



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	#35					21	June	1990
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ALL AB-0-0-0-0-ARD!!!

ABMT MEETING: Thursday, June 21st TIME: 7:30 PM LOCATION: Shiloh Museum's "General Store" building

T H I S W I L L B E an abbreviated issue of The Scrambler. President Martin Post and National Director Bob Oswald are off to St. Louis for the NRHS national convention, so there's nothing from either of those stalwarts yet, but no doubt they'll have lots to tell us upon return. Also, frankly, the club treasury is low, and our normal six or eight pages must be cut down. By the way, who's coming up with a grand idea to restore our A/BM wealth? We're supposed to be nonprofit--but not broke!

WE'RE NOT EXACTLY LOWLANDERS, here in the Boston Mountains, but we take to higher country Thursday evening, June 21, in the historic store building at Shiloh Museum in Springdale. Maurice Chiltan will favor us with a visit and his color slides of the "Cumbres & Toltec Scenic Railway". Guests, as well as members, should find this presentation the next-best thing to being where a great many tourists and railfans enjoy some of the nation's most breath-taking views.

WITH DEEP REGRET we chronicle the death of Edward Richard Ballow, one of the founding members of our chapter of NRHS, on June 1 of a heart attack at age 44. A Vietnam veteran, Ed had not been active in the club for about a year, largely because of his night work as chef at the Campbell Soup Co. Ed Ballow will be remembered especially for his love of chasing and photographing trains, and for his affability and unfailing hospitality as host at the refreshment table after each meeting. Surviving, at the home in Fayetteville, are Mrs. Ballow, a son and a daughter.

NOT MUCH TIME LEFT for anyone wanting to ride behind the most powerful steam engine in the United States, possibly in the world. It's the legendary Norfolk & Western articulated locomotive No. 1218, class A, 2-6-6-4. It will operate over former Wabash trackage from North Kansas City (Randolph) to Moberly, MO, THIS SATURDAY, June 23, and SUNDAY, June 24. Sponsors are the K.C. Chapter of NRHS and the K.C. Railroad Museum, of the Smoky Hill Railway and Historical Society, so it should be a well conducted excursion. On both days, departure at 8 a.m. and return to Randolph about 6 p.m.

B I R T H D A Y S within range of this issue of The Scrambler are few, so far as we know, but make up for it in quality. Your editor may be forgiven, perhaps, for mentioning that Russell B. Joseph of 18 Fenchurch Dr. in Bella Vista, AR, born on a July 10, was for 31 years in the executive department of my favorite railroad, the Santa Fe. This would include the many times I rode Santa Fe streamliners between my home town, Tulsa, and my adopted city, Chicago, and from Chicago to Los Angeles and back. One of these days program director Chris Lord may talk Russ into telling and showing fellow members a side of big-league railroading that most of us never know, at the top levels. Or maybe Russ and Bill Burk, his fellow Santa Fe colleague on our roster, might team up and give us insights to railroad problems seldom visible at trackside.



Certificate of Appreciation

Awarded to the

Bank of Fayetteville



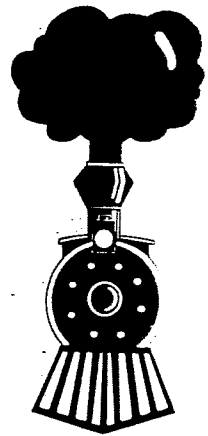
for establishing a branch of its main bank in an authentically restored passenger train coach and freight train caboose, on tracks alongside the historic and newly renovated Frisco depot in Fayetteville, thereby honoring and perpetuating the contributions of railroads to this city, northwestern Arkansas, and the nation.

Arkansas/Boston Mountains Chapter of the
National Railway Historical Society *

P.O. Box 562, Fayetteville, Arkansas 72702
Robert C. Oswald
Robert C. Oswald, Nat. Dir.

Martin Post, III
Martin Post, III, Pres.

June 22, 1990



THE BANK OF
FAYETTEVILLE

FOR THE SECOND TIME, Arkansas/Boston Mountains Chapter of the National Railway Historical Society has given an award. The first was honorary membership to Richard Allin of the Arkansas Gazette, in Little Rock, for his unfailing support of railroad-ing, past and present. That was on Feb. 15, 1990.

Now the chapter has given a Certificate of Appreciation to the Bank of Fayetteville, for reasons cited in the half-size reproduction above. The presentation was made to John Lewis, president of the bank, on June 12, ten days ahead of the first day of business for the branch bank, in order to permit placement of the framed certificate before opening day June 22 and well before the grand opening early in July.

