



THE SCRAMBLER



ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society

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

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Editor:	Dick	Keegan					Issue	#37					16	August	1990
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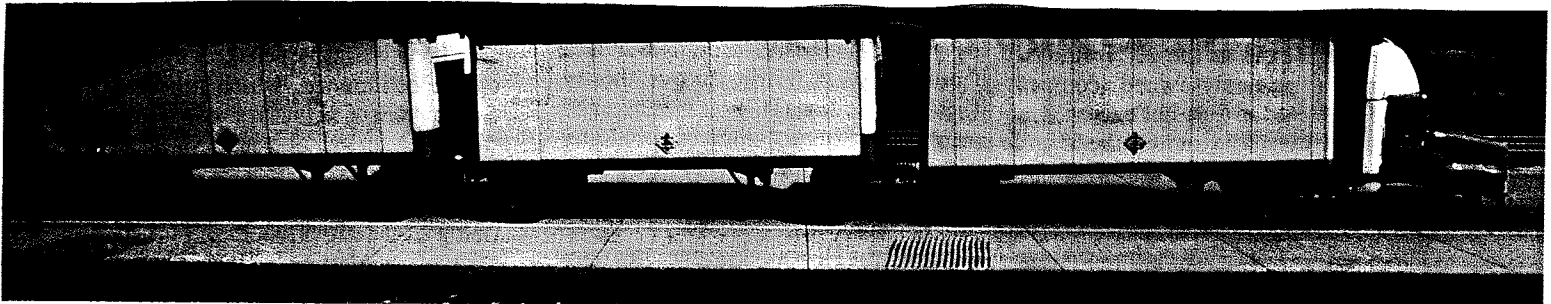
ALL AB-0-0-0-0-ARD!!!

ABMT MEETING: Thursday, August 16th TIME: 7:30 PM LOCATION: Shiloh Museum's 'General Store' building

WELL HOWDY RAILROAD FANS, this be my first issue of the SCRAMBLER to which I promised only this one issue. However, worthy prexy "Good Old Marty," has bestowed upon me all the goodies for the NL (newsletter) he could lay his hands on. The NL (newsletter) thing is a code us media people are real big on - especially good buddy you-know-who. Working up this first NL (OK ENUF ALREDDY) comes in the same month my large yap involved me in the program. The Aug. 16th program will briefly cover a piece of a first rate first class railroad - the FRISCO, but this piece is not like the FRISCO you all know. We know the A&M as a sample of the SLSF, welded rail, tailored ballast, passenger service (as of 7-21-90) and like that. What we'll see relative to the Ellsworth line, which is a main line railroad according to the official Kansas Railroad map, is something just enough different to be quite interesting. Multi media yet - so the editor's job has gotten me off balance - will have both a few slides and a few feet of super 8 movies. *RBK*

An Article by John H. Riley in the July, 1990 issue of Progressive Railroading is of interest to all of us because of the trucking industry's desire to raise weight limits from 80,000 to 134,000 lbs and to authorize twin 48' and triple 28' trailers. Think about that going up Boston Mountain on the way to Ft. Smith. Things to consider other than safety, and trucks experience 21.9 accidents per billion ton miles to railroads 2.79 accidents per BTM, but the truck first and foremost is certainly not the most energy efficient way to haul goods, also not the least polluting. Consider that trucks emit 251,000 tons of hydrocarbons to the railroads 31,000, trucks emit 722,000 tons of carbon monoxide to the railroads 309,000 and finally trucks emit 2,180,000 tons of nitrogen oxide to the railroads 902,000.

These statistics merely tend to show that the big rigs pose a danger that while not absent on the rails, the danger is significantly reduced. We all drive cars and know the damage the big rigs do to the roads we all pay for, imagine the increase in that damage when the trucks get 50,000 pounds heavier. Mr. Riley closes his article as follows: "Despite the weight of the evidence, the size and weight legislation will not be an easy fight. The committees of jurisdiction are the Public Works Committees, which rarely deal with rail issues. The trucking industry has promoted this legislation for years, and it has strong backing from some major truck shippers. The showdown vote may be coming next year, but the showdown is taking place today. And if railroads, suppliers, safety advocates and public interest groups delay their legislative efforts until the 1991 session, they are likely to find that the price of delay is defeat.



Many in the railroad industry have stated that triple-28s and twin-48s would spell the end of intermodal traffic on rails.

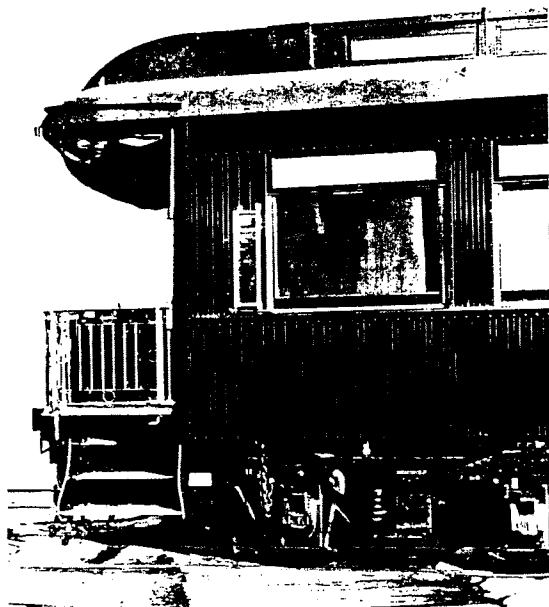
H A P P Y B I R T H D A Y to Chris Lord who was hatched on the 6th of Aug. To Bill Ussery who marched forth on Aug. 7th and to Bill Burk, an Aug. 19th product, hope you all have many more.

