloosa, Selma, Calera, Opelika, Montgomery, Dothan, Troy, Evergreen, Bay Minette, and Mobile. A complete set of the special canceled and cacheted card with the 21¢ Rail Car stamp in a folder bearing the state seal of Alabama is available at \$25: Reunion Train Cancellation .. Box 10924 .. Birmingham Alabama 35202.

Arkansas Railroad Club (NRHS, Little Rock) will hold its 9th annual show and sale THIS SATURDAY (JUNE 17), at Fisher Natl. Guard Armory, 2600 Poplar St., North Little Rock. Adult admission, \$2. Info.: E. A. Hille, 374-5383 or William Church, 753-4582.

FROM the Arkansas Railroader of June 1989, published by the Arkansas Railroad Club, NRHS, of Little Rock.

Reader Railroad's season is open, operating three antique steam locomotives on its Possum Trot Line in northeast Ouachita County, AR. Info.: Reader Railroad, P.O. Box 9, Malvern, AR 72104. (--Ark. Railroader)

The fate of Kansas City Southern's 70-year-old depot in Siloam Springs, AR, may be decided by July 1. The building is scheduled to be torn down, or it could be restored for an undetermined use. (--Ark. Railroader)

Southern Pacific Bulletin says there are more than 20,000 locomotives serving major U.S. railroads. They handled nearly three times the revenue ton-miles in 1980 as were handled 50 years ago, when there were twice as many locomotives. (--Ark. Railroader)

Fridays, Saturdays and Sundays are scheduled days for train rides over the Kiamichi Railroad, which bought the old Frisco, and BN, line out of Hugo, OK, and out of Hope, AR. Runs leave the Hugo depot at 1:30 p.m., last about 3 hours, and cost \$12 for adults, \$7 for children. Info.: Cimarron River Valley Scenic Railroad, Inc., P.O. Box 883, Hugo, OK 74743; 405/326-7730 or 751-4994. (--Ark. Railroader)

Iron Horse News, published by the Colorado Railroad Museum, observes that the ski boom has changed some values in Telluride, CO. Four and one-half acres that include the former depot are assessed at \$583,000. The entire Rio Grande Southern sold for \$409,000.

When you need an extra 20 cents postage for the second ounce of letter mail, it might take some of the sting out of this new form of inflation (which the government tells us has been whipped) by using one of the San Francisco cable car stamps, sold in coils as one of the U.S. Postal Service's transportation series.

Rough and Ready

This celebrated vermin exterminator is proving a blessing to mankind. Mr. W. P. McNair, whose reputation for veracity none will question, says: "There were at least eleven thousand rodents, commonly called rats, in and around the depot. They were of immense size and had become such an interolable nuisance that something had to be did. Rough and Ready was recommended and I purchased one bottle and followed the directions closely. I have not seen or heard a rodent since. The effect was astonishing. The beauty about this remedy is that the rats go half a mile to die and there is no disagreeable post mortem effects." Many other testimonials could be given but this is deemed sufficient. Rough and Ready can be bought only at Gregg & Smith's.

Fayetteville Democrat
December 9, 1887

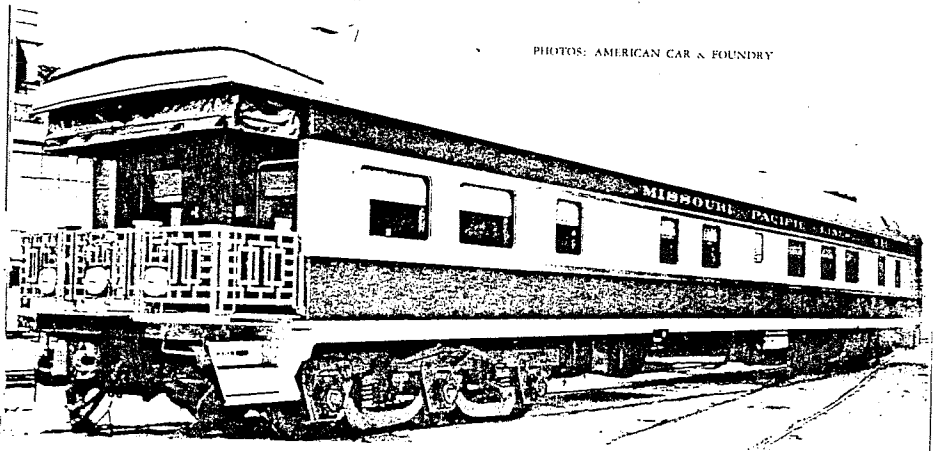
The switch at the stockyard was left open Monday night and the Cannon Ball ran into a train of cars standing on the track, tearing up the engine and wrecking the cars. A fireman was badly hurt, but no one was seriously injured. It was 11 o'clock before the Cannon Ball left for Monett.

