

THE SCRAMBLER

ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society



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

Editor: Ervin Lewis Issue #34 17 May 1990
#

ALL AB-O-O-O-O-ARD!!!
ABMT MEETING: Thursday, May 17th
TIME: 7:30 PM
LOCATION: Shiloh Museum's "General Store" building

Program: Bart Jennings will present a show of more than 200 slides of Steam Locomotives. Not only that... he promises it will not take over 45 minutes. Bart did tell me that if you did ask to see a particular slide a couple of seconds longer, he would pause, but not guarantee to complete the slide presentation within the 45 minutes. Beside that, I believe, ... Bart will also tell you about a few things he has been working on over the past several months .. that are expected to come to fruition in the near future. The program will be good and will tax your brain powers, somewhat, like his last one. ...Be There !!

o 00000 oo Texas

FOR IMMEDIATE ATTENTION! An invitation has come from Don Campbell, president of the Kansas City, MO, chapter of NRHS, to any of us who wish to attend the Tri-Chapter (K.C., Topeka, Wichita) meeting at Kansas City THIS SUNDAY, May 20. The luncheon speaker will be Larry Fields, Vice President-Operations, Kansas City Southern Lines. Our chapter's Bob Oswald (521-9714) has reservation forms.

SCHEDULED ALMOST AS SOON is the Arkansas Railroad Club's tenth annual Show & Sale, from 8 a.m. (or 9:30 a.m., we saw two figures) to 3:30 p.m. SATURDAY, JUNE 2, 1990, at the Fisher National Guard Armory, 2600 Poplar St., North Little Rock, AR. Further info.: 374-5383 or 753-4582.

OTHER UPCOMINGS: History by bus; explore Washington County, full day with stops for meals and talks, THIS SAT., MAY 19. ALSO: archeological investigation of the Cato Springs project and other north-western Arkansas sites, a discussion by Bob Lafferty of Lowell, AR, archeologist, WED., JUNE 20. INFO. RE BOTH TRIPS: Shiloh Museum, 118 W. Johnson Ave., Springdale, AR, 72764; phone 751-8411.

SOMETHING NEW for our chapter archivist and his wife. Namely, The Tulip Tree, a landmark craft supply and gift shop in the north part of Springdale, AR, on the east side of Highway 71-B North, across from Hobo Joe's barbecue restaurant. Richard and Mary Schreiber own and operate eight rooms and a classroom area, totaling 4,000 sq. ft., piled to the ceilings with thousands of Ozark native and other creations, great and small. The phone is 756-9533. There's even an occasional railroad knickknack for the likes of us train fans.

SYMBOLS for Whyte's Steam Locomotive Classification System got derailed for this issue of The Scrambler, except for our chapter president's portion. Good old Martin Post leads about three lives, and his efforts for A/BM are only one of them. Someone should volunteer to take the presidency off his hands soon. And another someone will have to assume editorship of The Scrambler, as the year of promised service approaches its end.

ALL YOU A/BMers in the big bucks may be interested in a luxury tour on the Queen of Scots, out of Edinburgh's Waverly station, through the Scottish countryside. Prices per person, double occupancy, begin at \$1,830 for a 3-day, 2-night ride, in Edwardian decor.

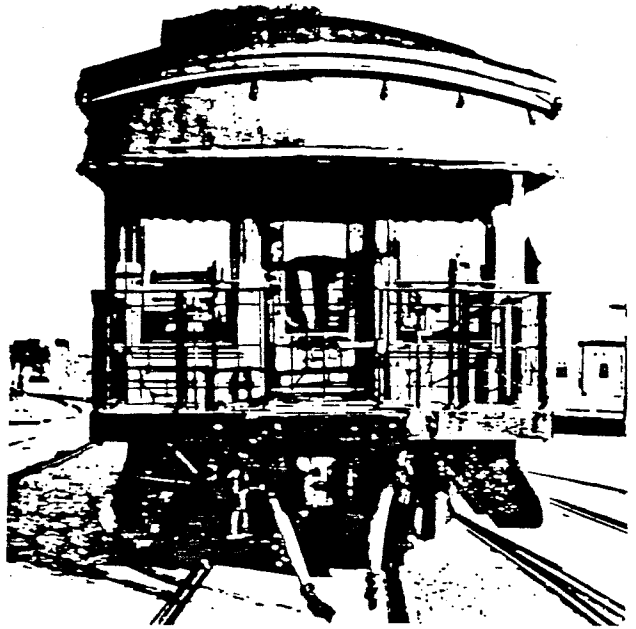
The
President's
Observation

National has sent Bill Ussery a new listing of ABMT's members along with their membership number and expiration date. All of use who have paid dues for the year 1990 are now on their records. We have 43 chapter members = to 39 National members through ABMT

