

THE SCRAMBLER



ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society

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

Editor: Ervin Lewis Issue #30 18 January 1989
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ALL ABO-A-A-A-R-D!!! This month's ABMT meeting is Thursday, January 18th, 7:30PM...weather permitting. 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.

THIS MONTH'S SPEAKER is one of our newer members, Barton Jennings. "Railroad Trivia" is his subject, and he has a lot of background for discussing and showing slides on many aspects of railroading--trivial or otherwise.

Bart is roadmaster for the Arkansas and Missouri Railroad, at its headquarters in Springdale, AR. He recently moved to north-western Arkansas from McGehee, AR, where he was employed by the Union Pacific. He is 1990 vice president of the Arkansas Railroad Club, based in Little Rock, is a career railroad employee, an ardent railfan, and an expert rail photographer.

Barton Jennings' talk and slide photos should combine for a January 18 meeting of interest to guests as well as to our regular membership.

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Page one of the Northwest Arkansas Times for Sunday, Jan. 7, carried a large color photo of a caboose being given one of two coats of "standard red paint". Ordinarily, not news, with "caboose" being phased out, but this one will be part of the Dickson Street branch of the Bank of Fayetteville, whose main offices are on the city square.

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OUR GUESS is that Spring Street Grill and Catering, in downtown Springdale, gained some new customers as a result of our club's annual dinner meeting there Dec. 14. Food, prices and service were such as to bring back those who enjoy eating where the menu is different and better.

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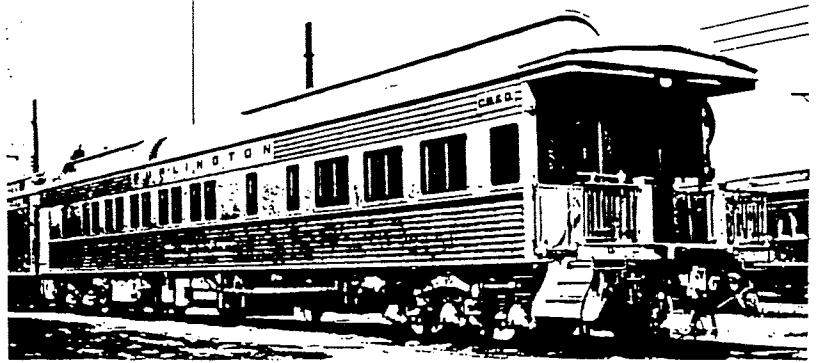
Only recently, to his embarrassment, did your editor learn who it was that has been placing notices of A/BM NRHS meetings in various news media of this region. Who? Bob Besom, of our own membership, who also happens to be director of the Shiloh Museum in Springdale, scene of our regular meetings on the third Thursday of each month. Bob does these things in his spare time--his sparse spare time.

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NATURE NOTE: One of the seven protected prairies in Arkansas is known as the "railroad prairie" because formerly it was a right-of-way for the Rock Island Railroad. In or near Prairie County, in the east-central part of the state, it is one of the redeeming features of rail abandonment because plant and animal wildlife finds a refuge that otherwise would have been lost, probably forever. For that matter, rights-of-way still in use are elongated havens for wild-flowers, rabbits, deer and other plant or animal species, some of which scamper away when, for example, one of Tony Hannold's diesels comes into view along the Arkansas & Missouri tracks, especially south of Fayetteville, which is probably among the most verdant areas left in the so-called Natural State. Train crews and passengers across the nation see beauty, up close, that is denied to people in airliners, compacted like sardines, flying miles above the land, and wondering which part of the plane is going to fall off next.

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The
President's
Observation



The dinner meeting was attended by 26, who enjoyed it and the slides shown by Bart Jennings, Chris Lord, Bob Oswald, Richard Schreibman, Tom Scott, and Ray & Juanita Toler. The President showed some of Steve Roberts

slides, and finally the President showed many, too many of his own. We owe Ron Allen and his committee 'thanks' for selecting the site and several main entrees from which to make our dinner choice.

There was only one piece of business === the nomination and election of officers. No nominations nor absentee ballots were received in the mail. Officers elected were =

Chris Lord.....Vice President/Program Director
Ron Allen.....Secretary
Bill Ussery.....Treasurer
Bob Oswald.....National Director

Volunteer/Non-elective remain the same ==

Ervin Lewis.....Editor of the SCRAMBLER
Richard Schreibman..Archivist/Historian

The Nominating Committee had not found a candidate who was willing to accept running for President. The search is continuing. If you are interested in holding the office or have a nominee, please contact == Richard Schreibman, home phone 444-0470. In the meantime, I. Martin Post, will continue to act as President a few more months until another person is elected. I was not elected President along with the other officers, so am not sure if this is within the legal rights of ABMT's Constitution & By-Laws. I did not choose to run again, as I believe we need new ideas and direction to continue to grow and interest more people, particularly, the younger generation.