Fayetteville Democrat
December 16, 1897

A story out of Tulsa says the Sunbelt Historical Railroad Trust has purchased its first piece of railroad: a 34-mile stretch of abandoned line from Bixby to Muskogee. MOPAC donated the right of way, and the trust bought the abandoned rails for about \$750,000. A trust spokesman estimated the value of the abandoned line at more than \$3 million. Sunbelt officials plan to spend upward of \$300,000 to rehabilitate the line, which might become the longest privately-owned excursion line within 500 miles.

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PHOTOS: AMERICAN CAR & FOUNDRY



The
President's
Observation

It will be great to be back in our relocated Shiloh Museum meeting room, but we owe Ray Toler, Ron Allen, Ken George, and all the others who were willing to help locate a

substitute meeting room, our thanks. And if it has not already been done, by those who made arrangements for use of other facilities, I will send a letter of "thanks", from the ABMT as our president. Please give me the name and address of the person(s) to whom our letter should be addressed.

I recieved my NRHS "National Railway Bulletin", Vol.54, No.2, '89, this past week. If you have not received yours yet, except for those who became members within the last several months, please let me know. You will note in the Mailcar section, page 27, Peter Sloss thought he had noted some errors in Bob Oswald's "Life on the Section", but Bob had done his homework well before original publication. Well done Bob!

Sweatshirts are ready for those who have ordered them but have not yet picked them up. I'll have them at the meeting. We still have several of the 100% cotton "T" shirts plus; 1) Several Hanes Golf shirts with the chapter logo on the pocket .. Member donation \$15, .. non-Member \$17.50, 2) A top quality Golf cap by Sportcap, with adjustable terry cloth head band, light tan with maroon chapter logo .. Member donation \$8.50, .. non-Member \$10.

Why do we have some of these "donation/promotion" items? Mainly because our dues are not covering our costs. What expenses does ABMT have? Our biggest expense is the monthly issue of The SCRAMBLER. We are printing between 90-100 copies of The SCRAMBLER each month. Before making the mailing copies, we make copies of the bits and pieces. Then cut and paste these together to make the printing master copy. At present, we have 46 members. We also mail an issue to other NRHS chapters or RR museums (about 16) that surround us, or exchange with us. Plus we send issues to people who are not members of ABMT, (around 25-30). Those who have attended a recent meeting, or are prospects, or have RR interests, or have made contributions to the chapter. The number of SCRAMBLER copies needed seems to grow each month, even as we eliminate, the older [in time, not age] non-member, prospects, or RR interest people. Some of the other expenses include; A) Other mailings: 1. Application to NRHS, 2. Application info "kits" to some prospects and 3. Misc. other things. B) Rosters or Visitor lists for meetings. C) Copies of items for possible SCRAMBLER inclusion.

In January, just The SCRAMBLER and stamps for mailings was	\$60.87
February, The SCRAMBLER and stamps for mailings	\$63.86
March, The SCRAMBLER and stamps for mailings	\$69.38
April, The SCRAMBLER and stamps for mailings	\$65.93
May, The SCRAMBLER and stamps for mailings	\$53.06 ... (spent less for stamps, as I used-up all unused, accumulated stamps from previous months' mailings.)

As of this date the "donation/promotion" items have not been paid for, out of chapter funds. I (Martin Post) have paid for them out of my pocket but have turned-over the checks to the ABMT treasury as and when received from you.

