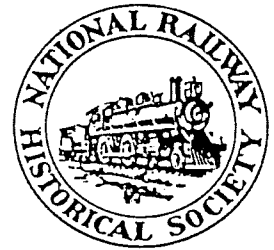




THE SCRAMBLER

ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society



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

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Editor:	Ervin Lewis					Issue #27					19 October 1989		
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'ALL ABO-A-A-A-R-D!!! This month's ABMT meeting is Thursday, October 19th, 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. Al Black, Fort Smith, "40 Years in Railroading"

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TWO MEMBERS OF A/BM-NRHS dominated the "Ozark Scene" page of the Northwest Arkansas Times for Monday, Oct. 2, 1989. Each is known to us as Bob, of course: Robert G. Winn and Robert C. Oswald.

The Fayetteville daily, through its staff writer Kay B. Hall, gave two-thirds of the entire page to pictures and text of Bob Oswald's remarkable home basement collection of railroad memorabilia, maps, timetables and other documents, emblems, souvenirs, lanterns, books, photographs and slides, new and old posters, etc., plus a smooth running, multilevel HO gauge model train in a realistic and detailed railroad area setting, with Bob standing like a giant (at 6-foot-3) in the middle of it. Bob is a talented writer and historian on various aspects of railroading, based on occasional excursion train service as a conductor and a lifetime interest from having grown up near Chicago and lived close to The Milwaukee Railroad. The Santa Fe, however, is his favorite, and he finds it ironic that he had never lived anywhere that this line didn't run until moving to Fayetteville. A retired petroleum geologist, Bob has collected railroading for only 10 years, but his versatility and store of information have made him in demand as a speaker in Arkansas and other states. Still, he finds time to chase trains, make photos, look for tracks of abandoned rail lines and stations almost wherever he goes. He also shows up at the Arkansas & Missouri Railroad station on Springdale's arterial Emma Street to put in hours and energy toward helping other members restore the freight line's growing collection of vintage passenger coaches, and to represent our chapter in one city or another as national representative. Chapter members who know Annie Oswald, Bob's helpful and understanding wife, wonder what she feeds him to give him all that energy.

Bob Winn is the other chapter member featured on the same page of the Times, but then his articles appear frequently in this newspaper's "Ozark Scene" section. In this issue Bob tells of having been so imbued with soul-cleansing as a child that he and a chum "baptised" a kitten in a pan of water from a spring--until the not completely converted pet leaped away with claws flailing. Bob is a widely consulted railroad historian, and well versed in rural lore of this colorful and semimountainous region. He has several books to his credit, and is an adviser to historical organizations and to the Shiloh Museum in Springdale, where another A/BM member, Robert Besom, is director. To say that Bob Winn is a railroader at heart would be putting it mildly. His family home town, Winslow, south of Fayetteville, was one of more than a few towns that literally sprang up where and when the railroads came, and then languished when they declined. Last winter Bob rode an excursion train from Fayetteville to Winslow, and when a small boy taking his first train ride asked if he had ever been on a train before, Bob replied to this effect: "Son, when I was your age a train was just about the ONLY way to get ANYWHERE." Like many of the rest of us--and not all railroad club members, either--Bob Winn would still prefer trains to any other form of transportation.

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The
President's
Observation



AMERICAN CAR & FOUNDRY

Some of you may not know or realize the A&M has been and will be running some special trains for chartering groups. Trains are leaving from Springdale about 8:30 AM .. run to Chester and return. Schedule: 8th October, Sunday ... Orphan Train Group. 14th October, Saturday ... Springdale Baptist Church group. 21st October, Saturday ... Ozark Model Railroad Club. 29th October, Sunday ... North Arkansas Symphony.

We already have a new and our first 1990 member.. Welcome Howard K. Tefft, a retired UP employee and his wife, Kathryn.

We are getting close to election of new officers for the chapter. Elections will be held at the December meeting, with new officers taking over in January. I will select three members in the next few weeks for the Nominating Committee. If you are interested in being a member of the committee or an officer for the coming year, please contact me, Martin Post. You may be on the nominating committee and also put up your own name as an office holder candidate. I know several of the current officers do not wish to run again ... your President, for one, I believe ABMT could use some new direction & ideas.

Speaking of new ideas ... an old one..we are still offering shirts: sweat, 'T', & golf for sale, and if we do not have the size or color you want, we can still order from the imprinter, as long as we order twelve in any combination of styles. Another old idea ... the auctioning of surplus, duplicate RR material. Next month we will have a number of items, and remember you do not have to be an ABMT or .NRHS member to bid on these items.