Lewis was also given a train engineer's cap, although a lack of space might preclude adding a locomotive to the branch bank.

News media coverage of the presentation included the Washington County segment of the Arkansas Gazette's "Arkansas Journal" page, of June 12; still pictures by photojournalist Charles Bickford of the Morning News, Springdale, AR; and television camera scenes by Chuck Gray of Channel 29, KHOG-TV, Fayetteville, with nearly a minute of air time on the 5 p.m. news, constituting probably the first public video showing of the interior of presumably the first permanent bank in train cars anywhere.

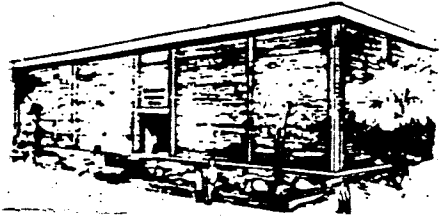
Those of us who had a close look at the interior of the coach and the caboose were deeply impressed at the faithfulness and the beauty of the restoration, inside and out, even including the drive-in facilities that resemble the canopy of an old-time railroad station platform. NRHS members, as well as the general public and bank customers, will find it worthwhile to go out of their way to see a bank in historic rail cars. The location is downtown, at the former Frisco depot, Dickson St. and West Ave.

The Bank of Fayetteville is emphasizing railroads in such ways as distribution of small paper bags bearing stylized designs of steam locomotives (see above) for distribution at the Farmers Market on the Fayetteville City Square, opposite the main bank and half a mile from the train branch bank.

The Certificate of Appreciation from our chapter was lettered by our member Ray Toler--about whom more elsewhere in this issue of The Scrambler.



First Place Winner of 1990
Arkansas Associated Press
Managing Editors "General
Excellence" Award.



R'road garden

Springdale man has
unusual hobby. Kay
Hall writes on 11A.



Timesphoto by Kay Hall

Jack-of-all-trades Ray Toler of Springdale watching his railroad art garden grow.

Toler a jack-of- all-trades in golden retirement years

By KAY B. HALL
Times Staff Writer

SPRINGDALE — Ray Toler is a jack-of-all-trades in his retirement, master of some, and a volunteer who is known to churches, schools and organizations throughout Northwest Arkansas. He is enjoying the golden years and even polishing them to a shine.

Toler retired after 40 years as chief engineer of the Arkansas Power and Light Co. in Hot Springs and moved to Springdale with his wife, Juanita, upon retirement.

"We met in Fayetteville at the University of Arkansas while we were both there. We knew the area and liked it. We've been married now for 48 years," he said.

Retirement has brought much satisfaction to them both, but not much free time, he said.

Antique tools and an antique railroad art garden (railroad spikes and bolts) are only one of Toler's interests. His house and yard are full of examples of the volunteer work and hobbying he does.

He is a blacksmith with antique blacksmithing equipment and a wood and metalsmith who makes his own replacement parts when they are needed.

"I spend a lot of time working with metal and wood," Toler said, "but no mass production. I make one thing at a time, and they're one of a kind items."

Some of his unique work includes handmade picture frames of individual design, some beveled, of rough cedar, wormy firwood, weathered barn wood and even scraps.

"I like to work with a lot of different woods, and particularly fruitwoods and pecan are beautiful," he said, displaying a pecan belt buckle that was a work of art.

His back yard exhibited yet another hobby, that of birdwatching, and it held three martin houses, bluebird boxes, three hummingbird feeders, a finch feeder and a birdbath, his creations, some hi-rises.

"Bluebirds won't build in a house if the sparrows are there. But if the bluebirds build first, they'll keep the sparrows out," he said.

His love of the "whimsical" as he called it, includes door-knockers made of different woods, and "one of a kind," and unusual hobbies include restoring of railroad cars on Emma Avenue.

"Every Sunday for about three hours, Bob Oswald, Chris Lord, Ron Allen and I all go down and help Tony Hannold work on his railroad cars. We've already completed a 1913 Canadian National rail car. We're working on a 1899 combo-chair and baggage car right now. We've even begun installing a restroom in it. We replace every piece of deteriorating and rotting wood," he said.

The latest Tony Hannold project is a Boston and Maine rail car, he said, and the Sunday hobby is just one of many that keeps Toler on the go.

"I hand-letter posters, flyers, awards and appreciation certificates for some of the schools, churches, the American Legion and Shiloh Museum. I even did some poster-things for one of the university sororities," he said.