Dues are over do now. Dues remain the same for 1990 as '89 ... \$12 ABMT + \$12 regular or \$14 family NRHS. For those members with an '89 after their name on the address label of this issue of the SCHRAMBLER, ABMT has not yet received payment of your '90 dues. Fort Smith area members who are or have switched their home membership to the Ft. Smith Chapter, may continue to hold ABMT Chapter membership and continue to receive the SCHRAMBLER by paying only the \$12 chapter dues. ABMT would like very much to have you as one of us. If you can not be at the meeting, Thursday the 18th, be sure to mail a check payable to...Arkansas-Boston Mountains Chapter of the NRHS ... or more simply.....ABMT of the NRHS, P.O.Box 562, Fayetteville, AR 72702-0562.

Hope to see all or most of you Thursday the 18th when the new officers take office, and for Chris Lord's program. Also if you have a suggestion for, or a person who might give, including yourself, a future program.... Chris Lord, would appreciate the help and information please contact Chris through the A&M RR, phone 751-5763.

Martin Post

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ROBERT C. OSWALD, our Arkansas/Boston Mountains Chapter national representative to NRHS, has been given the entire inside back cover of the latest National Railway Bulletin, Vol. 54, Number 5, 1989.... The page is Bob's tribute to THE SHOPMEN, whom he describes as "the largely unseen and unsung crew that kept the locomotives (and the railroad) running". A 1925 photo atop the article shows The Milwaukee's Bensenville, IL, crew posed on and alongside a 1923 Baldwin, on the shop turntable. Look closely and you'll see tiny black pointers above the heads of Bob's father (Robert C. Oswald of 1728 S. 14 St., Rogers, AR) and Bob's uncle, Chet Oswald--the former standing and the latter sitting on the engine's running board. Both were machinists, and Bob says his' dad "could do tricks with a Bridgeport"--a milling machine, to us passenger types. Chet died years ago. Bob's father will be 89 a week from tomorrow, on Friday, January 26. So, from all of us here at A/BM Chapter of NRHS:
HAPPY BIRTHDAY! to Robert C. Oswald of Rogers, AR.

SANTA FE RAILROAD has entered its first partnership with a trucking firm, namely, J. B. Hunt of Lowell, AR. In the partnership service, to be called Quantum, Hunt will solicit and pick up freight from shippers in certain major East-West markets, then shift it to Santa Fe for long-distance rail movement across the West. At the end of the rail trip, the freight will be reclaimed by Hunt for final delivery. The Quantum name will appear on 150 Hunt trailers, with first service offered between southern California and markets in eastern Michigan and central Ohio, although Santa Fe says it expects eventually the service will be nationwide. The trailers can be loaded on special rail cars and trucked to and from train depots. Santa Fe says its truckload market has the potential for significant growth, with access to areas beyond reach of its tracks, extending southward and westward from Chicago. Hunt anticipates new customers, a way to speed up service where distances are great, and make possible some lower rates, thus capturing a share of the long-distance freight market without competing with the lower-cost railroads.

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On the first Saturday of this new year, a gunman with a bandana covering his face climbed aboard a Conrail freight stopped at Port Clinton, OH, robbed the crew, and fled on foot. His loot was not disclosed. But if it had been an A&M train, the crew could easily have been carrying several hundred dollars in pocket spending money, according to totally unverified sources.

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(A non-railroad filler: no extra charge. A University of California researcher reports that people absorb information 40 percent faster when standing than when sitting. Is this why store clerks, including oldies often more experienced and helpful than others, are almost always required to stand when on duty? Whatever the answer, you can bet that most of the bosses who promulgate the rules are in their offices sitting on their, uh, reputations. Ogden Nash [1902-1971] put it this way: "People who work sitting down get paid more than people who work standing up.")

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The French national railroad says one of its experimental trains, late last year, set a world speed record for passenger trains on rails, although no passengers were carried: 299.7 miles per hour. The TGV locomotive comprised two bullet-nosed engines, pulling four cars instead of the usual 10. The story from Tours says the old record, of 253 mph, had been set in May, 1988, in West Germany by an Inter-City experimental locomotive. TGV means, in French, *Train à Grand Vitesse*, or, train of great speed.

Speaking of TGV, there has been little opposition to this high-speed rail network in the making. But SNCF, the French Railways, hadn't anticipated some flak in planning its superline from Paris to Bordeaux. The proposed route would run through an area of the Loire River valley that produces the white wines of Vouvray, noted for not just their excellence but their exceptional range from sweet to dry. Now comes Gaston Huet, mayor of Vouvray, a wine grower himself, and a member of the national institute that governs the awarding of the valued *appellation contrôlée*. Under institute rules, no vine may be removed without permission of the French Ministry of Agriculture. So the SNCF agreed to run the train in a tunnel under the vineyard. But cut-and-cover would disturb the topsoil and end all claim to *appellation contrôlée*. The SNCF compromised again. It will build a tunnel a mile long under the vineyards.

