

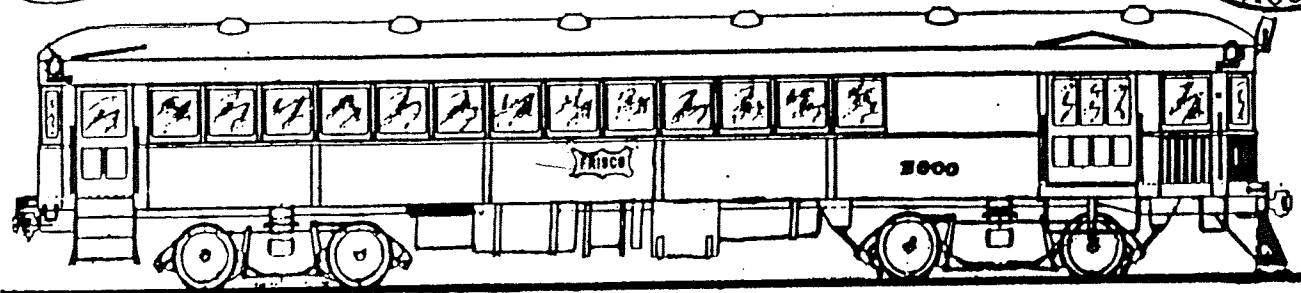


The SCRAMBLER



-46

MAY 16 1991



MINUTES OF THE ARKANSAS-BOSTON MOUNTAINS CHAPTER OF NRHS, Apr.18,'91

The regular meeting of ABMt Chapter of NRHS was held April 18,1991 in the Shiloh Museum General Store.

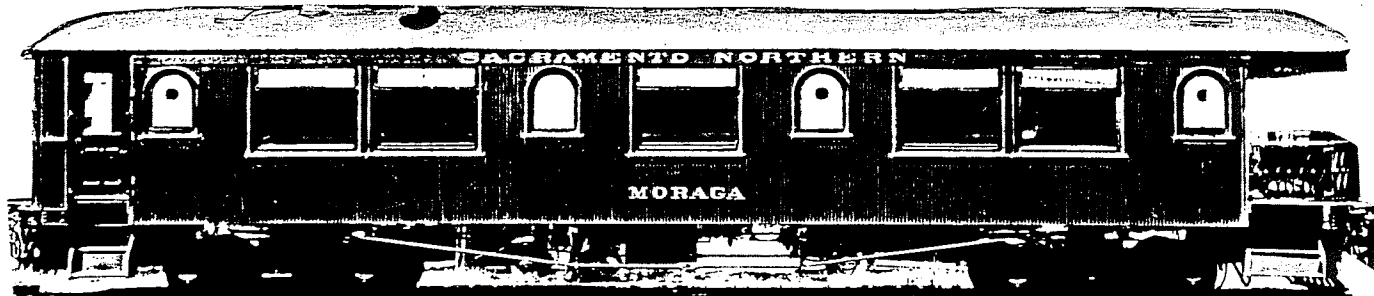
President Ray Toler welcomed members and guests. The following guests were present: A. W. Coffield, Glen Barker, George Alison, Steve Reynolds, Mr. and Mrs. William Schmidt and Bill Schmidt.

James Stewart and Maurice and Florence Chilton were elected to membership. In all, 30 were present. The March minutes were approved as printed in the Scrambler. It was announced that National Director Bob Oswald was working a charter excursion run for A & M Railroad Company. Treasurer Bill Ussery reported a bank balance of \$2132.54 including twenty dollars petty cash. A detailed treasurer's report is filed with the secretary's records. The president observed that the money in the treasury is largely due to the work of ABMt members volunteering as car hosts for the Boston Mountains Rail Excursion Company. Chris Lord reported on the restoration work being done on Car 104. Bob Besom reported on the new museum building saying September 15, 1991 is set for the grand opening.

Toler reviewed the excursion schedules and explained the responsibilities of car attendants for the Boston Mountainins Rail Excursion Company. Dick Keegan, Scrambler editor, presented for approval some ideas for use in the Scrambler. Erv Lewis commended some of the members for their service to ABMt. A letter from Ron Allen was displayed for all to read.

