



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 #33 19 April 1990  
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ALL AB-O-O-O-O-ARD!!!  
ABMT MEETING: Thursday, April 19th  
TIME: 7:30 PM  
LOCATION: Shiloh Museum's "General Store" building

KEN ALBRECHT of Springdale, AR, will be our Chapter's speaker of this date, Thursday, April 19, 1990. This means he won't have far to travel, to Shiloh Museum's historic, wooden General Store building, in the heart of downtown Springdale, where our monthly meetings are open and welcome to members, guests and visitors. But Ken has done more than a little traveling in the past. He has been a Milwaukee Road electrician and a photographer--and that is quite a combination for coming up with some of the possibly best slides ever shown on our screen. On top of that he is highly articulate. His subject: "Milwaukee Road Electrification." All of which leads us right into the next item on this page. You'll see why.

oo O o Bicycle ((?)

SOME of the illustrated talks given to our chapter of NRHS by members or guests were outstanding. Frankly, your editor considers a number of them to have been more interesting than several of the commercial videotapes that are for rent or sale coast to coast, and which often are little more than lengthy and even boring shots of one locomotive or another from every possible angle, including beneath at track level.

Here is an idea, for members to think about. Let NRHS chapters everywhere trade videotapes of these talks, which may include slides or films taken by the member or guest. Maybe these amateur productions might not be professionally smooth, but they would surely be authentic, and some of them would be done by men or women who are about as expert as anyone at camera work.

It is really a shame that several of the excellent programs at our chapter meetings will probably never be seen by more than the two dozen or so of us who were present at the time. Far greater exposure is deserved.

Our chapter, or some individual, or even NRHS headquarters, could establish a central point from which videotapes of programs originated by chapters would be distributed. It is doubtful that any individual who originated the program would expect compensation but would be pleased that his or her creativity is enjoyed by a far greater audience than could otherwise be attained. New and personal contacts might be developed as a result.

In other words, an exchange system costing practically nothing but postage and the part-time efforts of an individual or two could lead to a whole new circulation of amateur productions that otherwise would be available only to a single chapter.

And, of course, no one appreciates railroad pictures, even done by an amateur photographer, like another railroader or railfan.

Admittedly, details of such an arrangement would need working out, but comments would be welcome from any member of A/BM Chapter here in northwest Arkansas or any outsider happening to read this issue of The Scrambler.

## President's

## Observation

National Railway Historical Society's St. Louis Convention Thursday, June 14th thru June 17th, Sunday around noon. A slide, movie, or TV show or combination will be put-on Wednesday night, June 13th at Convention Headquarters.

Again I want to remind any member of Arkansas-Boston Mountains Chapter, who plans or thinks that they might attend, ...with or with out family, ... please let me, Martin Post - 442-3686 know. I have a reservation at the Drury Inn-Union Station, next to the convention headquarters. You can use my room as an ABMT message and/or gathering place.

As I write this, I still haven't received any Official Convention information

I do have a St. Louis Visitor Guide from the St. Louis Convention & Visitors Commission. Guide listings include... Family Fun.. Showtime(theatre).. Sports.. Historic Places.. Area Map.. Wine & Dine.. Festival.. Shopping.. Accommodations (with rates).. and a section What, Where, How..

If you would like to have an "Official" NRHS name badge ... 1-3/4" x 3-1/2" with NRHS logo, your name, office [if you hold one and want it], Chapter name, city & state, now is the time to order, and you don't have to go to the conventions to get one. Colors: "NRHS Blue" with white lettering or white with "NRHS Blue" lettering. The "OLD SMOKEY" Chapter of the NRHS is making them currently at a cost of \$4.50 postage & handling included. Allow 4-6 weeks.

