



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 #31 15 February 1990  
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A-L-L ABO-A-A-A-R-D!!! This month's ABMT meeting is Thursday, February 15th, 7:30PM...weather permitting. Meeting location.....the Shiloh Museum's "General Store" building ... at its new permanent site, east of the old location. The building entrance faces south .. Johnson St., Springdale Arkansas.

CHRIS LORD, our chapter's new program director, is one versatile railroader. He toured South America a year or so ago, in search of steam engines, active or inactive, and told us about them with words and slides. Now he'll report on rails that lie in another direction, in the Feb. 15 program titled "Steam on the Nevada Northern". A mechanic for the Arkansas & Missouri Railroad, a regional freight line (which sometimes carries excursion trains), Chris can usually be found at the A&M's headquarters in Springdale, in, on or under a locomotive or other heavy equipment.

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(The Scrambler's occasional use of Whyte's Classification System for distinguishing steam locomotive types by their wheel arrangements, to separate our newsletter's items, may show some before your time. Such as the one above, a 2-6-0, the Mogul, which was built in 1850.)

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PRESIDENT BUSH'S BUDGET for fiscal year 1991 shows how he feels about trains, but of course he never rides them. For the sixth straight year the White House has recommended eliminating all federal subsidy to Amtrak.

This figure amounted to only \$600 million in the present fiscal year, or about what part of one superbomber costs. Furthermore, Bush would sharply cut aid to urban mass transit systems. But he would increase by 24 percent immense amounts for an orbiting space station and for a down-payment on manned trips to the moon and to Mars, describing these as "expansion of the human frontier". And he proposes a 16 percent increase to expand airport capacity and to upgrade the air controller system, which has never been the same since Ronald Reagan fired a large part of the nation's best air controllers. (The head of the Aviation Safety Institute said a disaster like the recent Avianca jetliner crash on Long Island was bound to happen because of overcrowding around major airports and understaffing of air traffic control centers.)

All this comes at a time when national highways and airport facilities are already heavily subsidized by the federal government, but when despite "a decade of assaults, threats, parries, and zero-funding, Amtrak's genius-president Graham W. Claytor, Jr., has made Amtrak the most efficiently operated passenger rail system in the world", in the words of "Our Town" columnist Richard Allin of the Arkansas Gazette, who is not given to making such statements lightly.

And all this when mail revenue nationally for Amtrak has jumped from \$2 million at its start in 1971 to \$20 million annually, and at a time when railroads and low-fare mass transit systems are more needed than ever, with Congress reporting the gap between the rich and the poor has grown to its largest since 1947, when such matters were first recorded.

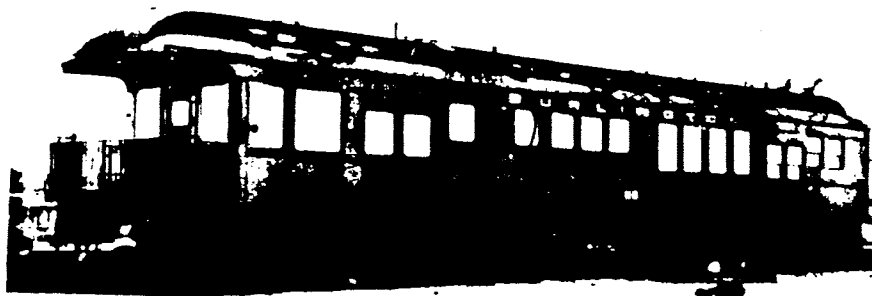
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BIRTHDAY GREETINGS to members Bob Oswald, 2-12, and Richard Schreiber, 2-23. Members who haven't informed us of their birth dates can do so at the Feb. 15 meeting. Otherwise, how will we be able to send them a present? At their expense, of course.

o ■ (very early engine; notice flat wheel)

The  
President's  
Observation

Two errors that appeared in the January SCRAMBLER were called to my attention. Both of which were the President's, not your Editor's. Issue year shown '89 not 1990, and "Jet Screens" has recently moved to a new location = 126 West Emma, about six doors west of the 1st National Bank. Thanks for bringing these to my attention.



