



THE SCRAMBLER



ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society

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

Editor: Ervin Lewis Issue #25 17 August 1989
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'All A Boa-r-d!!! This month's ABMT meeting is Thursday, August 17th, 7:30PM. Meeting location....the Shiloh Museum's "General Store" building relocated on the museum grounds east of the old location. The building entrance faces south .. Johnson St., Springdale Arkansas.

August's speaker is David McDonald. David has a video program - Double Heading in British Columbia. David is a florist and runs the Golden Spike model railroad shop, 505 So. 17th, Ft. Smith. He became interested in railroads at an early age and worked for the Illinois Central for two years.

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OUR ARCHIVIST Richard Schreiberman [who at the April meeting spoke and showed slides of the Washington Union Station and of the Norfolk Railroad Museum, including a closeup of Fat Cat, one of the least hospitable looking felines of all time] needs our help.

He is trying to build up the A/BM NRHS archives, in his home. It will be a lot of work to organize and file, to index and make available to members and outsiders the memorabilia he can assemble, related to railroads anywhere, even foreign.

Richard needs copies of railroad magazines, of our own and other clubs' newsletters, calendars, maps, insignia of railroads everywhere, present or past, of track and signal equipment, and just about everything else of interest to our members and their families and to outsiders who might visit.

It's easiest simply to hand anything suitable to Richard B. Schreiberman at our monthly meetings. But he'll welcome inquiries at his home, 601 Park Ave., Fayetteville, AR 72701; phone 444-0470.

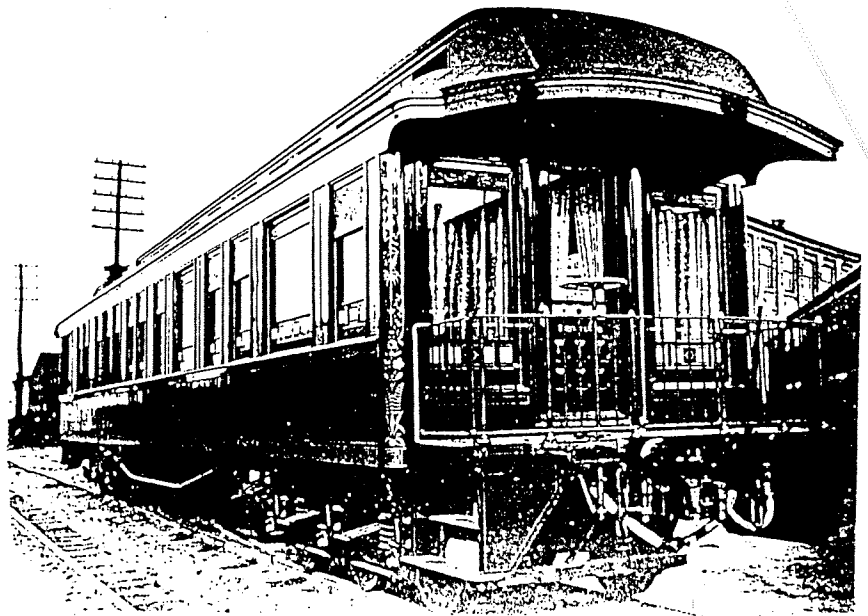
Railroaders, ex-railroaders, and just plain railfans (our chapter has all three) get a lot of support from the *Arkansas Gazette*. Individual examples include Jerry Dhonau, editorial page editor, and Richard Allin, whose *Our Town* column seldom misses an opportunity to emphasize trains as a civilized and comfortable way of travel, in contrast to airplanes; "Sardines have it better", he said recently. Allin says his own financial condition dictates that he fly coach/economy class, which he says compares unfavorably with the average Union Rescue Mission, although he admits the flight attendant does not offer you clean clothes or try to save your soul.

The *Arkansas Gazette* of July 27 chronicled problems of the Arkansas & Missouri Railroad with teen-agers around Mountainburg, between Fayetteville and Fort Smith, and from some miles around that area. The youths reportedly jump ramps over the tracks on skateboards near U.S. Highway 71, causing a traffic hazard. Others play a game called "chicken" to see how long they can stay on the tracks before jumping out of the way of approaching trains. It's a value judgment on our part, but this term "chicken" would seem to apply more to their brains than their courage.