Last month, the April issue of the Scrambler, 7 copies were returned, because the address labels came off. If you did not get your copy, please let Ery Lewis or me Martin Post know and we will send one to you and please accept our apologies. April's Scrambler was an especially good one and included an extra page. Ery had written a good editorial.

Everyone should have received St.Louis Convention information now. Please let me know if you are going and haven't already told me.

The Springdale Morning News had an article on page 13D Sunday May 6 1990 by Kim Cannon. It covered the work of Charles Summey, including the recent dedication of the Roger Depot painting in memory of Lon V.Price. Mr. Price was the late husband of Pauline Price Mathis and was a railway express agent from 1920 to 1956. There is a picture of Mr Summey, with his former art teacher, Pauline Price Mathis, the painting depicting the Depot in the late 1920s through the early 1930s and Rogers Historical Museum director, Jan Harcourt, an ABMT member. I believe you can purchase a color print of the picture, the funds going to some charitable cause.



Fund Raisers

RAILROADS of NORTHWEST ARKANSAS, by Robert G. Winn # Chronicler, \$10. A 20% discount on Bob's book to the person who will write a book review. We might use parts of the review in our sales promotion to National for distribution telling other NRHS chapters that ABMT has the book for sale.

TRACKSIDE Magazines .. Volumns One, Number 2 & 3 are available at Mickey's Model Works, 840 N. College Ave, Fayetteville. Proceed will go to Arkansas-Boston Mountains' chapter treasury to help cover Scrambler and operating costs. Thanks Mickey.

No one has expressed any interest in a tie-tack or lapel pin of ABMT's Logo. Also I have had only one order for any of the clothing items, so we will drop these two ways of raising money for chapter expenses. Anyone who has other ideas to bring in money to the chapter treasury, please contact me and we will put it to the members for consideration. Otherwise we may have to shrink the size.. number of pages, curtail the number of issues during the balance of the year, or eliminate the Scrambler for most of rest of the year.

o OOOO oo Berkshire, or Kanawha

While driving a Fayetteville School bus on Field or Activity trips I have time to Kill. I mostly take along a paperbound pocket book to read. Lately I have read several interesting ones with railroading as a major part of the story line.

...One The Edge, by Dick Francis is about horse racing, unsavory people, and an across the Canadian continent, a special train races againt death. This book was on the New York Times - Bestseller List for 3 months.

...Another Death Train, of Alistair MacLean, written by Alastair MacNeill from story line notes and outline after MacLean's death. This story is of a United Nations Anti-Crime Organization chase across Europe of a train which is carrying a devistating cargo of catastrophic proportions. The story reads quickly, but is not the quality of The Edge.

...The third The Green Train, by Herbert Lieberman is the story of fifty-four members of an Intourist Group on a luxurious vacation who are held hostage on their train by Russian soldiers on route from Leningrad when they are within minutes of the Finish border. This story will keep you reading and emotional stirred up right to the end.

...Fourth and lastly Seven Days To Petrograd, by Tom Hyman. The story of a "sealed" train trip from Zurich for Petrograd's Finland Station carrying a dangerous passenger: Vladimir Lenin. Action is during World War I. Lenin has made a deal with Germany, and a rogue American agent is out to assassinate the Bolshevik, but finds himself the target of a deadly manhunt by Lenin's brutal comrades, German agents and even his own devious countrymen who set out to Kill him. The one thing I wonder about... is the story somewhat based on historical facts about such a trip and at that time? This was another story that kept me reading on and on.

Gee, I don't have a new member for you to "welcome" this month, but we can thank Roy & Vicki Turner from Ft. Smith for renewing their membership through ABMT.

Stop! Look! Listen! See you Thursday 17th of May. June's meeting is the 21st. Got a program? .. contact Chris Lord through the A&M RR, phone 751-5763, or talk to him at a meeting.