The meeting was adjourned. Juanita Toler, Secretary

Vice-President Howard Tefft introduced the program which was called "A & M" Night---several members brought rail road artifacts and memorabilia and each participant discussed his display.



THE PRESIDENT'S OBSERVATION

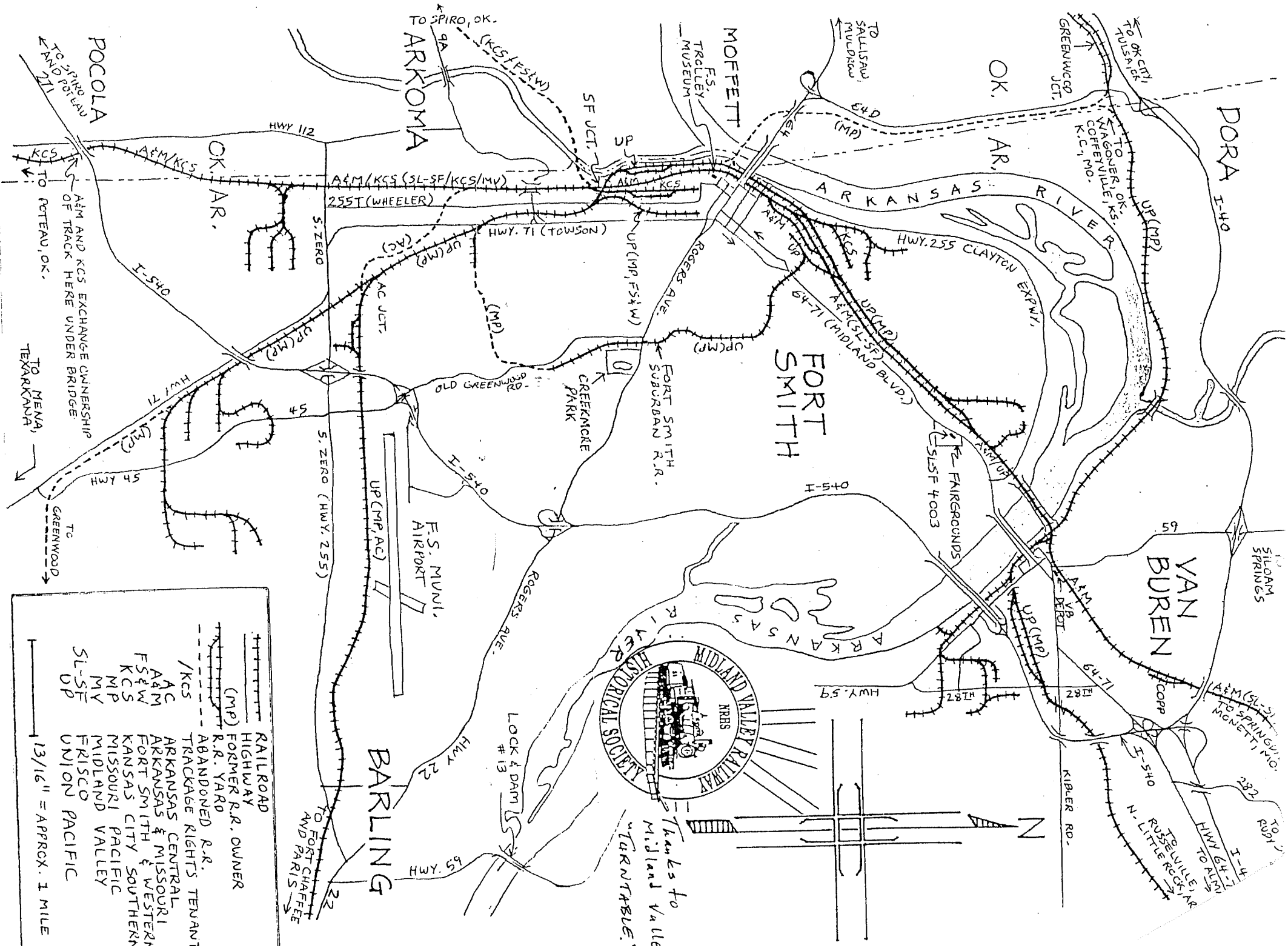
Here is a complete list of car attendants who have agreed to work on the BMRE Co. trains. We could use more volunteers from chapter members, Call me at 751-7810 if you can work June 29 or any Saturday in July, August or September:

