



THE SCRAMBLER

ARKANSAS-BOSTON MOUNTAINS CHAPTER  
National Railway Historical Society



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

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Editor: Ervin Lewis Issue #26 21 Sept. 1989  
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"All Aboard!!! This month's A/BM meeting is Thursday, Sept. 21, at 7:30 p.m. 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, Ark.

September's speaker is one of our own members, Chris Lord. His topic; "Steam in South America."

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MIDLAND VALLEY is the name adopted by our newly-formed sister chapter of NRHS in Fort Smith, Arkansas. The name has a nice ring to it and is appropriate. Fort Smith is in the middle tier of states, and lies in the valley of the Arkansas River, a major tributary of the Mississippi. Also, Fort Smith was the main city at the southeast end of the Midland Valley Railroad, a regional freight and passenger carrier, no longer operating by that name, which had its northern terminus at Wichita, Kansas, and served mainly Pawhuska, Tulsa and Muskogee in Oklahoma. The Midland Valley's motorized one-car or two-car passenger trains either stopped for lunch at Pawhuska or had snacks available on its two-hour run between Tulsa and Pawhuska (which was fortunate for a youthful and usually hungry Erv Lewis, enroute from his home town, Tulsa, to visit relatives in Pawhuska). A/BM members will miss Fort Smith members of our chapter who may decide not to make the late-night trip home from Springdale after our third-Thursday-of-the-month meetings. But we'll keep a soft spot in our hearts for them, especially knowing that whenever we're in Fort Smith we're their guests with all bills paid.

Oh, yes, and between revelries those of us from up north should remember to visit the Fort Smith Trolley Museum. Its hours of operation are listed as 6:30 p.m. to 10 p.m. Tuesdays and 8 a.m. to 4 p.m. Saturdays. But it's always wise to check by phone for information: 501/783-1237 or 501/783-0145.

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ACT SOON if you want in on the inaugural run Nov. 15 from Washington to Chicago aboard the American-European Express, which founder William F. Spann of Panama City, FL, says will recapture for Americans the romance of railroad travel. It should--and then some.

Minimum one-way fare in the five renovated Pullman cars added to Amtrak's Capitol Limited is \$695, or \$1,042 double occupancy, compared with \$103 for Amtrak coach or \$356 for Amtrak sleeping car.

But then you get seven-course meals, private bath, a shower compartment, individually controlled air conditioning and heating, complimentary robe and slippers, fax machine, telephone, music of a baby grand piano, and original art work. (Plus, we presume, a free copy of *The Scrambler*.)

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The U.S. Senate's appropriations committee has approved spending \$66-million next year for continued construction of the St. Louis light rail commuter system known as "Metro Link", to connect Lambert International Airport with East St. Louis and possibly Bellevue, IL. The 18-mile basic line is scheduled for completion in 1993, at a total cost of \$288-million.