Martin Post

Martin Post

5/8/90

THE U.S. SUPREME COURT has upheld the so-called "Rails To Trails" law, which lets former railroad rights-of-way be converted to hiking trails instead of being returned to landowners. Among other things, this means the 200-mile Katy Trail through Missouri, and the Prairie Rock Island Trail in Arkansas, will be available to pedestrians.

ROBERT C. OSWALD (is there no end to his talents?), best known to NRHS members coast to coast as A/BM Chapter's National Director, has come forth with another contribution to The Scrambler. This time he recalls the foibles of an industrialist who had a sense of humor and a habit of naming as vice presidents of the railroad he owned a sizable number of people whose knowledge of railroads was probably limited to getting on and off trains.

"Who says railroading can't be fun? Certainly not Elliott White Springs, late president of Springs Mills and of the Lancaster and Chester Railway. Witness the Official Guide entry from Aug., 1956, (at the bottom of this article).

"Elliott White Springs was a genuine World War I hero, having been credited with shooting down 11 German aircraft and putting him in a 3-way tie for fifth ranking among American air aces. After the war he barnstormed around the world for several years and then established himself as a popular author. He succeeded his father as president of the Springs Mills and its subsidiary railroad, but he didn't quite settle down. His lighthearted and often risqué advertising for Springmaid sheets was the talk of the country. This spirit carried over to the railroad, where many famous names appeared on the Official Guide as vice presidents and other officers.

"They included manufacturers such as Cutler, of American Brake and Foundry, and Eckert, of Sun Oil Company (the latter one of Springs' WW I flying buddies). But most were from the more genteel areas of art and literature. Some of you old timers will recognize the names Clayton Knight (illustrator), "Ham" Fisher ("Joe Palooka"), James Montgomery Flagg (artist), Charles MacArthur (playwright), James Warner Bellah (author), Gypsy Rose Lee (ecdysiast), and Lucius Beebe (bon vivant). Other familiar names are W. F. Halsey, Lowell Thomas, R. J. Reynolds, and attorney Robert T. Jones, Jr., better known as Bobby Jones of amateur golfing fame. Springs even had as a vice president a company doctor in Cheyenne, WY.

"Let's hope we never forget how to have a little fun with whatever we do."

548

LANCASTER AND CHESTER RAILWAY CO.

"The Springmaid Line"

First 100% Diesel Operated Road in South Carolina

| | | |
|---|---|---|
| <p>ELLIOTT SPRINGS, President, Lancaster, S.C. MARY WILLIAMSON, Assistant to the President</p> <p style="text-align: center;">VICE-PRESIDENTS</p> <p>J. WM. MEDFORD, Lancaster, S.C. W. F. CUTLER, New York City J. C. STANLEY, HAROLD FOWLER, H. A. LEY, CLAYTON KNIGHT, HAMMOND E. FISHER, JAMES MONTGOMERY FLAGG, HUGH WILLIAM CLOSE, Jr., Fort Mill, S.C. D. A. EMBURY, New York City R. A. SPRINGS, CHARLES MACARTHUR, Nyack, N.Y. SAMUEL H. ADAMS, Auburn, N.Y. L. W. ROBERT, Jr., Atlanta, Ga. S. P. HUTCHINSON, Jr., Philadelphia, Pa. S. B. ECKERT, L. K. CALLAHAN, Chicago, Ill. R. A. KELLY, Xenia, O.</p> | <p style="text-align: center;">VICE-PRESIDENTS—Continued</p> <p>PETER GETTING, Charleston, S.C. F. P. GOODRICH, Daytona Beach, Fla. W. A. BISHOP, Montreal, Canada JAMES WARNER BELLAH, Santa Monica, Cal. W. F. HALSEY, Vice-President in Charge of White Horse Supply, Charlottesville, Va. ANTON HULMAN, Jr., Terre Haute, Ind. JOHN REED KING, New York City RICHARD M. HOLLINGSHEAD, Jr., Philadelphia, Pa. Major General FRANK O'D. HUNTER, Savannah, Ga. GYPSY ROSE LEE, Vice-President in Charge of Unveiling, New York City. LUCIUS BEEBE, Vice-President in Charge of the Internal Audit, Virginia City, Nevada. CASON J. CALLAWAY, Hamilton, Ga. THOMAS BROOM BELFIELD, ed., York, Pa.</p> <p style="text-align: center;">SURGEONS</p> <p>ROBERT MCKAY, Charlotte, N.C. GEORGE BENNET, Columbia, S.C. H. H. GILE, Cheyenne, Wyo.</p> | <p style="text-align: center;">ATTORNEYS</p> <p>ROBERT T. JONES, Jr., Atlanta, Ga. CHARLES NORFLEET, Winston-Salem, N.C. A. Z. F. WOOD, Secretary, Lancaster, S.C. J. C. HUBBARD, Treasurer, W. H. GLADDEN, Comptroller and Traffic Manager, A. T. DAMPIER, Auditor (Claims), W. S. BARNFIELD, Superintendent, R. L. SENTER, Master Mechanic, MARY C. WOOD, Dining Car Supervisor, LOWELL THOMAS, Press Agent, New York City LOUIS R. WASEY, Advertising Agent, L. P. HOLLIS, Director of Education, Greenville, S.C. JACKSON P. DICK, Superintendent of Motive Power, Atlanta, Ga. R. J. REYNOLDS, Marine Superintendent, Sapelo Island, Ga. JAMES GORDON MACARTHUR, Superintendent of Springmaid Division, Nyack, N. Y. HARRY BRUNO, Public Relations Counsel, New York City CLAIR MAXWELL, News Butcher,</p> |
|---|---|---|