April 6	Charles Coon	Dick Keegan
13	Howard Tefft	Troy Buell
20	Charles Ford	Hugh Quenin
27	Jack Barracks	Doug Gilmore
May 4	James Stewart	Martin Post
11	Herbert Thorp	Everett Hatfield
18	Ben Dennis	Dale Slaughter
25	Maurice Chilton	Dick Keegan
June 1	Ed Schubel	Virgil Hammers
8	A. Coffield	Leo Jennings
15	Dick Keegan	Charles Coon
22	Bill Ussery	Charles Ford
29		

The Artifacts and Memorabilia program, April 18, was a huge success. We may have more of these sessions later. We will have a board of directors meeting at 7:00 PM before the regular chapter meeting May 16.

Ray Toler, President

May 16 program: Martin Post's slides of NE Oklahoma and NW Ark railroads in the late 70's and early 80's. Be There!!



KUDO KORNER. Major league kudos to member Ron Allen, our last secretary before Juanita Toler took over. Ron is our only member to serve in the Persian Gulf, and your editor is certain Ron wishes the gulf between himself and Persia were much wider. Ron has always been on hand when help was needed, was a car host anytime one was needed and was always there when anything needed to be done. So our thanks to Ron and we all wish him a speedy return to the good ole' USA.

RAILINGO this month was the steam locomotive information. Note that steam locomotives are reciprocating engines, this means the steam pushes the pistons in the cylinders in both directions, unlike an automobile piston that works only in one direction. Thus each direction of travel is a power stroke, also each way of travel is also an exhaust stroke. This is the reason we hear four chuffs per revolution of steam loco drivers. Trivia of the month!!

ARKANSAS & MISSOURI RAILROAD COMPANY
LOCOMOTIVE ROSTER

Alco Model Number	Builder	Date Built	1st Road	2nd Road	3rd Road	4th Road	Notes
A&M 12	T-6	83388	10/59 N&W 46	_____	_____	_____	In Service
A&M 14	T-6	83385	10/59 N&W 43	_____	_____	_____	In Service
A&M 18	T-6	82320	03/59 N&W 19	MDDE 18	_____	_____	In Service
A&M 20	RS-1	79349	10/51 RUT 400	TENN #4	SOO #4	PUSC #4	In Service
A&M 22	RS-1	70811	04/43 ASAB 905	TENN #1	SOU #1	PUSC #1	In Service
A&M 42	RS-32	83992	06/61 NYC 8031	PC 2031	CR 2031	_____	In Service
A&M 44	C-420	3418-03	06/65 SAL 112	SCL 1214	L&N 1353	_____	In Service
A&M 46	C-420	3418-04	06/65 SAL 113	SCL 1215	L&N 1354	_____	In Service
A&M 48	C-420	3418-17	08/65 SAL 126	SCL 1227	L&N 1366	_____	In Service
A&M 50	C-420	84721	03/63 L&HR 22	ETR 106	_____	_____	In Service
A&M 52	C-420	3431-01	12/65 L&HR 23	CR 2073	_____	_____	In Service
A&M 54	C-420	3431-02	12/65 L&HR 24	CR 2074	_____	_____	Stored-O/H
A&M 58	C-420	3463-03	07/66 L&HR 29	CR 2077	D&H 420	_____	In Service
A&M 60	C-420	3385-10	10/64 LV 413	D&H 413	_____	_____	In Service
A&M 62	C-420	3385-03	10/64 LV 406	D&H 406	D&H 416	_____	In Service

Correct as of 02/91

Passenger Train Schedule

Week-End Schedule
Start date April 06, 1991

Saturday* - Sunday

1:00 pm - 2:00 pm Van Buren
to Rudy (18 miles round trip)
\$12.00
2:00 P.m. - 5:00 P.m. Van Buren
to Winslow (70 miles round trip)
\$24.50 (min. 45 riders per trip)

*If the market allows, we will run from Van Buren to Rudy on Saturday at 11:00 am - 12:00 pm. Price \$12.00 (minimum is 30 passengers).