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The

President's

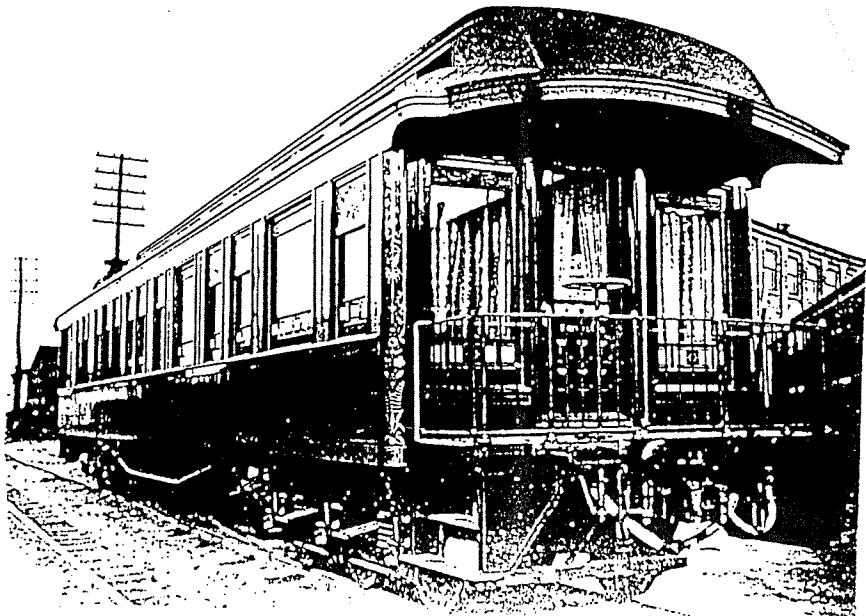
Observation

IT IS WITH REGRET that your editor explains the absence of Martin Post's article under this heading in *The Scrambler*.

A lengthy illness at Muskogee, OK, has claimed the life of the father of Martin's wife Lillian.

As a result, Martin was involved in travel and otherwise over a period of weeks, and the time he usually gives in great amounts to our chapter was curtailed.

The sympathy of A/BM chapter members is extended to Lillian and Martin Post.



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OFFICERS of Arkansas/Boston Mountains Chapter, NRHS; mail address P.O. Box 562, Fayetteville, AR 72702: Robert C. Oswald, National Representative; Martin H. Post, President; Raymond W. Toler, Vice President and Program Director; Ronald Allen, Secretary; Kenneth George, Treasurer; Richard B. Schreibman, Archivist.

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Disconcerting, to say the least. What? Seeing A/BM in one place and A/BMT in another, as initials for our Arkansas/Boston Mountains chapter of NRHS.

The national requires four characters for the purposes of its computer, so for the national it will be four.

But for *The Scrambler* parts written by Erv Lewis, it will be three, on grounds that MT is redundant, misleading, immoral, and uses too much effort and ink. And if anybody wants his job (please!) it's available.

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The Associated Press had a story a few weeks ago, out of Washington, that Transportation Secretary Samuel Skinner called for a "revolution in transportation", possibly including high-speed rail systems, but that a private analyst said the car will remain king.

The gist of the fairly long story indicated that, as usual, the emphasis will be on highways and airlines, including new airports and repairing worn-out bridges. This means, apparently, that rail transportation, for people and materials, will come in a poor last. And of course the Big Three car manufacturers are still offering pictures of that bright tomorrow with "smart cars and smart highways" that would be computerized for increased safety and efficiency. What else could be expected of one administratin after another at Washington, regardless of which major party is in power?

Meanwhile, Europe, with it strengthening common market, will be more than ever stiff competition for U.S. business and industry. The bipartisan National Governors' Assn. issued a report that snarled traffic and shipping delays caused by deteriorating transportation systems add to the cost of doing business for American companies, restraining economic growth. And we're in competition with the likes of the European Community and Japan. Hardly anyone past middle age will forget how a superb railroad system meant the difference between victory and defeat in World War II. Yet the Bush administration budget calls for a cutoff of Amtrak funding next year. In war or peace, a railroad system can mean the difference between winning or losing. It doesn't take a highly overpaid consultant at Washington to figure that one out.

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RAYMOND W. TOLER, program director for A/BM, is like many another member of NRHS across the nation. He has memories. Specifically, of "Three Railroads to Searcy", the small northeastern Arkansas town in which he grew up. Searcy boasted three railroads: The Missouri and North Arkansas; The Doniphon, Kensett & Searcy; and The Chicago, Rock Island & Pacific. Here are some of Ray's memories of them:

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The M&NA struggled throughout its existence and was, in turn, renamed Missouri & Arkansas, then Arkansas & Ozarks. The final, dying segment was the Cotton Plant & Fargo. It held on awhile, mainly as a means of shipping products of a veneer mill at Cotton Plant. The cars were turned over to the St. Louis & Southwestern (Cotton Belt) at Fargo, located on the main line about three miles north of Brinkley.