Steve Roberts has written several letters which we will try to include in next month's Scrambler. Ery Lewis is publishing the newsletter on his own so well, that he has the Scrambler filled, before I can feed him any material. I think he's doing great, but he still wants and needs your input of material. There are times when the editor is looking for good, timely, newsworthy items. Speaking of which ... I hope many of you have seen and read the article.. "A Jewel of a Railroad, Arkansas Style" by James P. Bell on the Arkansas & Missouri in the "Locomotive & Railway Preservation" magazine's Sept-Oct 1989 issue, starting on page 38. It is a nice piece with excellent black and white pictures, including a nice one of Tony and Randy Hannold at the end of the article.

The December Christmas Dinner, meeting, Thursday December 14th will be on us sooner than you think. Spouses, guests, and visitors are welcomed and encouraged to come. This will be at the Spring Street Grill & Catering restaurant in Springdale. ABMT will have the place to ourselves. Let Ron Allen, phone 751-0761 or one of his committee men know if you, spouse or guest(s) will be coming, for a rough count. Also anyone who will have some slides ... up to 24 maximum ... please contact me, Martin Post, 442-3686, so that I can plan and save show time space for your slides.

Martin Post 10/10/89

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OFFICERS of Arkansas/Boston Mountains Chapter of the National Railroad Historical Society; 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. Schreiberman, Archivist.

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A/BM Chapter of NRHS has a problem remindful of Sam Walton-- by way of contrast. He has trouble keeping expenditures up with income, or so it would seem. We have trouble keeping income up with expenses. Anyone who figures out our club's monetary problems will be entitled to a ticket on the first train ride through the Chunnel, under the English Channel between England and France. Well, by that time we ought to have enough money in our treasury for a one-way ticket. Of course, the winner will have to swim back.

MORE CHEERS for the *Arkansas Gazette* in telling it like it is in railroading--and the need for railroads and city rail transit.

The Scrambler of Aug. 17 praised the Little Rock daily ("Oldest newspaper west of the Mississippi") for feature articles by Jerry Dhonau, editorial page editor, and Richard Allin, "Our Town" columnist. Now we can add new words of gratitude. Allin's columns of Sept. 24 and 27 told how things were once, and could be again, with street cars and knowing where they run because you see the tracks; and of how Amtrak has improved things despite severe handicaps, especially under Randy Cookus, its outstanding passenger agent at Little Rock for 14 years; Cookus left as of Oct. 1 to become the Amtrak sales representative at Kansas City.

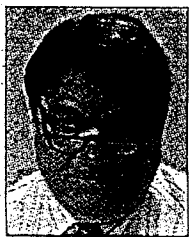
Allin has courage. After saying, "Then polluting, fuming diesel buses took over from the friendly old non-polluting, and silent street car," he proceeds to identify the villain by name. "General Motors," he says, "caused the demise of many street car systems in the United States, substituting stinking, classless rubber-tired behemoths instead." GM is a big advertiser. Not every newspaper would permit these words in its pages.

Anyone who thinks there's no need for more passenger trains in Arkansas should try getting to or from Fayetteville, for example, without a car. A bus may not be available, and a traveler can go almost as far to get a plane as his or her actual destination.

AND, FURTHERMORE, on the very day this issue of *The Scrambler* went to the printer, Richard Allin came forth with the superb column below, in the Oct. 11 issue of the *Arkansas Gazette*, which we pick up intact...with thanks for clear thinking on Canadian railroads.

Rail cuts bad news for buffs

THE MOST DREADFUL railroading news of the year is that the Canadian government is about to cut back its famous railroad service by more



Our Town
Richard Allin

than half. The famed transcontinental service connecting Montreal with Vancouver may be derailed.

Prime Minister Brian Mulroney said he's got to cut government costs somewhere, and that major cuts in VIA Rail Canada are mandatory. VIA Rail is the Canadian version of Amtrak, a

government-subsidized passenger service.

It will mean curtailment, or a drastic reduction, of this hemisphere's most glorious train ride — the famed Montreal to Vancouver train, *The Canadian*.

THE BEST WE can hope is that all this is just a ruse, that Mulroney is using the threat to one of Canada's most renowned institutions as a ploy to get his way elsewhere.

Everybody who can spell the word t-r-a-i-n seems to know that the Canadians' transcontinental trains are among the best public relations institutions that the Great White North possesses. To stop the service would be like blowing up the Washington-Jefferson-Lincoln-Roosevelt monument in the Black Hills, or filling up the Grand Canyon and paving it for a parking lot.

Oddly, the Canadian government has never seemed to realize what it had in its rail service. It was always under a threat.