Week Day Schedule
Start date April 17, 1991

Wednesday*

Springdale to Van Buren (134 miles
round trip) 8:00am - 5:00pm
Continental Breakfast - \$29.50

*If the market allows, we will take overflow on Tuesday's and/or Thursday's.

Monday and Friday will be consumed with repositioning equipment from Van Buren to Springdale and on Friday, Springdale to Van Buren. On those days a one way trip for \$24.50 is possible for bus tours where the bus picks them up at the other end of the ride. The trip from Springdale to Van Buren is from 8:00 am to 11:30 am and from Van Buren to Springdale 3:00 pm to 5:30 pm.

JUNE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 B. & O. trials won by Phineas Davis' "York" over 4 competitors. (1831) ARK R.R. CLUB SHOW+SALE ARK. STATE FAIRGD., L.R.
2	3	4 83 persons dead after trainload of industrial chemicals exploded at Arzamas, USSR (1988).	5	6 First Chicago elevated railroad opened (1892). Chicago & South Side Rapid Transit from Congress St. to 39th St.	7	8
9 The English Parliament authorized the first railway — a horse drawn line from Middleton to Leeds (1758).	10	11	12 PRR "Pennsylvania special" (4-4-2 #7002) supposed to have run 3 miles at 127.2 mph at Elida, OH (1905). Not confirmed.	13	14	15
16	17	18 The first railway across England — Newcastle & Carlisle — opened (1838)	19	20 ABMT 7:30	21 The Penn.-Central Railroad declared bankruptcy (1972).	22
23	24 The American Locomotive Company was incorporated in New York City (1901).	25	26 Denmark's first railway opened: Copenhagen to Røskilde (1847)	27	28	29
30 B. & O. was first U.S. railroad to carry troops. (1831).		TRIVIA CORNER Phineas Davis was a watchmaker from York, PA, for which he named his locomotive. He responded to a notice from the directors of the Baltimore & Ohio Railroad for a contest of locomotives. The entries were to burn coal or coke, weigh less than 7000 lbs, and be able to draw 15 tons at 15 mph. The "York" met all the specifications, made bursts of 35 mph on straightaways and operated at \$100 per day, less than half of animal powered trains. Davis won the \$4000 prize and became B & O's first Master Mechanic.			ABMT BULLETIN BOARD Next meeting: <u>June 20</u> Speaker: <u>Bob Oswald</u> Topic: <u>Who knows? I don't!</u>	

Steam locomotive detail

Locomotive types and names

THE SWITCHERS

- 0-4-0 Four-Coupled
- 0-6-0 Six-Coupled
- 0-8-0 Eight-Coupled
- 0-10-0 Ten-Coupled
- 0-10-2 Union
- 2-4-2 Columbia
- 4-4-2 Atlantic
- 4-6-2 Pacific
- 4-8-2 Mountain, Mohawk
- 4-10-2 Overland, Southern Pacific
- 4-12-2 Union Pacific
- 4-4-4
- 4-4-4 Hudson, Baltic
- 4-8-4 Northern, Greenbrier, Pocomo, Niagara, General Service, or Dixie
- 2-6-0 Mogul (also passenger)
- 2-8-0 Consolidation
- 2-10-0 Decapod
- 2-6-2 Prairie (also passenger)
- 2-8-2 Mikado, MacArthur
- 2-10-2 Santa Fe

Although the name "Mastodon" is defined officially representing the 4-10-0 type since 1906, the original Mastodon was a 4-8-0 on Central Pacific/Southern when it was built in 1882 it was the world's