Alas, the M&NA, M&A, A&O, and CP&F are all gone, but not the memories. One fond memory is of Curtis and Wallace Stahl, my school days chums and sons of an M&NA employee. Another pleasant memory is that of riding the handcars and "speeders" on strength of the fact I lived across the street from Mr. Coward, foreman of the section gang that was headquartered in Searcy. Another fond memory was openhouse at the depot on the south side of town. The railroad invited the whole town to come see the new gasoline mail/express/freight/passenger car manufactured, as I recall, by Brill.

I had an affection for the M&NA, and was offended whenever it was disparagingly called the "May Never Arrive".

(To be continued)

[Raymond W. Toler is proprietor of Mr. Ray's Workshop, which is in the garage of his home at 2501 Valley View Drive in Springdale, AR, 72766. or 501/751-7810. Whimsical and clever gifts with a railroad flair are specialties, and Ray enjoys showing them. But call first, to make sure he's home.]

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#### S-A-F-E-T-Y ?

Your editor would prefer a train to a plane any day or night, for fun, for the view, for safety. But two articles in successive issues of *Passenger Train Journal* are disturbing from the standpoint of safety.

In a nutshell, these detailed studies indicate that trains are no safer than airliners. Canadian trains are included, as well as U.S., and our neighbor to the north apparently is letting upkeep drift. And in comparison with other industrialized nations, American and Canadian passenger trains are more apt to derail, collide or burn. One source says that, during a recent 18-month period, one in six rail workers involved in passenger train accidents flunked post-accident drug tests.

Well, read for yourself, if you wish. Copies of the magazine for July and August of 1989, containing the articles, have been turned over to our chapter's archivist, Richard Schreiberman. If you call him at his home (444-0470) he might lend these copies of *Passenger Train Journal* to you at the Sept. 21 meeting.

Also, help build our chapter archives by taking to him at any monthly meeting the publications, badges, souvenirs, etc., etc., that you may have dug up at home or collected on trips or at meetings.

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CUMBRES & TOLTEC Scenic Railroad has opened a new \$600,000 dining facility at Osier, CO. Rocky Mountain Railroad Club says this is quite an improvement over past times, when the noon stop for lunch on the run from Antonito, CO, to Chama, NM, was out in the open and subject to weather that included mountain breezes which could take away your napkins, utensils and food.

The town of Antonito has donated Engine No. 463 to the Cumbres & Toltec Commission, which plans to restore the steam locomotive to service in 1991 if funds become available. This would provide more motive power for the railroad and, because of 463's class, size and vintage, make an ideal vehicle for movie productions. The engine was built in 1903 and is one of only two K-27 class locomotives left in the world.

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WELL, SOMEBODY in the Bush administration has to show some gumption about railroads--and it is Gilbert E. Carmichael, head of the Federal Railroad Commission. He visited the UP's locomotive shop in North Little Rock, AR, late in August and said, "The highways were never designed to carry 80 percent of the nation's freight. It is destructive to our system."

Carmichael pointed out that railroads carry only about 17 percent of the nation's freight, which means that, with nearly 250,000 miles of track, the railroads' capacity to move freight and people is underutilized.

By comparison, the interstate highway system encompasses just 30,000 miles, but that system was built for automobile travel and for use by the military in case of war. Carmichael is against increasing trailer lengths on trucks. And he said that an 18-wheeler overturning on the beltway around Washington, DC, could block as many as 23,000 vehicles in an hour!

Imagine what this would do in case of war. It might even be enough to make members of Congress think. Or is that being too optimistic?

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Another testimonial for trains--which the powers-that-be won't heed. A member of the National Transportation Safety Board told the Arkansas Municipal Police Association, meeting at Jonesboro, that marijuana has caught up with alcohol as a factor in fatal traffic accidents involving truckers. Remember this, the next time you are practically blown off the road by some 18-wheel behemoth taking its full share of the highway and maybe more, while pounding the pavement to pieces.

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A FAIRLY NEARBY (Topeka, KS) railfan event seems to have been a success. Railroad Days featured a 150-vehicle parade, with no commercial vehicles, and major displays at Forbes Field, over the Labor Day weekend, including an excursion from Pauline to Scranton on Saturday, Sunday and Monday. One of the prominent locomotives that drew much attention was the UP's 844, a steamer now known as 8444 or X8444.