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(Personal note from Erv Lewis: Hardly anyone can aggravate like the French, including those in the Ministry of Agriculture. I walked almost across Paris for days on end, as a war correspondent in WW II, seeking an interview with the minister himself, in that largely agricultural nation, but NO ONE was in the ministry building, or at least not a living soul could I find. After weeks of playing hard-to-get, someone appeared and arranged for my recorded interview with the minister--who showed up but couldn't speak English! But an assistant could, and he told the story well, of how the minister's father and mother had been executed by the Germans and their livestock shot or stolen. So the minister of agriculture was a real farmer, not some corporate type such as usually winds up in one administration after another at the USDA in Washington.)

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The recent spate of cold weather in much of the midwest reminded your editor of something he was told by a Fayetteville service station owner, who said one of his customers was worried because of a warning he had heard on the radio about the "windshield factor".

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Even New Orleans had a rare but thin blanket of snow, a day or so before Christmas, for the first time in 26 years. The St. Charles Avenue streetcar line, in uptown New Orleans, was closed late in the afternoon, with visibility impaired. Those of us who have lived in northern states (your editor, 30 years in the Chicago area) can appreciate the practicality and safety of streetcars. The various models of the wooden and then steel cars carried people in safety and at little expense through snow and in summer heat. And the so-called Green Hornet, the final models before abandonment in favor of trolley buses or motor buses, were wonders of quiet and power, out-accelerating some of the fastest cars when the traffic light turned green, and stopping on a dime, when necessary, with brakes that could magnetize the streetcar to the rails. General Motors headed the list of bandits who waylaid the streetcars and interurbans in favor of polluting buses, and there's probably no way in which GM can get what it really deserves in the new film titled "Roger and Me"--referring to GM chairman Roger Smith.

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OUR SISTER chapter of NRHS at Kansas City, MO, has just marked its 40th anniversary with a 20-page special issue of its newsletter, *THE LOCAL*. Two single-spaced pages are needed just to recap the chapter's excursions, beginning in Oct., 1949, and as recently as Oct., 1989. The chapter is one of the nation's largest, with more than 125 members. Railroaders, ex-railroaders and railfans coast to coast will be among those wishing for the Kansas City chapter another 40 years of fellowship and fun--which should take it through the year 2029.

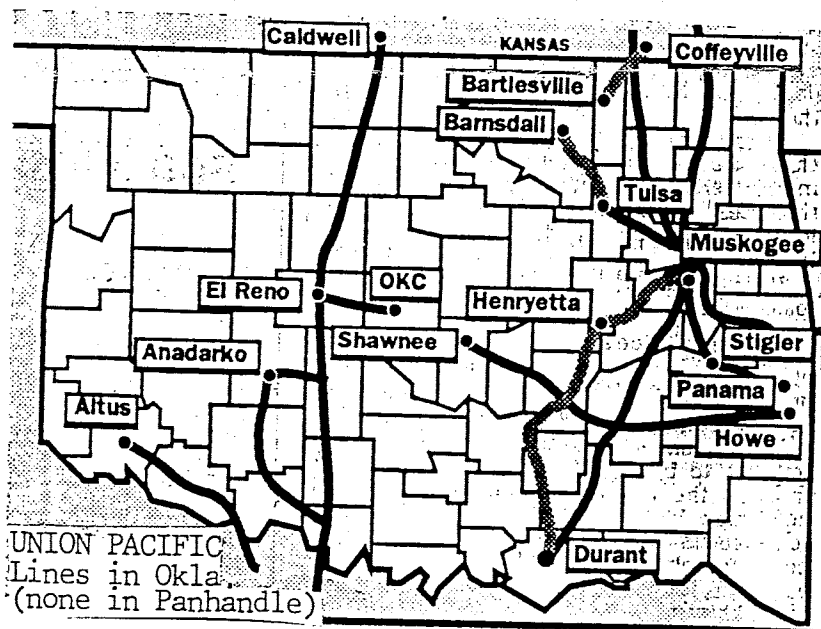
THE OTHER Kansas City area railroad club, The Smoky Hill Railway and Historical Society, Inc., P.O. Box 224, Grandview, MO, 64030, in its Jan., 1990, newsletter, *THE FLYER*, reports that people DO get vision caboose #13562. It was on Christmas eve that the society's Kansas City Railroad Museum received confirmation of a donation by an official of Union Pacific Railroad. This adds to an already fine collection of UP equipment for the museum. It is Smoky Hill, you'll recall, that is planning to create, south of Kansas City, one of the nation's outstanding railroad museums and excursion bases.