- 2-8-4 Berkshire
- 2-10-4 Texas

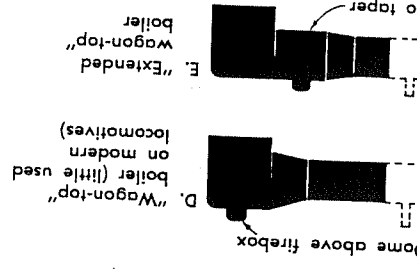
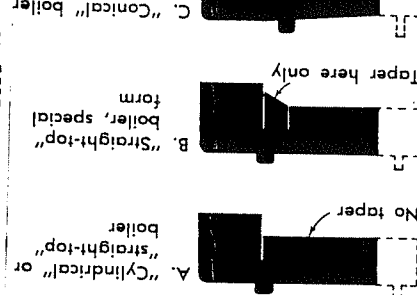
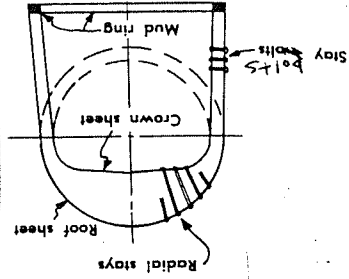
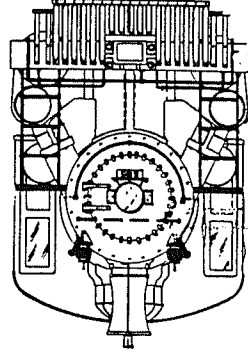
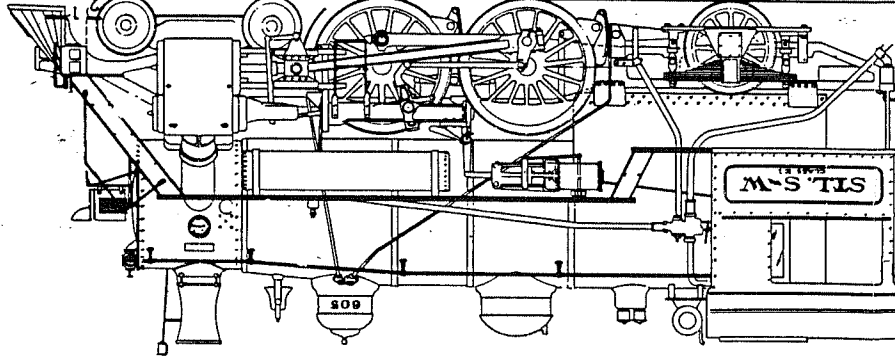
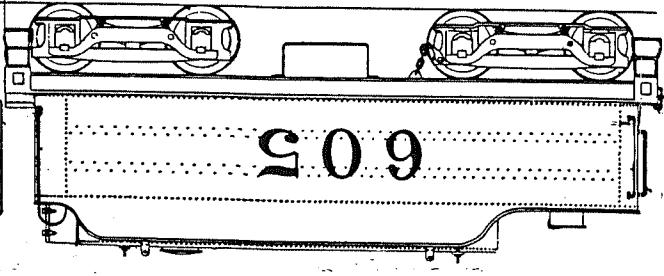
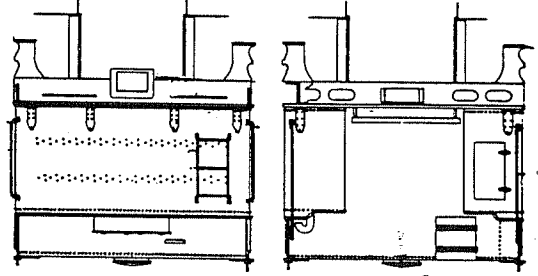
PASSENGER AND ALL-PURPOSE LOCOMOTIVES

(Letters indicate P, passenger; F, freight; D, dual purpose as predominant usage of the type.)

- 2-4-2 Columbia
- 4-4-2 Atlantic
- 4-6-2 Pacific
- 4-8-2 Mountain, Mohawk
- 4-10-2 Overland, Southern Pacific
- 4-12-2 Union Pacific
- 4-4-4
- 4-4-4 Hudson, Baltic
- 4-8-4 Northern, Greenbrier, Pocomo, Niagara, General Service, or Dixie