ABMT members as well as non-members can show Arkansas-Boston Mountains Chapter affiliation with one of ABMT's logoed.... "T" shirt \$11... Golf shirt \$15... or Sweatshirt \$15, [\$2. higher for non-members]. I still have time to order these. Choose your style, size, shirt color, and logo color. Special fashion colors can be seen at Jet Screen, 126 West Emma, Springdale offers, but orders must be place thru me, Martin Post. We have some caps \$8.50. [Non-members can wear an ABMT logo cap]

oo OO American

RAILROADS of NORTHWEST ARKANSAS, by Robert G. Winn # Chronicler My offer of a 20% discount is still open to the person who will write a book review. We will use the review in submitting the information to National for their inclusion in a News Letter to all chapters that we have the book available for sale.

TRACKSIDE ... A Portfolio of Eastern Railroading. (East of the Mississippi River) Arkansas-Boston Mountains Chapter has Volumns One, Number 2 & 3 for sale at \$5.95. TRACKSIDE is an 8-1/2" x 11" quarterly which contains over 50 large color photographs .. contemporary & vintage railroad action views. If you can't make the meeting, Mickey's Model Works, 840 N. College Ave, Fayetteville will be selling them for ABMT. Thanks Mickey.

o 000 o Prairie

Missouri's 1989-90 Official Highway Map now or again shows all railroad lines operating in or thru the state. Sometimes the Chamber of Commerce office in Fayetteville has them available for the asking.

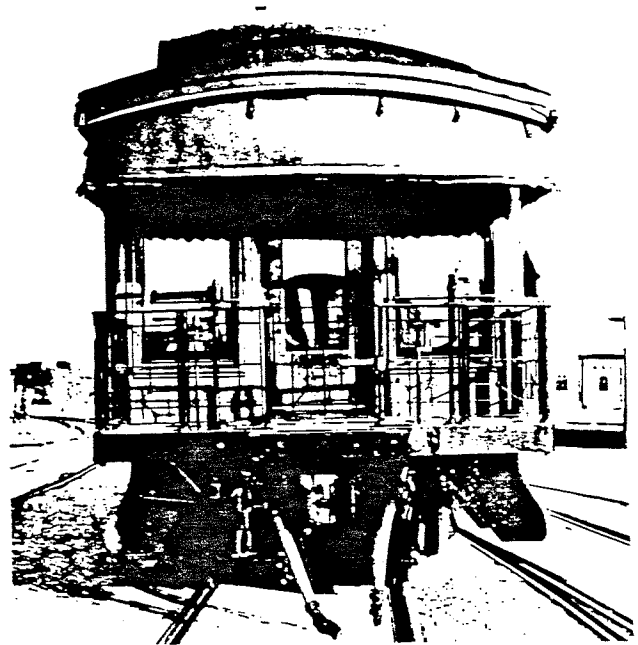
Do the chapter members have any interest in a tie-tack or lapel pin of ABMT's Logo, similar to type and size many members wear of their favorite railroad? We would have to buy a minimum of 150. 3/4" diameter pin [just larger than a penny] would cost the chapter \$180. plus insurance and shipping. Selling them for \$5.50 each, we would have to sell about 35 to break even, the rest would go to defray chapter expenses and keep dues down. Again I do not feel sales should be limited to members. Base metal plating is of Polished Gold, processing in and around metal relief of the logo design would be red or maroon Cloisonne (kloy'-sun-nay). Please let me .. Martin Post know, by phone or note, either way you feel.. Yes, you would buy or.. No, not interested. We will not do this unless we know that we are close to a break even point.

For those who are not sure of the names of our wheel arrangements, I have put them in ones that I have used and that I know their names. Some I don't know the name or if they even had one. Here is where you can enlighten me, such as the one between this paragraph and our welcome to new members.

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Lets "welcome aboard" two new members, one who joined ABMT - NRHS at the last meeting == Mike 'Mickey' Selligman, Fayetteville and also Charles V. Stevens of Fayetteville as a Chapter Member, .. Charles's NRHS home chapter is with the Arkansas Railroad Club.

oo OO o Atlantic



PHOTOS PULLMAN

re still looking for: ... a President. ... also a Refreshment Chairman. Duties. Bring several different beverages for cold drinks, cookies, cups and ice to meetings. Collect, keep and use the donated refreshment funds for the following month.

Hope to see you Thursday 19th of April. May's meeting is on the 17th. How about giving a program .. contact Chris Lord through the A&M RR, phone 751-5763, or talk to him at a meeting.