AT OUR AUGUST MEETING, Bob Oswald, our chapter's national representative, will give a brief recap of his (and wife Annie's) trip to the recent 1989 national membership convention of NRHS. He'll also tell about the summer meeting of the national board, one of three held yearly. Bob, who must sleep fast in order to have enough daytime hours for all his activities, prepares the full-page calendar for each issue of *The Scrambler*.

The
 President's
 Observation

December will be our Dinner Meeting. Ron Allen is Chairman of this meeting; Ron could use some worker help, as well as input for meeting location, menu, and day or date. I want as many of you who have slides, to contribute to a slide program for the evening. Get together a few up to 2 dozen. These are to be your best or most interesting. The slides do not have to be



If you do not have a Kodak Carousel, get them to me [Martin Post] and I will take care of putting them in a Carousel for projection. This is not a prerequisite in order to attend the dinner but it will make the dinner more fun. Those of you who don't have any slides have time to take some, don't let the other members, guests, or visitors be the ones who contributes the slides. I will do my part. So cul through your slides, and please let me [Martin Post] know how many you will have and if I am to put them in a Carousel. Those that I am to handle for projection I would like 10 days in advance of the dinner.

At the July meeting I reported the Scrambler and meeting rosters cost about \$.65 each for between 90-100 copies. With an average of 45 members, this means a cost around \$1.45 per member per month, times 12 months = \$17.40 per year, this leaves us short \$5.40 per member, or about \$240.00 per year. This does not take into account any other expenses. I have tried to offset this deficit through the sale of some clothing items, but this has not been very successful. The extra copies that we print are sent to other chapters [exchange], visitors to our previous months meeting(s), to several who have paid to receive copies and do not live around here, and to several of the National Officers. We also retain a few for the archives.

SCRAMBLER cost for last month was:

July, 85 copies **The SCRAMBLER** and stamps for mailings \$56.59

RAFFLE We will have a raffle of a cap, winners choice, either an Arkansas-Boston Mountain or a BN green with white logo. Raffle tickets will be \$.50 singly or 3 for \$1.00. We must have at least a total of \$8.50 in donations to have a winner. If we receive \$16.00, we will have two winners.

AUCTION we will also try a "Sealed Bid Auction" as a means of raising some money for the Chapter. Over the years we have collected some items, of which we have more than one. Arkansas-Boston Mountains Chapter will retain at least one of each item in it's Archives.

Auction Rules: A...Any person may bid on an auction item.....non-memberABMT memberanyone who sees or hears about an item up for bld. B...Items will be listed in an issue of **The SCRAMBLER**. Successful bidders will see their names in the following month's **SCRAMBLER** and will be notified by mail. C...Bids are to be mailed to... ABMT, P.O.Box 562, Fayetteville, AR 72702-0562, and must be received by the 8th of the month, so successful winning bidder(s) name can be printed in that month's issue. D...Should there be a number of bids on an item, and the high bid is more than \$.50 or 10%, whichever is the highest, above the next lower bid, it will be reduced to reflect that difference. E...Should two identical bids be received and only one item available, the earliest postmark will prevail. F...Payment for the item(s) plus mailing costs to be received by ABMT before item is mailed. G...Items listed in an issue of **The SCRAMBLER** can be seen at that month's meeting.

AUCTION ITEMS August 17 thru September 8th

1. 3 available....Burlington Northern Calendar 1989, all still in original wrappers. 12 color photos taken by BN personnel, 10 are RR scenes. [With one of these calendars, we can still promise you some good dates this year.]
2. 4 available....Burlington Northern - Metra Metropolitan Rail Chicago to Aurora Time Table No 13 Suburban Service Effective 2:01 AM, April 27, 1986, 12 pages 7-3/4" x 7" folded in half to 3-7/8". Has a Metra System Map & a Fares schedule as well as time tables.
3. 5 avail....Burlington Northern Railroad Co. Chicago Region, Chicago, Galesburg and Nebraska Divisions Timetable [and Special Instructions] No. 5 in effect at 12:01 A.M. Central Standard Time - Sunday, April 27, 1986 Including National Railroad Passenger Corporation (NRPC) Trains, 48 pages, 8-1/2" x 10"
4. 4 avail....Burlington Northern Railroad Co. Chicago Region, Chicago, Galesburg and Nebraska Divisions Timetable [and Special Instructions] No. 6 in effect at 0001 Continental Central Standard Time - Sunday, October 26, 1986 Including National Railroad Passenger Corporation (NRPC) Trains, 48 pages, 8-1/2" x 10"

I hope some of you find these or some future item(s) interesting. Bids must be by mail ... not by word of mouth.