The
President's
Observation

Dick Keegan, 150 Cypress Lane, Rogers, AR 72756-8391
Phone 501\925-367 is our new Editor and publisher of the
SCRAMBLER. Dick would like help from every member of
the chapter to supply him with rail related material, old
or new. Either give him a call or drop the information or
a story you write in the mail to him. Don't think that
someone else has already sent in the same information.
If you see an article in a Newspaper, Magazine, flyer or
what-have-you, copy it or send the original, along with
the source, date, issue etc. We must give the original
source credit for the information.

oo OOO o - Pacific

The Arkansas-Boston Mountains Chapter of the NRHS has
received its first check for being car hosts on the Rogers
runs of the Boston Mountains Rail Excursion Co. Here are
some excerpts from the letter accompanying that payment: "On behalf of this company, I express to each of
you, this company's sincere appreciation for your work in making the first trains out of Rogers a great
success." "In reviewing our agreement, this company has determined that the compensation to your
organization [ABMT] should be raised to the level of \$100 per trip, rather than \$100 per weekend." There
was a short 'Dignitaries' run, Rogers-Avoca, Saturday for which Boston Mountains Rail Excursion Co. gave
us an extra \$25. The letter then goes on: "Enclosed herewith, please find a check in the amount of \$225 for
the weekend of July 21 & 22." "Thank you again for your service to this company, I trust we may remain,
Very truly yours, BOSTON MOUNTAINS RAIL EXCURSION CO. Seam W.Reed, President.



I want to thank Ray Toler, Chairman 'Car Host' Committee, and all the Car Hosts who worked those first
trips. You not only did a good job for Boston Mountains Rail Excursion Co., but also tried to promote the
'Rail Hobby', our Arkansas-Boston Mountains Chapter, and the National Railway Historical Society as well.
A number of Bob Winn's book, Railroads of Northwest Arkansas and some caps were sold, as well. I would
also like to thank Bob Oswald for giving the Car Hosts 'que cards' as to places, date and statistics as to
height and length of tunnel and trestles.

To update you on the Boston Mountains Rail Excursion Co trains running on the A&M. Operation was
successfully begin from Rogers Saturday July 21st. The approximately 4-hour round-trip between Rogers and
Chester is about 53 miles through the Winslow tunnel and over the three high trestles. The alternate
weekend trips are between Van Buren, over the three trestles and through the Winslow tunnel to Wislow,
about 35 miles. There has been a change of Fares: First Class Observation Dome \$35.50; Observation car
lounge [no seat in dome] \$30.50; Adult Standard Coach \$20.50; Children age 12 and under \$15.50; and a 10%
senior citizen discount. Refreshments are available. Those ABMT members who would like to work as car
hosts on the Rogers originating trips, please contact Ray Toler, 751-7810. If you're married and work as a
'car host', your wife can ride free.

oo OOO oo - Hudson

In our June Scrambler, our Editor - Erv Lewis, pointed out we were non profit, but we did not have to be
broke. Well, as those of you who attended the July meeting know, David Bales, our Clayton MO [St.Louis
suburb] member step in with \$100 donation to help us continue printing our Scrambler, which is where almost
all our funds are currently expended. On behalf of the ABMT Chapter and membership, we heartily thank
you!!! We hope you will come down to our area to photograph trains, come to a meeting [thrd Thursday of
the month], even bring a program, and get a ride on one of the trips over the A&M. ###...This I put in as a
note to every train photographer, as well as David. We have lots of action within 2 - 2-1/2 hours for good
pictures: Springfield MO - BN yards and engine facilities; Neosho MO south - KCS helper service on unit
coal trains along with power interchange; Tulsa OK - BN engine and yard facilities, Katy/UP operations,
ATSF, Sand Springs, and Tulsa Sapulpa Union; Wagoner\Muskogee OK - BN [Frico] switching and old freight
bldg along with the Midland Valley office building, MoPac\Katy\UP - 3 routes south out of town, crew
changes [for how long?], several unit coal trains terminate close around, just west of Muskogee running to
Bixby, the Sunbelt Railroad Hist.Trust; Ft.Smith\Van Buren AR area - UP yards, crew changes, KCS with
Bldgs, A&M yards, Frisco station [restaurant], Midland Vally Bldg., Ft.Smith Trolley Museum; South and
south central within a few more hours a lot more, varied, rail operations. And back near and east of
use...Eureka Springs AR - Eureka Springs & North Arkansas w/ yard, shop, station bldg, turntable and dinner
train [lunch & supper]. Finally, Springdale and our Alco favorite A&M w/its 1899 combination baggage\coach
and heavy weight business\open observation car. Again, David, I thank you for your generous donation.