Martin Post

4/8/90

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Mogul

*In Appreciation of his "Our Town" columns in the Arkansas Gazette and other accomplishments for advancing the cause of railroads in the United States, members of the Arkansas-Boston Mountains Chapter of the National Railway Historical Society, in monthly meeting at the Shiloh Museum in Springdale, Arkansas, voted unanimously to elect to Honorary Membership in this Chapter*

← THIS is a small version of a framed Certificate of Honorary Membership in A/BM Chapter of NRHS as hand scribed by member Ray Toler and presented by Bob Oswald, A/BM's National Representative, to Arkansas Gazette columnist RICHARD ALLIN at Little Rock on April 3, 1990.

**Richard Allin**

*without obligation or responsibility on his part but with renewed determination on their part to further advancement of this cause.*



*[Signature]*  
President

*[Signature]*  
National Representative

February 15, 1990

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Mikado (1900)

HAPPY BIRTHDAY to these members whose natal dates fall within the period of this issue of The Scrambler:

Glen T. Center, April 19; careers with the Frisco at Fort Smith, AR, in engineering and building and with the University of Arkansas in Fayetteville as engineer for heating and air conditioning, along with a stint in the army; retired on disability in 1980, and is one of the many among us who simply loves trains.

Ervin Lewis, April 27 (39 and holding); newspaper work in and after college; radio news broadcasting in Norman, OK, Tulsa, Chicago, London and Paris (these two in 1944 as war correspondent); professor and TV researcher-scripter at college in Florida; retired 1980 to Fayetteville but does some book editing and edits The Scrambler.

Richard G. Keegan, May 8; born at Denver when air was still pure; since leaving tax service with government has been tax consultant for ten years, currently available at Rogers, AR. Dick's hobby is models of traction trains, mainly streetcars and interurbans, and he has a mass of photos, slides and videotapes which he'll show us at an A/BM meeting as soon as our program director, Chris Lord, can arrange it.

Robert Besom, May 9; a Nebraskan who's been around, including the army in Korea; B.A degree at U. of Nebr., then with parents in Heber Springs, AR, attended UA in Fayetteville, majoring in history and lacking only dissertation for a doctoral in philosophy; organized Fulbright papers and did research at Washington and Little Rock; director of Shiloh Museum in Springdale; where our chapter meets on the third Thursday evening of each month.

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If your editor has missed anyone in this birthday list, he or she may get on the list by sending a self-addressed-stamped envelope (commonly referred to as SASE and pronounced sassy) containing \$100. Oh, yes, and day and month of birth.

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Switcher (1902)

In Japan, a train line at Tokyo has introduced seatless cars to reduce overcrowding during rush hours. That's nothing. Years ago your editor lived in Chicago at a time when he'd have sworn they hired people to ride just so he wouldn't get a seat.

N U G G E T S from some other railfan club newsletters or nonrail publications...and varied sources...

The Memphis Buff: Why are there so many songs that last about trains and railroads but few or none about travel on or about buses, ships or airplanes?

And concerning "private varnish" (the individually owned luxury railroad cars of yore) that are used by some companies for marketing: "A hotel room is just another hospitality suite. But park a car [a "private varnish" car] in a big city, and you'll get everyone you sent an invitation to."

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The Tulsa Tribune: The cruise business is booming. The cruise ship packages leisure, luxury, rest and sightseeing together. This is exactly what a cruise train could do. A transcontinental American train could take 14 days from New York to Los Angeles via Washington, Williamsburg, Charleston, Savannah, New Orleans, and the Grand Canyon. Train sightseeing can become a new recreation.

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Kansas City NRHS "The Local": An extra treat awaits Burlington fans...upon their arrival in Galveston. The Galveston Transportation Museum is worth the trip to Galveston, especially when you consider that you can have lunch and dinner in former Q diner-parlor-obs car SILVER HOURS...The stainless steel round-end, along with a former Southern Railway diner, provides restaurant facilities for the museum.