Car 96 in Denver on Jan. 25, 1962, days before it was sold to the Intermountain Chapter, NRHS. Today the car reposes at the Colorado Railroad Museum near Golden. — Kyle Brewster photo, Hol Wagner collection

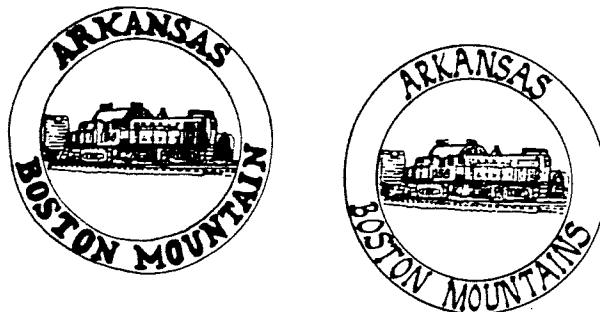
For those who were not at the meeting, we are still looking for a President. Anyone interested or with nominee suggestions, please speak up ... I won't hold it against you .. for too long. ... contact == Richard Schreiber, home phone 444-0470.

Dues are past due. 1990 dues are the same as '89s ... \$12 ABMT + \$12 regular or \$14 family NRHS. An '89 after your name on the address label of this SCRAMBLER, means ABMT's Treasurer has not received '90 dues payment by the time these mailing labels were printed. Ft. Smith area members with MIDLAND VALLEY home membership, may hold ABMT Chapter membership and continue receiving the SCRAMBLER by paying the \$12 chapter dues. ABMT wants you!! Anyone who can't attend the meeting on the 15th, 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. No dues payment = No - more - SCRAMBLERS

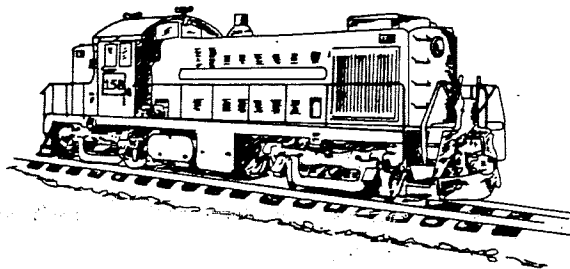
LOGO HISTORY

Ron Allen relates the following about the evolution of ARKANSAS-BOSTON MOUNTAINS' Chapter logo.

When the idea to have a logo was suggested, Ron took on the design problem. Ron liked and followed National's locomotive inside double circles with the wording encased in the circles.

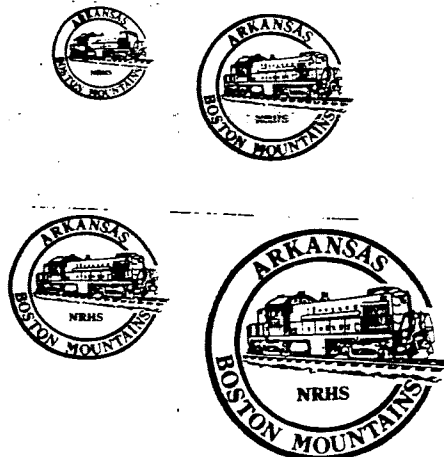


Ron asked his Indian artist friend, Johnny Dicon of Springdale, who has won several awards at the Five Civilized Tribes art exhibits, to come up with the original design. Dicon refined his first drawing following Ron's suggestions. (upper left drawing)



As you may have noticed 'Mountain' is singular. Ray Toler, then our V.P., and a calligrapher reworded the design (upper right), having already substituted the chapter number 158 for 22 to the original drawing.

Some of us felt the proportional size and location of the diesel's features were not close enough to the real thing. Martin Post found a slide he had taken, just after the RS-1 #22 had been painted in A&M colors, but not yet lettered. His daughter, Dossie, made a drawing from this slide (middle). To leave the engine big enough and to show chapter growth, she had the RS-1 breaking out of the confining rings. Block lettering was used and NRHS added. (final logo 4 bottom right)



Bob Besom, as Director of the Shiloh Museum, has written that since Arkansas-Boston Mountains Chapter has worked with and had the majority of its meetings at the Shiloh Museum, they would like to keep archives of chapter newsletters and other of our activities. I am in the process of getting together copies of newsletters missing

from the museum's collection as well as some chapter formation correspondence. Our Secretary will give the museum copies of meeting minutes. We will also give the museum copies of our year end membership rosters, along with a listing of meeting visitors during the year.