oo OOOO o - Mountain

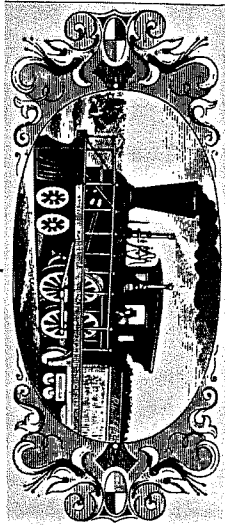
September's meeting is the 20th. How about you giving a program? .. contact Chris Lord through the A&M RR,
phone 751-5763, or talk to him at a meeting.

Martin Post

8/2/90

oo OOOO oo - Northern

SEPTEMBER 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Webster Wagners first sleeping car run (1868)
2	3	4	5	6	7	8
	LABOR DAY				The boiler of NYC's "20th Century Limited" exploded at Canastota, NY leaving 3 dead (1943)	
9	10	11	12	13	14	15
			First steam locomotive in Australia ran on the 2.5-mile-long Melbourne & Hobson's Bay Ry. (Victoria) (1854).			Master Car Builders Assn began 3-day test of automatic couplers on N.Y. L.E. & W. (1887)
16 James J. Hill born Rockwood, Ont (1838) Builder of Great Northern Railroad.	17	18	19	20	21	22
		Sam Bass gang robbed U.P. train at \$65,758 at Big Spring, N.B. (1877)		ABMT 7:30 PM		
23	24	25	26	27	28	29
	Southern Railroad wreck (head-on) at New Market, TN. left 62 persons dead. (1904)			Schenectady locomotive Works (later Alco) produced its first locomotive — the "Lightning" for the Utica & Schenectady RR (1848). Single pair of 7 drivers.		
30						

TRIVIA CORNER

The idea of a fast passenger engine with a single pair of very large driving wheels (with axle behind the boiler) first occurred to Thomas Crompton of England (1842). The idea was used by Isaac Dripps for his "John Stevens" (Camden & Amboy, 1848) and Edward Norris for "Lightning." Crompton designed adequate boiler capacity and 320 engines were built; Dripps and Norris did not and their locomotives were quickly retired.

ABMT BULLETIN BOARD

Next meeting: Sept. 20, 1990
 Speaker: KENNETH SMITH
 Topic: LOGGING R.R.'s in ARK.

C A R H O S T S -

Car Hosts for the Sat. July 21 trip were: Bob Oswald, Ron Allen, Bob Lundeen, Mrs. Bob Lundeen and Bill Ussery.

Hosts for the Sun. Jul. 22 trip were: Bob Oswald, Ron Allen, Ray Toler, Howard Tefft and Barton Jennings.

Hosts for the Aug. 4th trip: Bob Oswald, Ray Toler, Bill Ussery, Dick Douglas and Tom Scott.

Hosts for the Aug. 5th trip: Bob Oswald, Ron Allen, Ray Toler, Bill Ussery and Riley Cushman.

Hosts for the charter trip north on Aug. 6th are: Bob Oswald, Ray Toler Riley Cushman and Dick Keegan.

We thank the above listed gentlemen for their efforts on behalf of the club, and if there appears to be a bit of duplication in names, we'd be delighted to have some volunteers come forward and share the load.



The closest Arkansas city with trolleys was Ft Smith

Membership in ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society is easy.

Meetings....ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) ... 3rd Thursday each month .. except December, annual dinner meeting. Place....Shiloh Museum's 'General Store' building, Springdale AR. Time....7:30
..... Visitors are welcome to 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 .. January 1st thru December 31st. Half-year payment .. June 1 thru September 1. Dues are:

Regular Membership: ABMT Chap. & NRHS.....\$ 24.00; ...half-year...\$ 12.00.

Family Membership: ABMT Chap. & NRHS Family.....\$ 26.00; ...half-year...\$ 14.00.

Members of other National Chapters, become an ARKANSAS-BOSTON MOUNTAINS member, pay ABMT's Chapter dues: \$12.00; ...half-year: \$6.00. Please include membership number, & Chapter paying your National dues.

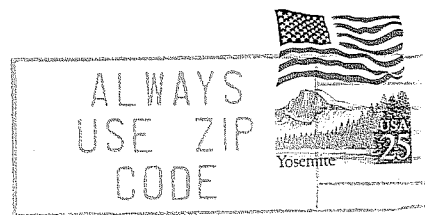
Payment to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply .. ABMT of the NRHS.

During membership you receive copies of ABMT's newsletter .. THE SCRAMBLER & NRHS's .. NATIONAL BULLETIN.

More information call: Martin Post, Pres. 442-3686 or Bob Oswald, Nat'l Director 521-9714 .. Fayetteville

Send your Name, Address, City, State, Zip and Phone numbers (Home & Work) to:

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