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UNION PACIFIC put a new railroad bridge into service at Fulton, AR, about three weeks ago, and the steel bridge that spanned the Red River in that Hempstead County town will eventually carry people across a creek on the Navajo reservation called Black Creek Wash, in Window Rock, AZ. The 296-foot span, near Hope, will be one of many donations, to communities and historical societies, that will include depots, cabooses and railway ties.

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UP last year offered for bid, or entered into sale or lease agreements, or sold, 1,809 miles of rail, and is considering the sale or leasing of some 1,300 more miles this year. A spokesman for UP said, "If we can find another railroad that would work the line or rebuild the line with a different type of service structure, they could stay open."



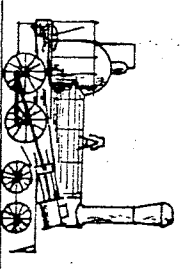
In our neighboring Oklahoma, UP has abandoned or proposes to lease or sell 223 miles, or 18%, of its track; and 750 miles, or 20%, in Kansas.

On the accompanying map, the solid black lines show UP's tracks, and the four lighter lines show those already sold or due for abandonment, lease or sale. They are: 32 miles, Bartlesville to the KS border at Coffeyville; 38 miles Barnsdall to Tulsa; 40 miles Muskogee to Henryetta; and 132 miles Henryetta to Durant.

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FEBRUARY 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
4 RAIL-O-RAMA N-TRAK MEET KENSINGTON GALLERY TULSA	5 Central Vermont RR's "Montreal Express" derailed on a bridge at West Hartford VT, killing 32 persons (1887).	6 The Dalton Gang tried and failed to rob Southern Pacific train #17 near Los Angeles (1891).	7	8	9 2 Rogers Southwestern Railroad chartered to build to Sileam Springs (1904).	3 Last run of Lehigh Valley's "Maple Leaf" Trains #7 & 8, New York City to Niagara Falls, Ontario (1961). RAIL-O-RAMA, TULSA
11	12	13	14	15 1/5 Louisa Railroad chartered in VA (1836). Now part of C & O (CSX).	16	17 GREAT AMERICAN TRAIN SHOW K.C. MUNI. AUDITORIUM
18 Two Santa Fe Pacific (now ATSF) passenger trains collided head-on at Kramer, CA, killing both engineers (1898). GREAT AMERICAN TRAIN SHOW K.C. MUNI. AUDITORIUM	19	20 Locomotive "Gowan & Marx" pulled 101 loaded cars from Reading to Philadelphia at an average speed of 9.82 mph. (1840). Gross load 423 tons.	21 First 100-ton bogie tank wagon run on British Railways (1967). Owned by Shell Oil Co.	22 ABMT 7:30 PM	23	24 WESTARK MODEL RR ASSN. SHOW/MEET: SHERATON, FT-SM
25 Cylinders: 12 1/8" x 18" Weight: 11 tons Dr. wheel dia: 42" Int. on drivers: 9 tons	26 First train through Moffat Tunnel, CO (1928). 32,800 feet long.	27	28			



TRIVIA CORNER "Gowan & Marx" was manufactured by Eastwick & Harrison of Philadelphia in 1839. It was a cableless 4-4-0 type with 42 inch driving wheels and weighed 11 tons. Thus on 2-20-40 it moved about 40 times its own weight. It had driving wheel equalizers invented 2 years earlier by partner Joseph Harrison, Jr. In 1842 Eastwick & Harrison was awarded a contract from the Russian Government. The Philadelphia ship was dismantled and sent to Russia, there to be reborn as the Alexander 5th Head Mechanical Works.

ABMT BULLETIN BOARD

Next meeting: Feb. 15 / 1990
 Speaker: Chris Lord
 Topic: Steam on the Nevada Northern
 A/B/M
 NRHS

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

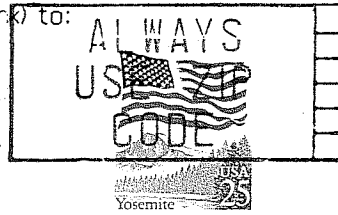
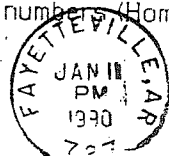
Members who pay National dues through another Chapter, can become a member of ARKANSAS-BOSTON MOUNTAINS Chapter by paying only ABMT's Chapter dues....\$12.00. Please include name of Chapter thru which you pay National dues and your membership number.

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 number (Home & Work) to:



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

Richard B. Schreiberman
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/logged 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/Chlds Small Medium Large X-Lg _____
Shirt color _____ Logo Color _____, Amount donation \$ _____