I count myself lucky that I have ridden a great part of their service, and have memories that most people lack, and now may never have a chance to have.

You can still depart Montreal late one afternoon, roll eastward through French Canada, and wake in bleak, lovely New Brunswick, headed for Halifax.

The Montreal to Vancouver train winds through the lakes and forests of Ontario, pauses at Winnipeg where you can change for the Hudson Bay train to watch the polar bears, or proceed westward across the great Canada plain provinces of Manitoba and Saskatchewan.

Morning brings Calgary and the foothills of the Canadian Rockies. At noon you arrive at Banff and find yourself in one of the most stunning scenes on earth. Pausing at Lake Louise, the train then traces the Bow River, circles through the Kicking Horse tunnels where the train crosses over itself twice before beginning its sinuous route through toward the Selkirk Mountains.

The train descends out of the Rockies along the steep walls of the Frazer River Canyon, onto the grassy pasture land leading to New Westminster, and finally into Vancouver.

CURIOSLY, THE CANADIANS have run their trains with little imagination. Canadian dining cars serve wholesome, but deadly dull food. Why someone has failed to sell them on the glories of their own regional delicacies — Alberta beef, British Columbia salmon, Great Lakes whitefish — is not known.

VIA Rail Canada has taken care to maintain its classic trains in good working order, manning them with a well-trained and friendly staff. But the trains always deserved much more promotion than they received.

So popular are the trains in summer, it's not always easy to get sleeping accommodations at the time you want them on the transcontinental trains. That's why almost all my rail travel in Canada has been in late fall and early winter.

The bitter cold brings its advantages. You can now see deep into the forests. Wildlife that would ordinarily be hidden becomes visible. Elks, cropping through the snow for food, raise their heads as the train passes. A glimpse of a snowy owl rowing off through the evergreens lingers forever in the memory. Sometimes moose are visible on the lake shores.

WELL, THAT'S MY say. The Canadian government will show shortsightedness in the extreme by cutting back any of its rail service. Canada is a country best seen from a train. Airplanes show nothing of it. Buses are suitable only for short excursions.

Let's hope Prime Minister Mulroney will have a change of heart. Let's hope he's joshing. Because Canada will lose much more than a few trains if it cuts back its wonderful passenger service.

A U.S. Department of Agriculture report late in September said nearly half the bridges in rural America are "structurally deficient or functionally obsolete". The administrator of the USDA's Office of Transportation said responsibility varies, but that most of it lies with local governments. He could have added, but didn't, that the responsibility certainly does not lie with the railroads.

PART TWO of A/BM NRHS member Raymond W. Toler's "Three Railroads to Searcy" (in northeastern Arkansas) memoirs:

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The Doniphon, Kensett & Searcy Railroad existed apparently for two purposes. One was to haul freight to Searcy from the main line of the Missouri Pacific at Kensett. But probably the chief reason for the existence of the DK&S was to haul products from the Carter Blox-On-End flooring mill at Doniphon. The haul was only a mile or two to Kensett.

I remember roaming through the mill and being fascinated by the huge Corliss steam engine, with its wrist plate, rotary valves and vacuum dashpots. The drive belt was every bit of three feet wide. The belt-tensioning pulley was mounted on a large box full of rocks, to achieve the proper tension.

It seems the main line shaft was a quarter mile long, extending the entire length of the huge mill and pulling band saws, planers, edgers, fans, compressors, generators, grinders, conveyors and other machines by means of open flat belts.

The main product of the mill was industrial flooring, consisting of short blocks of yellow pine two-by-fours dovetailed endwise to a matching, dovetailed, yellow pine one-by-four, pressed tight and glued. The resulting flooring, when laid, was about three inches thick. The end grain surface could be refinished many times. The gymnasium at Morris Catholic School for Boys, near Searcy, had such a floor, sanded smooth and beautifully varnished.

When I was old enough to drive a car, I bought a 1932 Chevrolet Victoria coupe with orange wire spoke wheels. It fit perfectly on the DK&S rails, and, by letting a little air out of the tires, it steered itself. I made many trips (late at night!) from Searcy to Kensett to Doniphon and return, and never got caught.

The DK&S had only one small steam locomotive and no shed for it. Repairs, inspections and maintenance were performed at Little Rock. The depot and general office were on South Main Street, only about three blocks from the Chicago, Rock Island & Pacific depot.

(To be concluded)

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THERE USED TO BE a joke that a parent asked a son where he had been and the reply was "Out"; and as to what he had been doing, the reply was "Nothin'". Well, evidently there are parents in our area of Arkansas who don't bother to get much more information than that about their kids. And some of these kids have presumably or certainly caused more than \$50,000 damage recently to property of the Arkansas & Missouri Railroad, a freight line of which our A/BM chapter member, Tony Hannold, is president.