Extends from Chester 1 to Knox 8 miles, Richburg 23 miles, Bascomville 25 miles, Fort Lawn 30 miles, Grace 34 miles, Lancaster 39 miles. Freight service only, daily, except Sunday. August, 1956.

CONNECTIONS.—1 With South. Ry., Seaboard Air Line R.R. and Carolina and Northw. Ry. 2 With Seaboard Air Line R.R. 3 With South. Ry.

COMMENT AND OPINION...Your editor sounds off.

"More destruction has been done in the name of the automobile than all the mayhem caused by all the wars that the United States has ever been in."

--Richard Allin, "Our Town" columnist, Arkansas Gazette, and since February 15, 1990, the first Honorary Member of Arkansas/Boston Mountains Chapter, National Railway Historical Society.

The average truck driver is almost certainly more capable than the average automobile or van driver--but there is an immense difference between ability and attitude. I have been driving cars and an occasional borrowed pickup truck for 65 years and I could, but won't, bore you with accounts of how defensive and courteous handling of my vehicle saved my life and perhaps that of the driver of another car or truck. The main ingredients of highway safety remain the driver and the vehicle, with the size and ever-growing number of trucks making a greater peril to all of us, including truck drivers. For example, recently, the driver of a tractor-trailer rig was killed between Fayetteville and Mountainburg, AR, when his load shifted, the rig overturned and was hit by another tractor-trailer, whose driver was injured. This points up, again, that the trucking industry, which has profited greatly, as a whole, by deregulation, will have to discipline itself, and quickly. Things are so bad in Arkansas that one Little Rock trucker said he fears his career as a driver will end in September when the state begins administering an exam required by federal law and which has had a high failure rate in other states. And a Conway, AR, resident reported he had just completed a 2,000-mile trip on Interstate 40 and watched as 18-wheelers intimidated passenger cars and broke speed limits--with not one he could recall that did not belch black smoke.

It's much the same with buses, both intercity and urban. This is why your editor said in the January 18 issue of *The Scrambler*, referring to General Motors as heading the list of bandits who waylaid the streetcars in favor of polluting buses, that there is probably no way in which GM can get what it really deserves in the new film "Roger & Me"--the "Roger" being Roger Smith, GM chairman. That basically documentary film was shown at the Malco Razorback in Fayetteville March 15-29, and I am keenly disappointed that not one A/BM member saw it, other than myself. Every part of "Roger & Me" was from real life, even with hand-held cameras, sometimes under threat from GM guards. Some scenes were so powerful that they could have sickened anyone with a sense of decency, including the one in which Michael Moore, the film's producer, who is a GM stockholder, asked about GM's closing of plants at Flint, MI, and was cut off by Rogers, who declared the meeting closed. Roger's coming successor, Robert Stemple, is said to bristle on occasion "at questions from journalists about GM plant closings or product failings."

-0-

SPEAKING AGAIN of Richard Allin, quoted above, A/BM members at a meeting months ago may recall your editor's saying people in news work may go years with little evidence from others they are doing a reasonably good job. It's all the more frustrating for anyone writing columns for a good cause, as in the case of Allin, who is a strong supporter of trains and public transit. Yet, as we see in his column of 4-19-90, it's rare for a club or cause so benefited to show appreciation in the form of an award or an honor.