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IT MAY HELP SOME that a recent Ann Landers newspaper column reemphasized the stupidity of trying to cross railroad tracks just ahead of a train. All that can be saved, at the most, is a few moments of time. What can be lost is lives, including those of train crews. And even if no one on the train is hurt, the men aboard may be heartsick at watching people die because some idiot gambles with people's survival. Railroads and rail clubs have been sounding these warnings for years, but it won't hurt that their message is made available to the millions of readers in columns by Ann Landers and others.

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THE FIRST publicly advertised excursion train in England was on the Midland Railway in 1841, with passengers paying a shilling to journey to a temperance convention. The promoter was Thomas Cook (1808-1892), a former village missionary and woodturner (early day Ray Toler), who founded a travel agency that made a Cook's Tour a worldwide byword for an organized excursion.

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Along the Santa Fe Railroad line may still be seen remnants of the Chisholm Trail, named for Jesse Chisholm, a half-breed Cherokee Indian born about 1806 and died in 1868. He was a trader and government agent. Chisholm drove his wagon, loaded with buffalo hides, through Oklahoma Territory to Wichita, KS, and his wagon wheels cut so deeply into the prairie that they provided rutmarks for a route that became the most important and famous of all western cattle trails, extending from San Antonio, TX, to Abilene, KS and other Kansas railheads. The trail was used for more than 20 years after the Civil War. In 1872 alone 450,000 head of cattle from Texas were driven up the Chisholm Trail.

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BUFFALO, NY, had a brief refresher course early this month on how much a transit system can mean to a big city--or a not so big city, for that matter. Opposition to a bailout plan stopped New York State's second largest city in its tracks, stranding 120,000 bus and subway riders, out of a city of 324,000 population. Things were chaotic, until a temporary solution was reached to get funds for continuation.

COMMENT AND OPINION...Your editor sounds off. 5

It takes only a few minutes on streets or highways to make any thinking motorist wonder if there isn't an alliance between the government and the trucking industry. The biggies, that is, with entire fleets, not the individuals with a rig or two, although these can be fully as dangerous.

The administration at Washington, like those before it, keeps pouring money into airlines, the Air Force and expressways between large cities, and never mind the towns that used to be served by trains. Examples: Transportation Secretary Samuel Skinner says the government will provide \$90 million for a new airport near Denver; the Little Rock airport, including a new runway, may cost up to \$8 million a year; the B-2 Stealth bomber can cost up to \$1 billion each, unless a lot of them are bought in a hurry. Skinner says he wants to "remove the heavy hand of government" from transportation industries. If it got any lighter for trucks, the temptation would be never to leave home.

But railroads? They would get no subsidy whatever, if the administration had its way. Yet highways and bridges, which railroads could help save, are so badly pounded by trucks that weight limitations are being posted on more and more spans, causing some farmers to drive miles out of their way to market.

Trucks with single, double or even triple bottoms careen over two-lane highways with inches to spare, if that. It is rare to see a truck of any kind, especially pickups, driving within speed limits.

Death or injury is a constant threat as 18-wheelers, many larger than boxcars, take their share of the road and then some. Between Fayetteville and Tulsa your editor, on numerous occasions, has been forced to the very edge of a narrow stretch of U.S. 412 west of Springdale, AR, or in eastern Oklahoma to avoid a sideswipe from a steel monster half a foot or more over the center line, the truck's length so great it almost has to shave a curve.

Especially heart-pounding are those moments when a huge truck throws up waves of spray from wet roads, leaving you driving blind for several perilous seconds. And who has not seen trucks, with amazing power, ignore the double center "no passing" line to pass--even on bridges, and even under conditions of "slow, caution"?

Early last month, on U.S. Hwy 71 just north of the Arkansas line, a truck simply rode up on top of a car waiting to make a turn. The truck driver, found later to have been using cocaine, didn't even try to stop. He was only slightly hurt and the truck was hardly damaged. A woman and two small children had been in what was left of the car, no part of which was more than 12 to 18 inches above the pavement.

Nearby on 71, a few days later, one truck collided with another head-on, killing one driver but only slightly injuring the other. Obviously, one truck had been in the wrong lane.