He opened the *History of Washington County*, and showed the maps and charts he'd hand-drawn for Joe Neal's history section of the book.

"I do color charts and maps too," he said.

When Toler is "on the go" his wife Juanita often accompanies him for a hobby of her own, photography.

"She's getting pretty good," he said.

Her photos, framed in many of Toler's handmade frames, showed trips they'd taken throughout the United States and abroad. Some photos of rail cars, Disney World, the rock desert in Utah, and castles throughout the Rhineland countries were easily identified, others, scenic and rustic, could have been taken anywhere in the world of nature.

One of Toler's many "unsung" volunteer jobs includes the repair of appliances, and scissor-sharpening he does for the ladies in his church. His work for and with Shiloh Museum is at the top of his list, and he was also a member of the building committee of the million-dollars-plus building project Gov. Bill Clinton just helped break ground for last week.

"I keep busy," he said.

HALF A PAGE OF
The Scrambler's
May 17 issue
had been ready
for printing
about the May
19 birthday of
Ray Toler,
one of the
best members
of this or
any other
chapter of
NRHS.

Then it got
lost in the
glut of copy
on my desk!

But that was
lucky. Why?

On May 25 the
Northwest
Arkansas Times
of Fayetteville
had a feature
story, with a
front page pic-
ture, on Ray
Toler, that was
longer and
probably better,
about this
remarkable and
modest man,
than mine had
been. And
here it is.

(Erv Lewis)

WE SEE SO MUCH OF TELEVISION that we may overlook the good that newspapers do. Such as "The Mini Page" for kids and their families, in the Northwest Arkansas Times, Fayetteville. That feature of Sat., May 12, was on "The Great Freight Train" and had not only information but good advice for children--AND THEIR PARENTS, not to mention teen-agers. Here's part of that page.

from The Mini Page by Betty Debeaux • 1990 Universal Press Syndicate

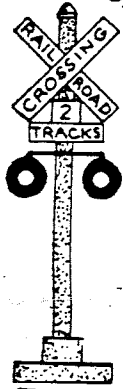


Be careful around railroads

In 1989, 4,555 people were killed or injured at crossings, on tracks and trestles, and in railway tunnels.

Here are some train safety tips.

1. Always look both ways before you cross any railroad track. Cross only at a marked crossing.
2. Don't duck under a gate and take a chance. When a crossing gate is down, it means that a train will soon be passing.
3. Don't walk or play on railroad tracks. You are taking a chance of being hit or run over by a train.
4. Do not hop rides on trains.
5. Crawling under or between, or climbing over the cars of a standing train is dangerous. What if it should start suddenly?
6. Railroad property is private, not a place to fish, hunt or swim.
7. Trains depend on switches and signal lights. Tampering with them might cause a serious accident.
8. Help the driver by looking both ways and listening for a train whistle at a crossing.



Train talk

Engineers don't blow whistles just for fun. Every toot has a meaning.

Here is some "whistle talk."

● (means a short toot)

■ (means a long toot)

■ ■ ■ ■
Release brakes.
Proceed.

●
Apply brakes.
Stop.

■ ■ ■ ●
Approaching meeting points or waiting points of trains.

● ● ● ●
Backing up from standing position.

● ● ● ● ● ● ● ●
An alarm for persons or livestock on the track.

■ ■ ■ ● ■ ■ ■ ■
Approaching a road or highway.

ROBERT G. WINN, our senior member, doesn't get to meetings very often but does his part for the club whenever possible. In the Northwest Arkansas Times of April 30 he recalled something many of us had forgotten--the old part, or all, of a coach called the "Smoker", for those addicted to the weed. His column that day was headed "'Smokers' a part of the past."

Recently, two U.S. Senators said that Amtrak may limit smoking on its passenger trains — commendable move. However, smoking on passenger trains, at least limiting the pollution to specific sections — has been in existence as long as train travel itself. Persons old enough to remember recall that when train travel was about the only way to make long distance trips, a specified coach — or part of one coach — was posted "Smoker." No smoking was permitted on any other portion of the train. Unfortunately, chewing and spitting were permitted in all coaches. How well we remember those nauseous spittoons under every seat. Any man (women did not smoke in public at all) had to leave the regular coach and go to the smoker to enjoy his cigar. Smoking was almost entirely all cigar-puffing. Commercially-rolled cigarettes were unknown; cigarette smoking was almost exclusively done by cowboys or farm hands. City lads who wanted to prove their manhood managed to get cigars — to show off their affluency.