Our Town
Richard
Allin

SINCE I CAN count the awards and honors lavished upon me on one hand, with a couple of digits left over, I'm especially grateful at having been named to honorary membership in the Arkansas-Boston Mountains Chapter of the National Railway Historical Society, meeting at Springdale.

I have received a handsome certificate reading "In appreciation for his 'Our Town' columns in the *Arkansas Gazette* and other accomplishments for advancing the cause of railroads in the United States ..."

My thanks to a group dedicated to the past, present and future of railroading in a country that was made possible by railroading.

The certificate was signed by Martin Toler III, president, and Robert C. Oswald, the chapter's national representative to the National Railway Historical Society.

RAIL HISTORIANS sometimes have to face bitter facts. *The Scrambler*, the newsletter of the Arkansas-Boston Mountains Chapter, reports that Fayetteville once was a bustling railroad center with 10 daily passenger trains connecting St. Louis, Dallas, Fort Worth, San Antonio, Kansas City, Tulsa, Okmulgee ... and Pettigrew, Ark. "In 1990," the newsletter sadly observes, "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?"

CHAPTER PROGRAM DIRECTOR CHRIS LORD is one busy man. In addition to arranging for member or guest appearances at our monthly meetings, he is a mechanic for the nearby Arkansas & Missouri Railroad and does his full share of tracking trains and photographing them. He gave an illustrated report to us on "Steam in South America" last Sept. 21 and on "Steam on the Nevada Northern" this January 18. Now Chris has prepared an article intended for some publication, but *The Scrambler*, always ahead of the mob (and the sheriff) hereby scoops whatever periodical carries it, with the following, which is intriguingly titled "Porta Works His Magic Again".

-0-

Livio Dante Porta, the Argentinian engineer considered the world's foremost authority on modern steam design, has proved once more that steam traction is still viable today.

His modernization of a locomotive on the Dona Teresa Cristina Railway, a meter-gauge coal hauler in southern Brazil, resulted in 80% less smoke, 30% more power, and a 15% reduction in coal consumption. An added benefit was elimination of the tendency to form clinkers.

The engine chosen for the project was Jung 2-8-2, No. 4, built in 1954 and until recently stored with other retired steamers near the shop at Tubarao, the line's headquarters. It was formerly used at the nearby Capivari coal washing plant.

The initial objectives were to show that it was possible to reduce considerably the emission of smoke, and to gather information that could contribute to resolution of identical problems faced with other locomotives on the railroad. Both objectives were reached with minimum effort and little expense.

The heart of the project was the creating of a gas-producer firebox. In this type of firebox, air is precisely metered into an otherwise airtight ashpan, through a door opened by a steam cylinder when the locomotive is in motion. (A separate ventilating system provides air when the locomotive is stopped.) This is called primary air, and accounts for only 30% to 40% of the total combustion air. Modifications to the grates permit the air to penetrate the firebed uniformly, and to avoid passing near the firebox walls. These restricted grate openings also prevent pulling coal off the grates when the engine is working hard.

Four to five percent of the exhaust steam is also routed through the firebed. It reacts chemically with the hot coal to produce clean-burning water gas, while at the same time the reaction absorbs heat. This lower temperature prevents clinkers from forming.

Complete combustion is then achieved by secondary air inlets strategically placed in the firebox walls. Adjustment of the secondary air is done by an opening in the firebox door.

Beyond these steps it is necessary to have turbulence inside the firebox to obtain the correct mixture of gases. This turbulence is created by the positioning of the secondary air openings, a modified brick arch fire deflector, and "tuning" the exhaust system to obtain maximum blast without creating too much back-pressure in the cylinders.

Other modifications include increasing the size of steam passages to the cylinders, increasing the amount of super heat, and installation of a Kylchap style stack.

The #4 was chosen because it had recently undergone a general overhaul and was found to be in good mechanical condition. Its ashpan and grates are of a relatively modern type and did not require the rebuilding needed with other locomotives. The #4 will be used to haul tourist trains in Rio Grande do Sul, a nearby province.