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Britain's "Flying Scotsman", vintage steam locomotive, was taken to Australia for the island continent's bicentennial last year and has proved a successful tourist attraction, as it crosses the central Australian desert.

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Britt, IA, home of the National Hobo Convention, attracted about 40 hobos from across the country in mid-August. These genuine vagabonds are knights of the road, and have nothing to do with the young and often vicious bums; in fact, they say life is becoming perilous for professionals who have made a lifetime habit of riding the rails free, making occasional friends among train crews and even yardmasters, and sometimes serving as lookouts for hotboxes and other hazards. "But," as one known as Midwest John said, "we're a vanishing breed."

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Thirteen present or former employees of Union Pacific Railroad have sued the company in federal court at Little Rock alleging permanent hearing loss from excessive noise in the work place. Similar suits are expected, or already filed, in other courts against UP or the Cotton Belt.

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CHIEF IRONHORSE. Sound familiar? That's the popular name for the former Great Northern steam locomotive 1355, a Pacific-style 4-6-2 passenger engine. Built in 1909 by Baldwin Locomotive Works of Philadelphia, it was originally a 4-6-0, numbered 1020 in the class E-14s, but in 1924 the GN began a program of converting to more modern 4-6-2s, first as coal burner and then oil. In July, 1955, the 1355 was donated to the City of Sioux City, IA. and is being readied for steam-up on track Nov. 13, in commemoration of the 80th anniversary of the mighty locomotive's going into service. (Steam passed away quietly on the Great Northern in August, 1957.) Siouxland Historical Railroad Association, custodian of old 1355, will welcome contributions for the project, mailed to P. O. Box 1355, Sioux City, IA 51102.

# OCTOBER 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 First run on SL5W (Cotton Belt) using one engine, one coach and 16 freight cars (1877).	2	3 Eric & Kalamazoo RR chartered (1834). Later NYC, now Conrail.	4	5	6 Rain Hill (England) Trials began. (1829) Ended Oct. 14 with G. Stephenson's "Rocket" declared the winner	7
8	9	10 1st locomotive arrived in Chicago, by boat! (1848)	11 William Mason completed first locomotive "James Guthrie" in Taunton, MA (1853).	12	13 Hoosac Tunnel (MA) opened (1875) 25,081' (2nd longest in US). B+MRR.	14 First electric lighting in British railway com, installed by George M. Pullman (1881).
15	16 Second Simpler Tunnel through Alps opened (1922). The 6,5037' bore is 66' longer than the first Simpler Tunnel which opened in 1906.	17 Ross Winans, locomotive builder for B&O, born Sussex CO, NJ (1796)	18	19 COLUMBUS DAY	20 C.P. Huntington born Huntington CT (1821). One of CPRR's "Big Four"	21
22	23 C&O #4 "Fast Flying Virginian", 4-8-0 #134, struck boulder and turned over (1890). Engineer Geo. Alley only fatality.	24	25 Church Hill Tunnel on C&O at Richmond, VA, collapsed (1925). At least 25 entombed, never recovered.	26 ABMT 7:30	27 Last intercity train (Penn Central) left LaSalle St. Station, Chicago (1968)	28 Pennsylvania RR electric derailed on bridge at Atlantic City NJ and plunged into channel. (1966) Toll: 57 dead.
29	30	31				
STD TIME - FALL BACK						
<p><b>TRIVIA CORNER</b> Twenty four years of slow, off-and-on digging was needed to drive the Hoosac Tunnel through the hard crystalline rock. Steam, gas and smoke were a serious problem until the tunnel was electrified in 1911. Electric motors towed the trains, shut down steam engines and all, through the bore. The Hoosac Tunnel was enlarged and double tracked in 1926.</p>						
<p style="text-align: center;"><b>ABMT BULLETIN BOARD</b></p> <p>Next meeting: <u>Oct. 19, 1989</u>            Speaker: <u>Albert J. Black</u>            Topic: <u>40 Years in Railroading</u></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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