GEARED LOCOMOTIVES

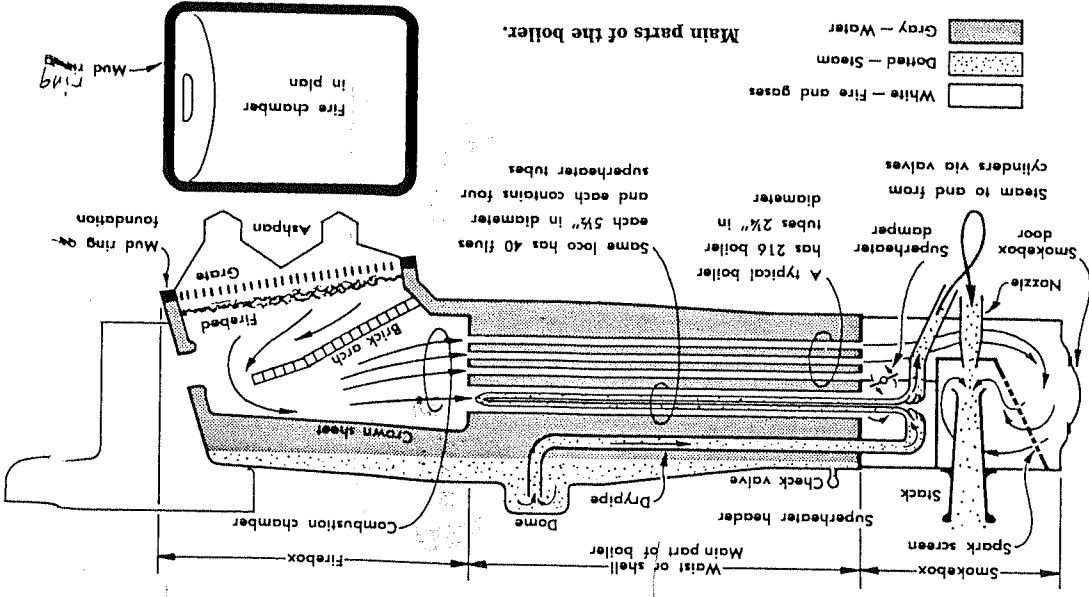
Three makes of geared locomotives were well known in logging, mining, branchline and scenic railway service, where sharp curves and steep grades were encountered.
Shay. Built by Lima; has a three-cylinder vertical engine on the right



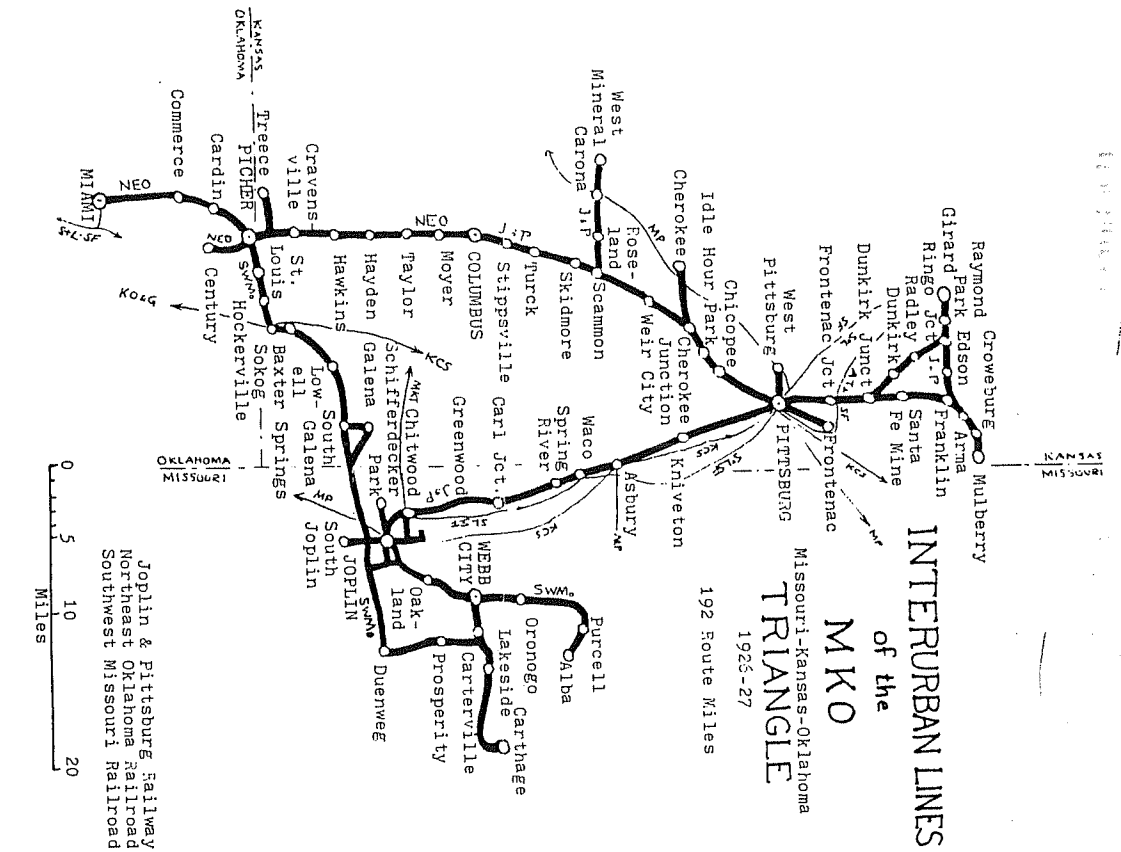
side and a shaft geared along the right to two or three four-wheel trucks. Boiler is offset to the left of center. Three-truck version has articulated tender. Two-truck is a tank engine. Heisler. Has one cylinder mounted each side of the boiler and attached to a common crank on a central shaft unslant inward. Trucks have side rods and counterweights.