The Dona Teresa Cristina currently uses some Henschel and Skoda 2-10-2's, along with an Alco and a Baldwin 2-8-2, plus a few diesels, to handle the coal traffic. The big Baldwin and Alco Texas types have been retired since 1986. There are proposals, however, to rebuild them as state-of-the art gas-producer locomotives with roller bearings throughout. What a sight it would be to see some American-built 2-10-4's storming by with heavy coal trains.

Regional superintendent Oldemar Michel is enthusiastic about the future of steam on his railroad. He was happy that the success of #4 will help resolve complaints from on-line neighborhoods about smoke pollution. He added that coal consumption will be reduced as well. Steamers are favored because of abundant coal supplies, as opposed to the far greater cost of new, imported diesels, at about \$2 million each.

Further recommendations include controlled operation with measured consumption and tonnage, and measurement of locomotive functions with instruments.

EDITORS of newsletters for NRHS chapter members across the country must find themselves (as The Scrambler editor does) frustrated with all the information that should be made available about excursions, meetings, exhibits, sales, conventions, etc., but can't for lack of space. This leads to the thought of wondering why someone (whether or not connected with the NRHS national office) can't make a living, or at least supplement his or her income, by establishing a CENTRAL SOURCE for listing all such information. Then an NRHS member, or nonmember, could phone, write or fax this central source for the very latest information as supplied authentically by the sponsor of whatever event is involved. In that way the information would not be days, weeks or even months old, as picked up more or less accurately from someone's newsletter. Even last-minute changes or cancellations could be relayed to those sufficiently interested to check just before making a trip, paying for tickets, reserving space or lodging, etc. Information thus available could save a lot of time, money and travel. A nominal fee, perhaps a dollar, from sponsors and potential customers, could be charged for each contact with the central source. No one would get rich at it, but it could be a blessing for several thousand NRHS members and for the general public. Maybe this kind of thing is already in operation, but if so the editor of The Scrambler doesn't know about it.

AN AIRLINE PILOT living in Chicago was amused that his little boy could take it or leave it with toy planes brought home from the father's travels. But a toy train locomotive was something else. And even if it was a diesel, the child pushed it along with a loudly voiced, "Choo! Choo!" Of course, he was too young to know there'll never be a diesel as dramatic as a steam engine, on which something is happening everywhere you look...steam hissing, water squirting, great wheels turning, and sounds that have no equal anywhere else on earth. The smell of a diesel is something we can do without. But then to be fair about it, a cinder in the eye from a steamer's stack could make for a lot of misery, at least before the adoption of closed windows and air conditioning.



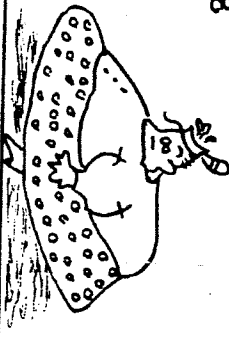
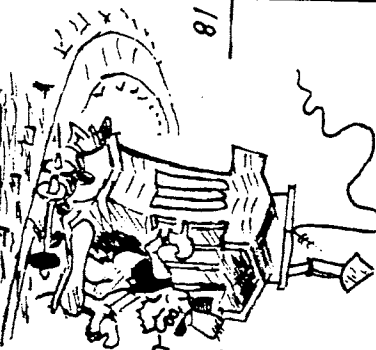

YOUR EDITOR, last of the big spenders, laid down a whole 50-cent piece for a date nail (1938, the year he left Tulsa for Chicago) at a big railfan show, mainly for model train fanciers, recently at Kansas City. He had been more or less aware of date nails, from having seen a few as he walked along tracks, but didn't know why they were driven into the ends, not the tops, of wooden ties. He learned they show the year of installation of ties, as a clue to when the ties probably need replacement. (To be honest, he paid with two quarters, and have you noticed how few half-dollars you see any more? And for a silver dollar you practically have to go to a federal reserve bank; many ordinary banks don't even have one of the "cartwheels" available, which somehow seems a shame.)

FEW BRITISH, let alone Americans, are aware that, from 1905 until a decade after World War II, many model or miniature railways were in use for riding pleasure or haulage on some larger estates and gardens in England. One popular gauge was 7.25 inch, and another 10.25. Peter James, 8 Dale Road, Stanley, Derbyshire, England, is preparing a record of as many as can be remembered.