Bob said that the museum was pleased to have been a part of our group. But I know, ABMT's success would not have been possible without the museum's help given in many ways, including ... the promotion of our monthly meetings to the news media: paper, radio, and TV. ... help with the St. Paul branch field trip ... a location in which to hold our meetings, and the loan of equipment for program presentations when the meeting building was being moved. [I understand they moved the building hoping we could not find it again] All kidding aside, Bob, we would not be around without the museum's and your help ... Thanks from all of us at ABMT!

In turn, we can help the Shiloh Museum, by becoming museum members and supporting their activities

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I would like introduce our two latest members == Bill Burk of Rogers, and Russell Joseph living in Bella Vista. Both are retired Santa Fe Ry officers. Welcome aboard!

o OOOOO o Martin Post 2/4/90

One more reference to Bob Besom. Turns out he's a quiet environmental hero. The Arkansas Gazette reports that Bob took fast action when a neighbor told him an 80-year-old spruce tree in Springdale was within two hours of being destroyed in order to widen U.S. Highway 412 from two lanes to five. Besom located the proper authorities and got permission to have the historic tree left within six feet of a new curb, instead of the standard ten. So the tree remains plainly visible along the south side of what is still familiar as State Highway 68 East, on property of United Parcel Service (UPS).

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HOW ABOUT A FEMININE ANGLE ON TRAINS? Georgie Anne Geyer has probably forgotten more, as a superb worldwide reporter, than most of the empty-headed dolls inside TV studios as "anchorpersons" will ever know. Her column from Chicago was spotted in the Tulsa Tribune of Jan. 28, 1990, by one of our new chapter members--and our first Oklahoma member?--Julian L. Dawson of Tulsa.

### GEORGIE ANNE GEYER

CHICAGO — Right up to the moment I was boarding the new "American Orient Express" train, I was telling myself I was crazy. Anyone who pays \$690, she does not have for a one-way train ride from Washington to Chicago should clearly be institutionalized.

But it took only five minutes into this curious odyssey for me to regain my mental health. I even remember the moment. Soon after we left Washington Union Station, I was sitting in the glorious club car sipping my first glass of champagne as little cities passed by like a Brueghel painting in motion.

Was that Belgrade that just passed? Or Budapest, perhaps? Was I really en route from Paris to Athens? No, those hamlets half hidden by the swirling snow were Rockville and Gaithersburg, Martinsburg and Cumberland. But they certainly felt like Belgrade, Budapest and Athens.

At that moment, I realized this was something very special. I felt as though I were riding through a magic world, caught in a time warp. I was experiencing all the

mystery and romance of the great trains "out there" right here at home.

First, although I hate to let practicalities interrupt the romance, the facts: My "American Orient Express" train is actually called the American-European Express and is composed of four gleaming, rebuilt vintage rail coaches. Beginning last fall, it runs between the nation's capital and Chicago every night, hooked onto the regular Amtrak train, and next year will expand to other cities. Among other amenities, it has a grand piano and seven-course dinners.

I have taken some of the odder and more wondrous trains of the world. In Peru, I took the train up the black Andes from Arequipa to Puno, then another train across the mysterious "altiplano" to Cuzco. In Russia, I took the Trans-Siberian through the steppes and the Moscow-Helsinki through the northern Russian night. In China, I took the Chinese Express for two full days across the black rock-strewn Gobi Desert and was inexplicably served delicious fresh fish all the way.

We adore our country, but we don't think it romantic. This is in many ways inevitable, for "ro-

mance" is something fabulous or imaginary, the mistress of the mind, not the wife of the breakfast table. That was why the train — a metaphor for other things in American life today? — was so interesting. It was psychically jarring, like going to a McDonald's in Ulan Bator. I was in two cultures at once, sailing through the snow, whirling over the land as though on a magic and nearly motionless carpet.

Even in the morning, as we approached my practical hometown of Chicago, that illusion continued for me. The pianist was playing us into Fort Wayne, Warsaw and Hammond, Ind. Was I imagining that the music grew slightly discordant as we rode so majestically through the sad ruins of once-prosperous Gary? Was it the ceaseless snow that made the deserted steel mills look like mythical dinosaurs stalking across the land?

There was only one letdown: arriving after 16 hours. Having embarked from the gloriously restored Union Station in Washington, we arrived on an ancient and sooty track in Chicago. Ah, but Chicago's Union Station is also going to be similarly and beautifully restored.