4,678 MILES ON AMTRAK, JULY 1989

By TOM SCOTT

[Tom, A/BM NRHS, is a veteran professor of geography and an inveterate rider of the rails.]

HAVING A SISTER living in Canada's west coast gives me an excuse each summer to drive 375 miles north from Fayetteville to Osceola, Iowa, so I can enjoy a two-day ride on Amtrak to Seattle.

This time, before my train showed up on the evening of July 8, I watched in disbelief as three BN diesels thundered through Osceola westbound pulling no fewer than 199 empty coal cars, the longest train I have ever seen. Soon afterward, my *California Zephyr*, with 16 cars and more than 500 passengers, left about 9 PM for its overnight run to Denver.

Beyond there, the train put in a spectacular scenic day, first slithering up the Front Range overlooking Denver and penetrating the Moffat Tunnel, next cruising through fertile "parks" and basins surrounded by snowy Rocky Mountain peaks. Then, for 200 miles, we clung to the walls of a string of gorges and canyons through which the Colorado River tumbles among the Rockies, interspersed with pleasant basins devoted to livestock grazing and irrigated crops.

At several points along the river youthful occupants of inflated rafts enjoyed mooning* the train; elsewhere occasional deer, red foxes and soaring hawks shared their home turf with us.

Late afternoon and evening provided spacious views of open plateau country with sage-covered hills nearby and with ghostly gray columns of smoke rising above forest fires on distant buttes and mesas. Twilight brought the Salt Lake Basin, flanked on the east by the Wasatch Range.

During that afternoon record-high temperatures caused the train to lose time; the D&RGW imposed slow-orders of 40 mph until 8 pm, lest the train fall victim to sun kinks, such as derailed the *Empire Builder* last summer in eastern Montana, so we were an hour late at Salt Lake City. There the four cars destined for those of us headed for Seattle were detached to form *The Pioneer*, pulled by a single diesel unit.

Next morning we were 2 1/2 hours late, as we skimmed among the potato fields of Idaho's Snake River valley and threaded our way through the evergreen forests of the Blue Mountains of eastern Oregon. Soon we were following the mighty Columbia River as it forms the Oregon-Washington border and flows westward past a series of dams from the desert-dry interior to the heavily forested Pacific Coast. Sea breezes sent colorful sailboards skittering against the surge of the Columbia where its stately gorge breaches the barrier of the Cascade Mountains. Next, the icy glow of Mt. Hood gave way to the dusty bustle of ships loading grain at Portland, Oregon. And from there the *Pioneer* pushed on through the dark to the shores of Puget Sound and Tacoma, reaching Seattle 2 1/2 hours late, at about midnight. A hotel bed felt good after two nights in a coach seat, commodious though it was!

After a six-day visit on Vancouver Island, I once more boarded the *Pioneer*, which left Seattle all too early, at 6 AM, and hurried to join the *California Zephyr* the next morning at Salt Lake City. Not far east of Grand Junction, Colorado, we waited nearly an hour while D&RGW workers rerailed some empty coal cars and reestablished the track, following problems with a sun kink. Railroad technology, having done what it can to provide continuously welded rail for most of our principal lines, surely must find some way to relieve the track stresses brought about by high summer temperatures, and thus bring an end to sun kinks.

But meanwhile we find enjoyment in riding Amtrak trains; late or not, they provide the best way there is to see the country and to make pleasant contact with people of like mind about ways to travel. I was impressed with the number of passengers I met who said they had no need to go anywhere in particular but were riding Amtrak because they love to be riding a train!

As our late-running *Zephyr* eased down, out of the Front Range toward Denver, darkness had fallen and over the myriad lights of the city spread below us a full moon was rising. We marveled at such beauty and were thankful that we were not riding the United Airlines plane that had crashed that same day at Sioux City; and we were grateful that, even arriving late the next day at our destination, we were still in the land of the living and counting the days when we may ride once again with Amtrak.

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What about meals on these particular Amtrak trips? Passengers in the diner agreed the food was excellent. Most shared my disappointment that prices have gone up quite a bit since a year ago. Lunch ranged from \$5 to \$6. Dinner was about \$8 to \$10, for vegetable lasagna, to \$12 or so for a good steak.