Chewing was an acceptable practice during the past century and well into this one. Even though many ladies detested having their menfolk chew, they accepted the habit as a part of life.


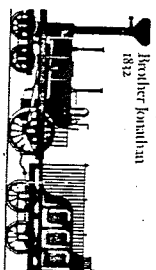

In "Gone With the Wind," remember when Scarlett entertained the upper crust politicians and influential "gentlemen" of Atlanta — how mention was made about the crude male guests who soiled the expensive carpets by spitting tobacco juice into the corners of the room. Apparently, Scarlett did not provide spittoons.

A more refined custom was practiced by the fashionable young fops in early English society. Remember those pictures of lace sleeved, ruffled young dudes, flourishing lace handkerchiefs and sneezing after sniffing pinches of snuff? Snuff later became fashionable among genteel ladies of the English court — the custom or habit later spread to our own frontier. I remember seeing a few hill women "dipping" snuff. I am not sure exactly how they did the "dipping" — but they had a short stick about as big around as a lead pencil; it was frayed at one end which was dipped into the snuff box, covered with the powdery snuff and transferred to the inside of the lower lip. Apparently, some people still use snuff because it can be found in markets.

My vivid recollection of the smoking ban on trains takes me back to an incident that occurred on a train when I was in my early 20s — or thereabouts. I was seated alone on the double seat in the passenger coach when a mature man boarded the train at some station. It was not uncommon for a boarding passenger to place some personal item on a vacant seat to reserve it while the person went to the smoker for a few puffs on his cigar. In this instance, the man placed his hat on the seat beside me while he went to the smoker. The conductor came along, and seeing the hat on the empty seat beside me, assumed that I had placed it there because I did not want to share the double seat. Train crews were not always the most courteous of public servants. Railroads were supreme and crews knew that they could get away with rudeness. The conductor picked up the hat, and assuming it belonged to me, not too gently slapped it against my stomach and demanded me to keep my hat on my lap or place it on the rack above the seat. As quickly and no less gently — perhaps a mite more forcefully, I slammed the hat against the conductor's ample middle with an equally brusque reply, "That is not my hat." The conductor grunted and passed on.

If the hat's owner noticed when he returned from the smoker that his hat was somewhat out of shape after having been used as a battling object between two assailants, he made no mention of it.

JULY 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 President Lincoln signed Pacific Railroad Act (1862). Authorized construction of trans-continental railroad.	2	3	4 "The Rail-Road Advocate" began publishing (1831). First railroad journal. 	5	6	7 James Gang robbed Missouri Pacific express train of \$75,000 at Otterville, MO (1875)
8	9	10 Frisco began removing tracks between Fayetteville and Okmulgee, OK (1942)	11 INDEPENDENCE DAY	12	13	14
15 Eric headdon collision at Shohola, PA. killed 61 Confederate POW's, 10 Union guards and 4 crewmen (1864).	16	17	18	19  brother Jonathan 1832 ABMT 7:30 PM	20 First Train entered Fort Worth TX (1876)	21 Train robber Sam Bass born Woodville, IN (1851)
22	23 Ross Winans was issued Patent #3201 for a locomotive with 8 driving wheels (1843)	24	25 Inventor Frank Sprague born (1857). "Father of Trolley Cars"	26 Survey Iron Railway (England) opened for business (1803). Wandsworth Wharf to Grogdon.	27	28
29 Last spike driven on White Pass & Yukon at Carcross (Caribou Crossing) Y.T. (1900)	30 	31				

TRIVIA CORNER

The Survey Iron Railway was the first public railway in the world. The line was double tracked to allow continuous traffic in both directions. Because the wagon wheels were flangeless, the rails were double flanged and were laid on stone blocks. The one horse pull several wagons — a "train" of cars.

ABMT BULLETIN BOARD

Next meeting: July 19, 1990

Speaker: Rusty Myers, Fort Smith, AR

Topic: Proposed Excursions on A.M.R. Line

Join the ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society. 6

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.

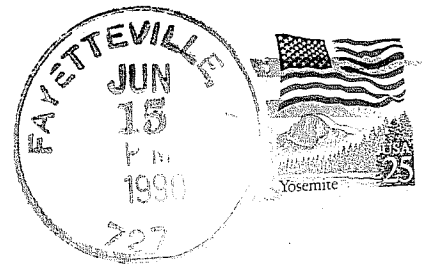
Pay to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

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 _____