Are we, finally, becoming a more romantic country? I think we are, as we mature. Look at our cities. In the early '60s, many fought desperately to save our great historic buildings. But it was not a popular cause. Today it is, and our cities show it. These days not only the American system but American style is copied across the globe.

While many of us want to or have to fly, more and more of us are also going by train, as the phenomenal success of Amtrak so clearly shows today. Only this winter, the same Amtrak that everybody used to deride and disdain reported a record income of \$1.3 billion for 1989, its main problem now being the fact that it is unable to meet consumer demand.

Planes lift you up, and if you are lucky they set you down. For all its wonders, though, jet travel is utilitarian. You get no sense of the fluidity of the land. Trains are by their very nature romantic. In a train you gain a fuller sense of the nature and meaning of the land. In this train you can even capture the romance of the exotic in the Midwestern towns where you were born.

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FORT SMITH will see its 20th Westark model railroad area meet on Saturday, Feb. 24, at the Sheraton Inn, 5711 Rogers Ave., two blocks west of I-540 on Rogers Ave. For info.: Stan Kujawa, 452-8990; or The Golden Spike hobby shop, 785-2557; or Sheraton Inn, 452-4110.

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STEVE ROBERTS, our peripatetic (he also moves around a lot) member now living in San Antonio, TX, sends newsy letters for those of us more homebound. Here's part of one dated Jan. 23, 1990.

San Antonio had a rail meet last weekend. There were a lot of models and supplies for sale, but very little railroad collectibles. It was wall to wall people - looked more like a flea market than a meet. I miss the clinics and shows like the ones that are put on by the Ft. Smith group. I finally got around to inventorying my HO car collection. Since 1980, I have accumulated over 110 cars of which 57 are SLSF and 39 are NW (36 individually numbered coal hoppers). If we ever get settled in one place for a while and I get a layout started, I'll have all the equipment to start out.

More ex-NS SD-45's are traveling south to Mexico. I spotted nee-SOU #3117 dead-in-consist at the SP yard a couple of weekends ago. Another railfan told me that four more of them went through a few days before. I got a second chance at shooting the EMD Demo GP-60 #7 as it went through again. Evidently, SP is leasing the unit - I've been told that it comes through often. The Georgia Southwestern RR had a bad grade crossing accident last week. A loaded semi of concrete pipe ran broadside into the lead unit of one of their trains. The driver was clocked at 62 m.p.h. by a state trooper two miles back up the road. Witnesses stated that the truck driver didn't attempt to stop for the gates and flashers. The truck hit the front end of the lead unit and the pipe load sheared off the high nose of the locomotive. The impact knocked the locomotive off the rail, shoved it approximately 120 ft. across a grass median and on the other highway lane, turned it 160 degrees, and laid it on its side with the truck chassis beneath it. It came to rest bending the opposite cantilever signal bridge. The truck literally exploded upon impact. The driver was killed. One trainman received broken ribs and facial lacerations. The other lost some teeth and received some cuts. From looking at the photographs, I was surprised that the train crew was not hurt worse than they were. I've never seen a locomotive knocked from the rail and spun around by a highway truck like this before. The impact must have been tremendous. It was an unfortunate Operation Lifesaver lesson for that community.

On a happier note, Amtrak has started their new train out of San Antonio. I have had the desire to go down by the depot at 1 a.m. in the morning to get a first hand account of it so, I can't tell you more than that.

"better close for now."



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AMTRAK'S train No. 319, the Texas Eagle, has gone daily, from its former three times a week. Richard Allin, "Our Town" columnist for the Arkansas Gazette (and a stalwart railfan) held one end of a welcoming banner and Bill Eldridge, an accountant who acts as "Hog Trainmaster" for special trains, held the other as the train pushed through it without difficulty in passing through Little Rock for its first run on a daily basis.

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COTTON BELT has laid off about 123 employees at its car and heavy maintenance plant in Pine Bluff, AR, where work largely included rehabilitation and repair of multilevel automobile-transporting rail cars. A lull in the auto industry was blamed. A union leader said the layoff was underhanded in such a way that will cause serious financial problems for some of those now out of work.