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* (Editor's note: For an explanation of "mooning", ask Tom Scott or some other man--but not when ladies are present.)

ARKANSAS GAZETTE of Sun, 8-6-89, had this column on possible excursion trains via A&M lines from Van Buren to as far as Fayetteville.

VAN BUREN — Train travel may be returning to Northwest Arkansas.

A federal mass transit grant has been issued for a proposed Van Buren passenger train, but don't look for any daily commuters anytime soon.

Organizers plan to run the train for tourists and local conventioners, according to Rusty Myers, who obtained the \$24,000 grant through the Western Arkansas Planning and Development District.

Because less expensive forms of transportation exist and the proposed 57-mile route is short, Myers said, it is unlikely that a commuter train could be run economically between Van Buren and Fayetteville.

But, he said of Urban Mass Transit Authority guidelines for the federal grant, "We qualified."

Myers, district director for economic development, said the grant money is going to be used to do a feasibility study for the proposed excursion line as well as its applicability to mass transit.

A consultant is expected to be hired before October and the study completed by the end of the year.

If everything goes as planned, Myers said, the excursion train should be running by next summer.

"We plan to exploit an opportunity we've yet to exploit," he said. "That is tourism."

Myers said the train could run daily excursions from the city-owned depot at Van Buren to Mountainburg and Chester in northern Crawford County with possible trips to Winslow and Fayetteville in neighboring Washington County.

"There's no reason this thing couldn't run out of Fayetteville on a regular basis," he said. "Those tracks run both ways."

Aside from the Fort Smith National Historic Site, which attracts about 100,000 visitors a year, "The train would be about as close as we could come to a major attraction" in the Fort Smith-Van Buren area, he said.

"We do have this opportunity to make this train work. The ingredients are there — mainly the tracks are in place and being maintained by the Arkansas and Missouri Railroad."

Myers said the A&M Railroad, with headquarters at Springdale, has tentatively offered the use of its rail line and availability of a diesel locomotive and engineer to run the excursion train. He said the rail owner, J. A. "Tony" Hannold, also has agreed to allow a steam engine to be run on the tracks should one be bought at a future date.

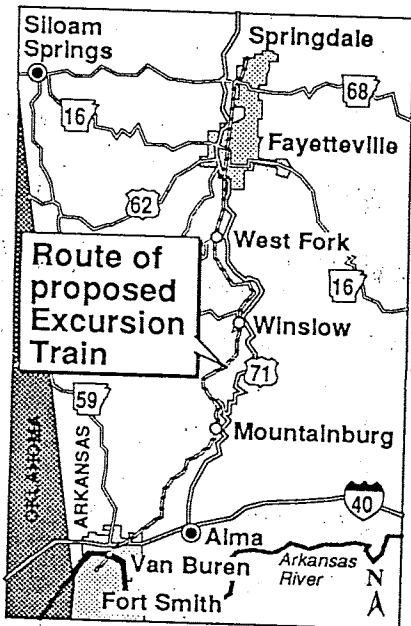
The excursion train would pay for rail use and a commission based on a percentage of the revenue, he said.

"Mr. Hannold has been really good to work with us on this," Myers said. "He's been very receptive and supportive." Myers said he foresees the possibility of operating the train twice a day during peak tourist months, but added, "I could see us running this thing all year round."

Although the train would not be run daily during the winter, he said, it could be used once or twice a month for special events, such as University of Arkansas athletic activities or a "Christmas in the Ozarks." Myers said the feasibility study would determine how often the train must be run and the cost of tickets. But, he said, it already has been determined to tap into the Fort Smith convention business, which accounts for nearly 300,000 visitors a year.

Dana Taylor, sales manager for the Fort Smith Holiday Inn-Civic Center, said she envisions a package deal with the operators of the train. "We're pretty encouraged by it," she said. "I hope it happens."

Marjorie Harcrow, executive director of the Van Buren Chamber of Commerce, said, "I definitely see the excursion train to be a very important hook for the hotel owners in Fort Smith to recruit convention business." Harcrow said she thinks the feasibility study will bear out what she and others already know: "The excursion train is simply something that can be."



—Staff Graphic by Dan Morris

BILL BURK, a retired Santa Fe president, who may join our chapter to have been the main feature of Oct. 19 meeting, but major surgery keep him out of action awhile. It help in his recovery to get cards or calls from A/BM NRHS members. Bill at 306 Dutchman Dr., Rogers, AR 72756, phone 925-2554. (Forgive our saying so but it's easy for healthy people to forget how easily a post-operative patient can tire if visits or phone calls are too long.)