LONGEST PASSENGER TRAIN OUT OF KANSAS CITY? A KCS special for the Ararat Shrine Temple. It left on the morning of Oct. 14, 1962, for a round trip to New Orleans, headed by four GP30s pulling a steam generator car, 3 baggage cars, 1 horse/express car, 21 sleeping cars, 3 dining cars and 2 lounge cars, a total of 31, from the KCS, Santa Fe, Western Pacific, NYC, Burlington, Florida East Coast, Southern Pacific, Nickel Plate, Pennsy, IC, Union Pacific, and the Pullman Company. (35, counting the locomotives; all this from an outfit that ought to know, the Kansas City Southern itself.)

AMTRAK and UNITED AIR LINES this year expect to introduce an Air/Rail Service that lets riders take a train in one direction and a flight coming back, at an affordable price (whatever that means).

OUR CHAPTER'S NATIONAL DIRECTOR, Bob Oswald, will revive very warm memories with his full-page calendar for the coming month. Read the next page and see for yourself, how Fontaine Fox (1884-1964) made his imaginary "Toonerville Trolley" become almost real to millions of Americans with some of the most delightful cartoons ever drawn about a developing nation--especially in small town areas.

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--|--|---|---|---|--|---|
| | <p>4 Fontaine Fox born (1884).</p>  | | | | <p>1 First run of Mammoth & Pikes Peak Ry. This rack (cog) railway has an average grade of 16.66% or 9' in 1' (1891).</p> | <p>2 ARKANSAS R.R. CLUB SHOW & SALE 8-3:30 FISHER ARMORY, N.L.R.</p> |
| | <p>11 </p> | | <p>6 MKT was first railroad to penetrate Indian Territory at Bluejacket (1870).</p> | | <p>8 </p> | <p>9 George Stephenson born Newcastle-on-Tyne (1781). Early English locomotive builder.</p> |
| <p>10</p> | | <p>12 First railway in Japan: Yohohama to Shine-gawa (1872)</p> | | <p>7</p> | <p>15 NYC inaugurated "Twentieth Century Limited" (1902).</p> | <p>16</p> |
| <p>17 First issue "Railway Age" magazine (1876)</p> | <p>18 </p> | | | <p>14</p> | <p>NRHS: ST. LOUIS</p> | <p>NRHS: ST. LOUIS</p> |
| <p>NRHS: ST. LOUIS</p> | <p>25 Cy Worman born (1855). Railroad author.</p> | | | <p>21 C+O Sportsman' derailed at speed at Hawks Nest, WV, killing 2 (1930)</p> | <p>NRHS: ST. LOUIS</p> | <p>NRHS: ST. LOUIS</p> |
| | | <p>19</p> | | <p>20</p> | <p>28 At Mishawaka, IN, a bridge collapsed under the weight of a Michigan Southern train, leaving 41 dead (1859)</p> | <p>23</p> |
| | | <p>26 Eureka Springs Railway Company of Arkansas chartered (1882)</p> | | <p>27 </p> | <p>29</p> | <p>30 Last commuter run on New York, Susquehanna & Western (1968)</p> |
| <p>TRIVIA CORNER Fontaine Fox retired in 1955 and the Toonerville Trolley came to the end of the line. His 50-year career saw America turn from an agrarian to industrial society and through two World Wars. The steam locomotive and the streetcar nearly disappeared and were replaced by the diesel locomotive, trolley and jet airplane. So long to The Skipper, Melky (Himself) McGuire, The Powerful Katrinaha, The Terrible Tempered Mr. Bang and Aunt Epic McGee. The fattest woman in three counties!</p> | | | | | | |
| <p>ABMT BULLETIN BOARD Next meeting: June 21, 1990 Speaker: Maurice Chilton Topic: Cumbres & Toledo Scenic Ry.</p> | | | | | | |



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

Meetings of.....

ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) of the NATIONAL RAILWAY HISTORICAL SOCIETY are held the 3rd Thursday of each month .. except December's, annual dinner meeting. Place: 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, 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. 1990 dues are:

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

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

Chapter 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 your National dues and your membership number.

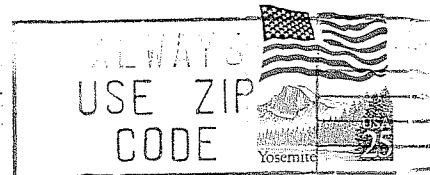
Pay to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

During membership, you will receive copies 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. 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 _____