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MARCH 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Listowell & Ball's-bunion Railway (Ireland) opened. (1888) Straddle type monorail. Operated until Oct. 1924.	2 Burlington Northern created by merger of C.B. & Q., W.P., G.N., & S.P. & S.	3
4 Forth Bridge (Scotland) opened (1890).	5	6 First elevated railway in England, Liverpool Overhead Railway (1893)	7	8	9 Leland Stanford born Waterville, NY (1824). One of 'Big Four' behind Central Pacific R.R. Later governor of California.	10
	11	12	13	14 The Boston & Providence R.R. bridge at Forest Hills, MA, collapsed under a passenger train, leaving 24 dead (1887)	15	16
				ABMT 7:30 PM		17 Last regular steam run on Erie, using class K-1 4-6-2 #2530 (1954)
18	19 The first 4-6-0 locomotive, "Chesapeake", pulled 100 cars, 723 tons, on Philadelphia & Reading RR (1847)	20	21 Two Rock Island trains collided at Green Mountain, Iowa, leaving 52 dead (1910)	22	23	24
25 World's first railroad passenger service (horse-drawn), Oystermouth Railway (South Wales) (1807)	26	27 Four NYC trains, including 'Southwest Ltd' and 'Mohawk', wrecked at Conneaut, OH, killing 21 (1953).	28	29	30	31



**TRIVIA CORNER** By the late 1870's a contract had been let and construction begun on a suspension bridge across the Firth of Forth, to the designs of Thomas Bouch. On Dec. 28, 1879, a great windstorm blew down Bouch's Tay Bridge and this contract immediately cancelled. The new design, by Fowler & Baker, was a tripple cantilever, with the two long spans 7710' and the total length 8,298', all double tracked. Clear headway is 157'. The century old bridge is still in use, near Edinburgh.

**ABMT BULLETIN BOARD**  
**Next meeting: Mar. 15, 1990**  
**Speaker: Mike Selligman** of Mickey's  
 Topic: also, latest in modeling  
 trains from '60s and early '70s

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. Please include Chapter's name paying dues to National and your membership number.

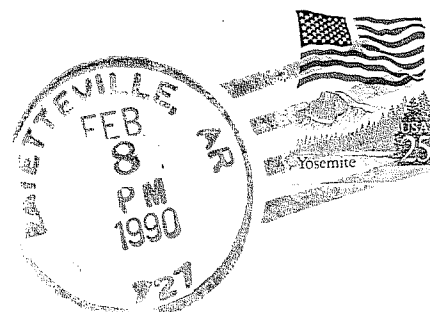
Pay to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

During membership, you will receive a monthly copy of ABMT's newsletter .... THE SCRAMBLER.

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:

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



Richard B. Schreiberman  
601 Park Avenue  
Fayetteville, AR 72701-3436

RAILROADS of NORTHWEST ARKANSAS by Robert G.Winn # Chronicler

A history and stories of the beginnings of the many lines, some with big ideas for destinations. Arkansas counties covered: Benton, Carroll, Madison and Washington with some references to happenings in Crawford. Some of the chapter headings indicate the extent of coverage and the numerous lines that started or ran thru this section of the state. 'The Frisco RR Comes to Northwest Arkansas', followed by a number of chapters relating some incidences, happenings, wrecks or the building of a particular section..the Winslow tunnel, a bridge, or cut. Other chapters touch on: The Missouri & North Arkansas Line .. Eureka Springs-Beaver RR .. Eureka Springs & North Arkansas Ry .. Ozark & Cherokee Central .. Arkansas & Oklahoma .. Arkansas-Northwest .. The Rogers-Southwestern .. KCS RR .. Kansas City & Memphis .. and Black Mountain & Eastern. When Bob Winn started compiling this material, there were enough old-timers to give first hand reports. Information on the Frisco comes from Bob's own experience or contact with people working for the line. Bob's uncle James A.Winn was Winslow's Frisco agent. The book has a 2-page map showing the many rail lines and the main towns that they ran to and through. There are many pictures throughout this 136 page, soft cover, 8-3/8" x 10-5/8" book.

Bob has been a newspaper writer and columnist for many years.

Published in 1986 by the Washington County Historical Society. RAILROADS of NORTHWEST ARKANSAS sells for \$10 plus shipping and handling. One book add \$2.50 shpg & hldg., two books \$3.50, four or more \$4.50. Send orders with check or money order (no credit cards or C.O.Ds) to: Arkansas-Boston Mountains Chapter of the NRHS, P.O.Box 562, Fayetteville, AR 72702-0562. Books may be autographed.