OPERATION LIFESAVER is not just theory.

Arkansas keeps adding to the average of 70,000 grade crossing accidents yearly, with several already in August. The ICC investigated for 3 years and concluded the highway is mainly responsible for the hazard—not the railroad, the train or the motor vehicle. Maybe. But the average age of persons in car-train wrecks is 30, the prime of life. So the best prevention is the thinking driver. There *must* be a few.

Perhaps we should return to the wonderful era of the roadside BURMA SHAVE signs. Here are 5 as spotted by our fellow NRHS chapter at Kansas City:

Train approaching
Whistle squealing
Pause--
Avoid that
Rundown feeling.
BURMA SHAVE

He tried to cross
As fast train
Neared.
Death didn't draft him.
He volunteered.
BURMA SHAVE

Remember this
If you'd
Be spared.
Trains don't whistle
Because they're scared.
BURMA SHAVE

He saw the train
And tried to duck it.
Kicked first the gas
And then the bucket.
BURMA SHAVE

Approached
A crossing
Without looking.
Who will eat
His widow's
Cooking?
BURMA SHAVE

Ad
from
NAT
(Fay.)

8-
8-
89

Help Us Renovate the Depot.

Train Depot Mementos Wanted

- Old Photos • Uniforms
- Ticket Stubs • Journals
- Tokens • Keepsakes
- Schedules • Or anything else

Call Jay Lewis at 444-4444,
or drop off at either location.



THE BANK OF FAYETTEVILLE^{NA}
3120 North College
One South Block
MEMBER FDIC

SEPTEMBER 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday		
					1 Macon & Western Troop extra collided with supply train at Barnesville GA killing 30 (1864). Military failed to inform railroad about extra train.	2		
3	4	5	6 Jesse James, train robber, born Kearney, MO (1847)	7 Congress authorized first land grant, which went to ICRR (1850).	8 Northern Pacific's "last spike" driven at Gold Creek MT (1883)	9		
	LABOR DAY							
10	11	12 Australia's first railway opened: Melbourne + Hobsons Bay (1854)	13	14 First Sperry Rail Detector Car put in service on Wabash at Monticello, OH (1928)	15 Locomotive "Northumbrian" (a Stephenson 0-2-2) pulled 1st train on Liverpool & Manchester Ry. (1830)	16 James J. Hill born (1838)		
17	18	19	20 First section of Holland Railway, Amsterdam to Haarlem, opened (1839)	21	22 Facility for Accelerated Service Testing (FAST), Pueblo, CO began operations (1976).	23 Brotherhood of Railroad Trainmen organized (1883)		
24	25	26	27 Flash flood weakened trestle over Cole Creek near Locketh, WY. on C.B. & Q. 31 died in ensuing wreck.	ABMT 7:30 28	29	30		
			<p>TRIVIA CORNER After a seven-year career in bank-robbing, Jesse James robbed his first train, the C.R. + P. Express, at Adair, IA, on July 21, 1873, of a few thousand dollars. His biggest haul, \$75,000, came on July 7, 1875, from a Mo Pac train at Offerville, MO. His last raid, on a Chicago + Alton Express near Glendale, MO, yielded only \$1,500 (Aug. 7, 1891). He was shot + killed by Bob Ford, one of his own gang, on April 3, 1882. (Age 34 years)</p>					
						<p>ABMT BULLETIN BOARD</p> <p>Next meeting: Sept. 21, 1989</p> <p>Speaker: Chris Lord</p> <p>Topic: Steam in South America</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 .. except December, annual dinner meeting. The place is the Shiloh Museum's 'General Store' building, 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 welcome at all meetings.....

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.

June 1 thru September 1 half-year membership dues are: a) Regular Mem: ABMT & NRHS ... \$12 b) Family Mem: ABMT & NRHS Family [Family portion remains - plus \$2.00] ... \$14.

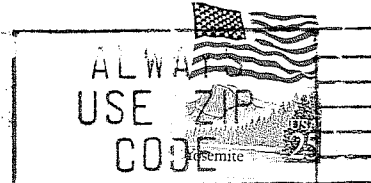
Payment is to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

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 ... Fayetteville AR.

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

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National Railway Historical Society
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