Climax. Cylinders high on each side of smokebox slanted down toward rear where they were rod to a lateral longitudinal shaft similar to that on the Heisler. No side rods on trucks.

Baldwin and others occasionally built geared locomotives of various designs. Often the cylinders were in a more normal location but drove a jack shaft which in turn drove driving wheels or a longitudinal shaft.



Main parts of the boiler.



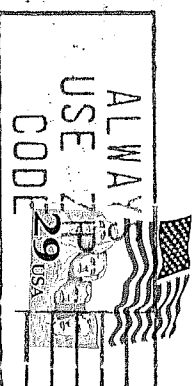
One of the larger granger states interurban networks was located in the corner of Kansas, Missouri and Oklahoma. The Southwest Missouri was the largest of the lines, Joplin Pittsburg was next with Northeast Oklahoma being the smallest. Joplin - Pittsburg was one of the earliest of American interurban lines, built to haul coal from the mines around Pittsburg to the zinc smelters in Joplin, Mo. It was soon determined that it was cheaper to haul the zinc ore to the coal, so Pittsburg stole the smelters from Joplin, which is a whole other story. Northeast Okla. was the longest lived of the lines, some of its lines lasted into the 1960's, dieselized of course. Note that the three interurbans connected with the Frisco, MOPac, Kansas City Southern, Santa Fe and Kansas Oklahoma and Gulf. It is to be noted that the map shows the all-time trackage of these interurbans, not the lines that lasted the full life of the carrier. It is interesting to note how much interurban service was at one time available in the neighborhood. The small loop of track in King Jack Park in Webb City is the sole remaining artifact today.

Membership in the ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society is easy. December, annual Meetings... 3rd Thursday each month, except December, annual dinner meeting. Place... Shiloh Museum's 'General Store' bldg, Springdale, AR. Time... 7:30 p.m. Visitors welcome.

Dues of ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) of the NATIONAL RAILWAY HISTORICAL SOCIETY (NRHS) consist of two parts: a) ABMT and b) NRHS.

Dues year. . Jan 1st thru Dec. 31st. Half-year payment June 1st thru Sept. 1st. Dues Are:
 Regular Membership: ABMT & NRHS.....\$24.00... 1/2 yr....\$12.00
 Family Membership: ABMT & NRHS.....\$26.00... 1/2 yr....\$14.00
 Members of other National Chapters becoming members pay only the chapter dues, \$12.00, .half year, \$6.00. Include membership number & Chapter paying your National dues.
 Payment to: Arkansas Boston Mtns. Chapter NRHS, or ABMT of NRHS
 During membership you receive ABMT's newsletter, "THE SCRAMBLER," and NRHS' NATIONAL BULLETIN. For more information, call: Ray Toler, Pres. 751-7810 Springdale, or Bob Oswald, National Director, 521-9714.. Fayetteville.
 Send name, address and phone number to:

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 National Railway Historical Society
 P. O. Box 1303
 Springdale, AR 72764



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