I know I mention it frequently, but do write about your rail interests, we are all interested in this fascinating subject, past, present, and future, .. and it sure helps the Editor fill The SCRAMBLER with information about our members, so that we all get to know each of you/us better.

JULY 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Seaboard Coast Line created by merger of SAL and ACL railroads. (1967).
2 "Death Valley Scotty" chartered train (Coyote Special) left Los Angeles (1905). AT&SF special reached Chicago in 44 hours, 54 minutes.	3 Class A4 Pacific "Mallard" briefly attained 126 MPH on London & Northeastern Ry. (1938). This Gresley engine has been preserved.	4	5	6	7 C+O train #36, engine #444, a Richmond built Pacific, struck excessive ballast at Paintsville KY and overturned (1934). Fireman "Bub" Cheap killed.	8
9	10	11 INDEPENDENCE DAY	12 LaSalle St. Station, Chicago, opened (1903). Served CRIP, NYC, NKP, C&E1.	13	14	15 James J Hill, builder of Great Northern RR, born Rockwood, Ont. (1838)
16	17 North Pennsylvania (RDG) special ran head-on into regular passenger train at Camp Hill (PA) (1856). 66 persons killed.	18 Little Rock, Hot Springs & Western RR chartered (1899).	19	20	21 First run of White Pass & Yukon RR (1898). 3 gauge.	22
23 AT&SF double-headed passenger train derailed at Speed at Domingo NM. Only dead were 4 engineers.	24	25	26 Surrey Iron Ry opened Wandsworth wharf on Thames to Croydon (1803) 1st public railway.	27	28 First RPO put in service on Hannibal & St Joseph (now BN) (1862).	29
NRHS CONV: ASHVILLE NC				NRHS CONV: ASHVILLE, NC ABMT 7:30	NRHS CONV: ASHVILLE, NC	NRHS CONV: ASHVILLE, NC
30	31	<p>TRIVIA CORNER Far surpassing Walter Scott's famous 1905 run, Santa Fe's "Super-C" container-and-piggyback only train made the 2220-mile run from Corwith Yard (Chicago) to Los Angeles in 34 hours, 35 minutes at an average speed of 63.6 MPH. The consist for the inaugural run on January 17, 1968, was a dynamometer car, a Pullman sleeper, two business cars, 7 two-trailer flats and a caboose, pulled by two 3600hp EMD FP-45's.</p>				
						<p>ABMT BULLETIN BOARD</p> <p>Next meeting: July 20, 1989</p> <p>Speaker: _____</p> <p>Topic: _____</p>

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.

After June 30th, individual dues are halved: a) Regular Mem: ABMT & NRHS ... \$12 b) Family Mem: ABMT & NRHS Family [Family portion remains - plus \$2.00] ... \$14.

Payment is to....Arkansas-Boston Mountains Chapter of the NRHS ... or 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
National Railway Historical Society
P.O.Box 562
Fayetteville, AR 72702-0562

Items available for a donation: A top quality Golf cap by Sportcap .. tan w/maroon logo \$8.50 from Members, Non-Mem \$10, postage extra. A Hanes golf shirt w/logoeed pocket for the same donation as sweatshirts. To select a golf shirt, sweatshirt or 100% cotton "T" shirt, fill in a donation form, or facsimile. Either bring form to meeting or mail to ABMT at the above address. Logo print colors ... 1. Bright Red, 2. Kelly Green, 3. Maroon, 4. Navy Blue, 5. White, or 6. Yellow. Sweatshirt colors ... Kelly Green, Khaki, Red, Royal Blue, Sand, Silver Grey, or White. Many Golf & "T" shirt colors available, including pastels. You may check with "Jet Screens", 318 E. Emma, Springdale (not open Saturdays), just east of RR tracks. 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 cap _____
Golf/Sweat/"T" shirt _____

How many each _____ Size: Adult/Chllds Small Medium Large X-Lg _____

Shirt color _____ Logo Color _____, Amount donation \$ _____