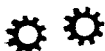
Early this month, two people died and at least four others were hurt in a fiery crash involving a tractor-trailer and three other vehicles. The 18-wheeler slammed into the rear of a car stopped at a red light for the approach to the bridge at Helena, AR.

Not one of these tragedies would have happened if these trucks had been on railroad tracks instead of public highways.

The government's own figures show the odds are 38 to 1 for the trucker in accidents involving a car. And when truckers are killed, 33% are found to have recently used alcohol or other drugs. Only fatigue, from having driven too many hours, exceeds drugs in truck driver deaths. Yet when federal safety officials were told this last month, they said they were "surprised and disturbed" by this new evidence. New? Where had they been, flying above it all in government planes?

When stories like these get onto the air, as some did when your editor was broadcasting from Tulsa or Chicago, it is not uncommon for the trucking industry's public relations office to send gifts to editors. I kept the gifts, but you can imagine, from articles like this, how much they influenced me.

If passenger car owners become as aware of safety as they are of style and horsepower, they'll pressure their representatives in Congress for more boxcars on rails and fewer on the roads. But the trucking industry is counting on couch potatoes to go on watching sitcoms and sports while the sirens sound their song of death on streets and highways. And the money rolls in for the fleet owners because it is mostly our taxes that maintain their roadbed.



A/BM Chapter members have been solicited for months to come up with contributions to The Scrambler. And now our Chapter's National Representative, Bob Oswald, has obliged. And how! Now see this...

### Progress

Eighty years ago the Fayetteville depot was a beehive of activity. In January, 1910, no less than ten passenger trains arrived and departed each day (nine on Sundays).

#### MAIN LINE Southward Trains

Train No. 5--TEXAS LIMITED--St. Louis to Paris express, except local south of Fort Smith.	7:47 AM
Train No. 11--St. Louis to Paris local.	1:00 PM
Train No. 3--TEXAN--St. Louis to Paris express, except local south of Fort Smith.	8:18 PM
Train No. 721--Monett to Fort Smith local.	8:53 PM

#### Northward Trains

Train No. 4--TEXAN--Paris to St. Louis express, except local south of Fort Smith	8:36 AM
Train No. 720--Fort Smith to Monett local.	10:46 AM
Train No. 12--Paris to St. Louis local.	4:12 PM
Train No. 6--ST. LOUIS LIMITED--Paris to St. Louis express, except local south of Fort Smith.	8:46 PM

#### MUSKOGEE SUBDIVISION

Train No. 705--Fayetteville to Okmulgee and Tulsa local.	Lv. 8:50 AM
Train No. 712--Tulsa and Okmulgee to Fayetteville local.	Ar. 4:00 PM

#### ST. PAUL BRANCH (Daily except Sunday)

Train No. 785--Fayetteville to Pettigrew mixed local.	Lv. 8:00 AM
Train No. 782--Pettigrew to Fayetteville mixed local.	Ar. 3:50 PM

The express trains had through sleepers (electrically lighted) and coaches for Dallas, Fort Worth, San Antonio and Galveston.

Now in 1990 Fayetteville has no rail passenger service. Nor does Tulsa, Oklahoma City, Wichita, or Springfield. Little Rock, Memphis and Fort Worth have one train each way daily, as does Kansas City, which also has one terminating. St. Louis has four each way.

This is progress? I despair!

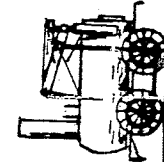
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Ten Wheeler (1860)

Burlington Northern Railroad Co. has signed an agreement with the Soviet Ministry of Railroads to modernize and automate the Soviet railroad system. That system is said to be 20 years behind our own, and operates at about 95% of capacity, compared to no more than 65% in the United States.

Speaking of BN, its Technical Training Center in Overland Park, a Kansas City suburb, is said to have one of the only two locomotive simulators in the U.S. of a type like that of an engine cab, in which students spend four hours in the driver's seat for two chances to run a train correctly and pass a driving test, after which they must take three written examinations. Then the candidate spends 30 days as a student engineer, comes to the training center three weeks, works as a student engineer for 100 days, and takes a final exam on the simulator. Signalmen and dispatchers are trained elsewhere at the BN Center. Info.: BN Railroad, P.O. Box 29132, Overland Park, KS 66201.