Tony told the September meeting that vandalism believed committed by juveniles had resulted in some \$7,000 damage to engines stored on a siding north of East Huntsville Avenue in Springdale. One engine had apparently been converted into a clubhouse, and the plate glass windows in other engines had been smashed.

This was the third major vandalism experienced by the A&M in recent weeks. A 10-year-old boy had used a ball bat to smash the lock on a switch in Mountainburg, causing derailment of a train in that town south of Fayetteville. And seven cars on a siding in Lowell, just north of Springdale, had been cut loose, causing them to crash into two others and knock them over an embankment.

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Chris Lord's slide show to us fellow members at our Sept. 21 meeting told about steam trains in use and rusting in disuse through much of South America, from near the bottom tip of the continent to its northernmost country, Colombia--torn by mobster violence fed mainly by our own nation's idiotic affair with cocaine. Chris barely mentioned the dangers, not to mention the discomforts, that he underwent in going where few outsiders are tolerated (apparently railroaders are more accepted than others) but he did tell your editor, after the meeting, that there would have been as much of a story involving his perils along the way as there was of the trains he almost literally uncovered--some with locomotives made in points around the globe as far apart as China and Czechoslovakia.

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EVERY HOUR the Amazon River delivers an average of 170-billion gallons of water to the Atlantic Ocean from Central America, 60 times the flow of the Nile. (What's this filler doing in a rail club paper? Well, if it's good enough for the Little Rock NRHS chapter's "Arkansas Railroader" it's good enough for us.)

NOVEMBER 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 CSX (Cheslie Seaboard and more) created from Cheslie System and SCL (1980)	2	3 Rimutaka Tunnel (New Zealand) opened (1955) 29,863' long.	4 Marion Hedgepoch & 3 others robbed Mo.P. express car of \$1,000 near Omaha, NB (1890)
5 Northern Cross R.R. first in Illinois (1838). Later N&W, now NS.	6	7	8	9	10 Ma Hhiars Baldwin, locomotive builder, born Elizabeth, NJ (1795).	11 Broken axle on Camden & Amboy train caused derailment at Hightstown NJ (1833) "One fatality; ex-Pres. John Q Adams uninjured."
12 Canadian Pacific "brass collar" special reached Port Moody, B.C. (1885). Symbolized opening of transcontinental line.	13	14	15 Longest and heaviest freight on record from Lager WV to Portsmouth OH (1967). 500 loaded coal cars; 42,000 tons; 4 miles.	16	17	18 VETERANS' DAY
19	20 First run on Sandy River & Rensdy Lakes RR - 21 gge (1870).	21 St. Louis-San Francisco Railroad absorbed by Burlington Northern (1980)	22	23 Colorado Midland RR incorporated (1883). 1st standard gauge through Colorado Rockies.	24	25 First run Southern Pacific "Sunset Limited" - New Orleans to San Francisco (1894)
26 First patent issued for refrigerator car (1867)	27	28 Bedford & Billerica Railroad opened (1877). First of the Main two-foot gauge railroads	29 St. St runaway rear-ended another freight train on Little Sugar Creek bridge at Brightwater Ark (1907). No fatalities.	30		

TRIVIA CORNER 8 days after the Omaha job, the 'Hedgepoch Four' dynamited a C.M. & St.P express car (the guard survived) and got away with \$5000. A few weeks later they took \$50,000 from an express car safe at Glendale, Mo. without firing a shot. Hedgepoch was arrested in St. Louis, tried, convicted and spent 12 years in the state prison at Jefferson City. He was shot to death during a robbery of a Chicago saloon on New Year's Day, 1910.

ABMT BULLETIN BOARD
 Next meeting: Nov 16, 1989
 Speaker: Richard B. Schreiber
 Topic: Collecting Railroad Memorabilia

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 1990, dues are:

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

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

Associate Membership: ABMT Chap. only, NRHS thru another Chapter....\$ 12.00

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.

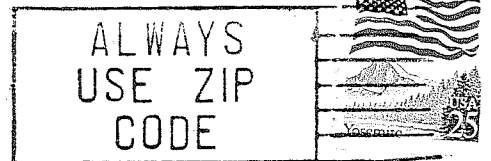
Payment is to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

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



Richard B. Schreiber
601 Park Avenue
Fayetteville, AR 72701

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/logoed 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/Childs Small Medium Large X-Lg _____
Shirt color _____ Logo Color _____, Amount donation \$ _____