# MAY 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
6		1 First railway in Burma: Rangoon to Prome (1877).	2 Last passenger train on Clinchfield RR. (1965). Elkhorn City KY to Spartanburg SC.	3	4 First iron railroad bridge opened at Manayunk, PA. (1854).	5
7		8 William 'Old Bill' Miner robbed Canadian Pacific 'Transcontinental Express' at Furrey, BC (1906).	9	10 Horatio Allen born Schenectady NY (1802) Ran 'Stourbridge Lion' on D.H. Later chief engineer of Charleston & Hamburg RR.	11	12 First public electric railway opened near Berlin, Germany (1881). The single car carried 26 passengers at 30 m.p.h. over 1 1/2 miles of track.
13 Baltimore & Ohio Inaugurated 'Capital Limited'. (1923).	14	15	16	17 Illinois Central Inaugurated 'Green Diamond', Chicago to St. Louis (1936)	18 First passenger railway in Australia (1854). The horse drawn coach traveled 7 miles, on the Port Elliot & Goolwa Ry.	19
MOTHER'S DAY	20	21 Surrey Iron Railway incorporated (1801) This horse-powered freight line ran from Wandsworth Wharf to Corydon, Eng-land.	22	23	24	25
27 St. Gotthard Tunnel (Switz) opened (1882). 9 miles, 562 yd.	28	29 First run of Milwaukee Road's 'Hiawatha' (1935). Chicago to Twin Cities. (see last month)	30	31		26 CB&Q 'Zephyr' ran non-stop Denver to Chicago, 1015 mi. at average 77.6 m.p.h. (1934)
Stourbridge Lion Gauge: 51" Weight: 15,680 lb Length: 12' 10 1/2" Wheels: 49" Cylinders: 8 1/2" X 36"			<b>TRIVIA CORNER</b> The 'Lion' was built by Foster, Rastrick & Co. of Stourbridge, England in 1825 on order from D.H. Canal Co. Delivered price: \$2914.90. It weighed twice as much as called for in specifications, and was thought to exceed limits of bridge over Lockwooden Creek. Nonetheless, and despite objections of onlookers, Master Mechanic Horatio Allen ran the locomotive several times across the bridge at 10 mph on Aug. 8, 1829. However 'Lion' was stored and eventually broken up and D.H used horses until 1880. The boiler, one cylinder, walking beams and other parts are part of a reconstruction in the Smithsonian. A virtual twin, 'Aeneas', worked over 25 years.			
<b>MEMORIAL DAY</b>						
<b>ABMT BULLETIN BOARD</b> Next meeting: <u>May 17, 1990</u> Speaker: <u>Barton Jennings, ABM MRS</u> Topic: <u>Stourbridge Lion</u>						

Join the ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society. 8

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.

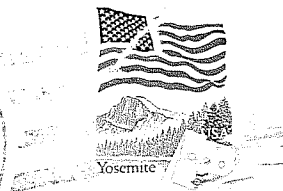
Payment is to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

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. Schreibleman  
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. RAILROADS of NORTHWEST ARKANSAS covers every rail line in the 4 northwest counties of: 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 started or which ran thru these Arkansas counties. 'The Frisco RR Comes to Northwest Arkansas', followed by a number of chapters relating some incidences, happenings, wrecks or building a particular section .. 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 material, there were enough old-timers to give first hand reports. Information on the Frisco comes from Bob's own experiences or contacts with people working for the line. Bob's uncle James A. Winn was Winslow's Frisco agent for more than 40 years. A 2 page map shows all rail lines, the main towns they ran to and through. More than 100 pictures illustrate this 136 page, soft cover, 8-3/8" x 10-5/8" book.

Bob has been a newspaper writer and columnist for many years. If requested, Bob will autograph your copy of RAILROADS of NORTHWEST ARKANSAS.

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, three 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.

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_