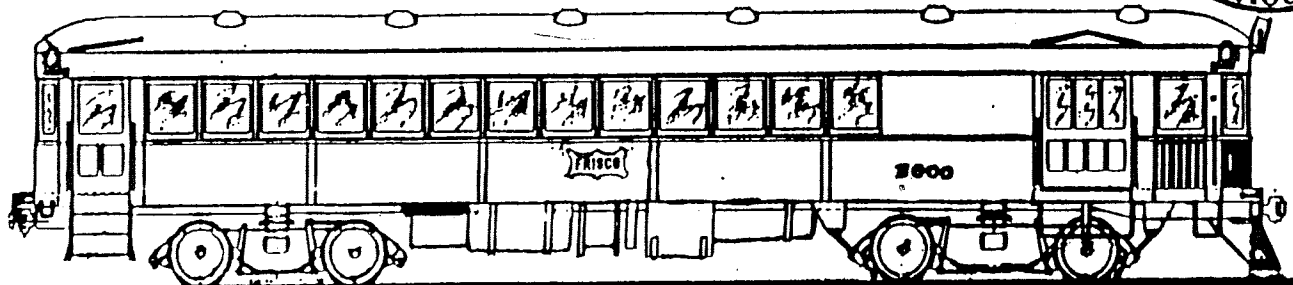




The SCRAMBLER



ISSUE NO. 47

JUNE 20, 1991

EDITOR: DICK KEEGAN

MINUTES OF THE LAST MEETING.

MAY 16, '91

The regular meeting of the ABMT Chapter of NRHS was held at 7:30 PM May 16, 1991, in the Shiloh Museum General Store. Eighteen members and guests were present.

President Ray Toler called the meeting to order and welcomed the group. He called on Bob Oswald, National Director, to give a report on the spring meeting of the National Board of Directors held in Bethlehem, Pa. High lights of the meeting are: raise the annual national dues from \$12.00 to \$14.00 with consideration being given to a separate class of membership for "Seniors". This proposal will be voted on at the Huntington, West Virginia meeting later this year. (Bobbie French will be the delegate for ABMT Chapter). The spring national directors meeting, 1993, will be held in Little Rock. If needed, our chapter will give support in this activity to the Arkansas Railroad Club. A detailed report from Oswald concerning the meeting in Bethlehem is filed with the secretary's records. Oswald announced the availability of a booklet called "Turbine Locomotives of America" by Donald Campbell; cost is \$5.50. From the National Directors' meeting, Bob brought calendars and two tie bars available at no cost unless the recipient wanted to make a donation to the treasury. As membership chairman, Bob nominated Daisy and A. W. Coffield for membership. They were elected.

Treasurer Bill Ussery reported a balance of \$2226.18. A detailed report is filed with the secretary's records.

Oswald mentioned that a locomotive located in Ft. Smith might be donated to the City of Fayetteville. He also announced the grand opening of the Ft. Smith Trolley Museum with rides being offered on the trolley.

The president was asked to explain the contribution made to the ABMT Chapter by the Boston Mountains Rail Excursion Company. He said last year the chapter furnished five car attendants for both Saturday and Sunday runs. This year, only two attendants are needed and the run is only on Saturday.

Martin Post suggested that car hosts be informed of interesting locales on the route and point them out to the passengers. Discussion followed---perhaps a brochure will be prepared and given out to car hosts prior to their duty as attendants. Dick Keegan suggested a tour of both north and south routes to inform the attendants of the land marks.

It was announced that Ron Allen is expected home Sunday, May 19 from Saudi Arabia.

Erv Lewis said his son is putting together a thirty to forty-five minute program about the Frisco for his chapter. Erv asked members for any kind of information---pictures, brochures, etc, to give his son for inclusion in the program.

It was suggested Ron Allen give the program in June, but if he is not ready, Bob Oswald will present the program.

Chris Lord gave a brief update on restoration activities on the A & M acquired vintage rail cars.

Comments were made regarding a future meeting place. This problem will be dormant until the museum formulates a new policy on meetings of outside groups. Bobbie French said she knew of a trolley car that could be donated if a place could be found for its permanent site.

The meeting was adjourned. Juanita Toler, Secretary

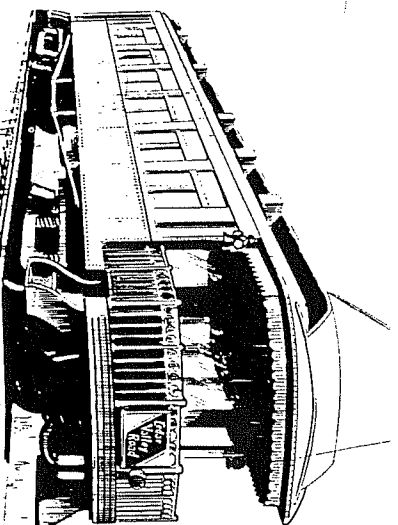
Martin Post presented the program.

KUDO CORNER Kudos and our deepest thanks to our Treasurer Bill Ussery. Bill handles the reins of our monetary matters quietly and efficiently so deserves our recognition. Also Kudos to our secretary Juanita Toler who not only keeps the minutes straight, but keeps our president straight as well, good job Bill and Juanita.

WELCOME HOME RON ALLEN WELCOME HOME RON ALLEN WELCOME HOME RON ALLEN

THE PRESIDENT'S OBSERVATION

WCF4N



Martin Post presented an excellent program at our May 16th meeting. We are looking forward to Bob Oswald's program June 20 on "History is Our Middle Name."

May 19 was a splendid day for ABMT Chapter. Several of us went to Drake Field to welcome RON ALLEN home from the Persian Gulf. That evening we continued celebrating with an impromptu pizza party complete with a "Welcome Home" cake. A beautiful vase of yellow roses decorated the table. Here is the car attendant schedule continued from the May 16 SCRAMBLER:

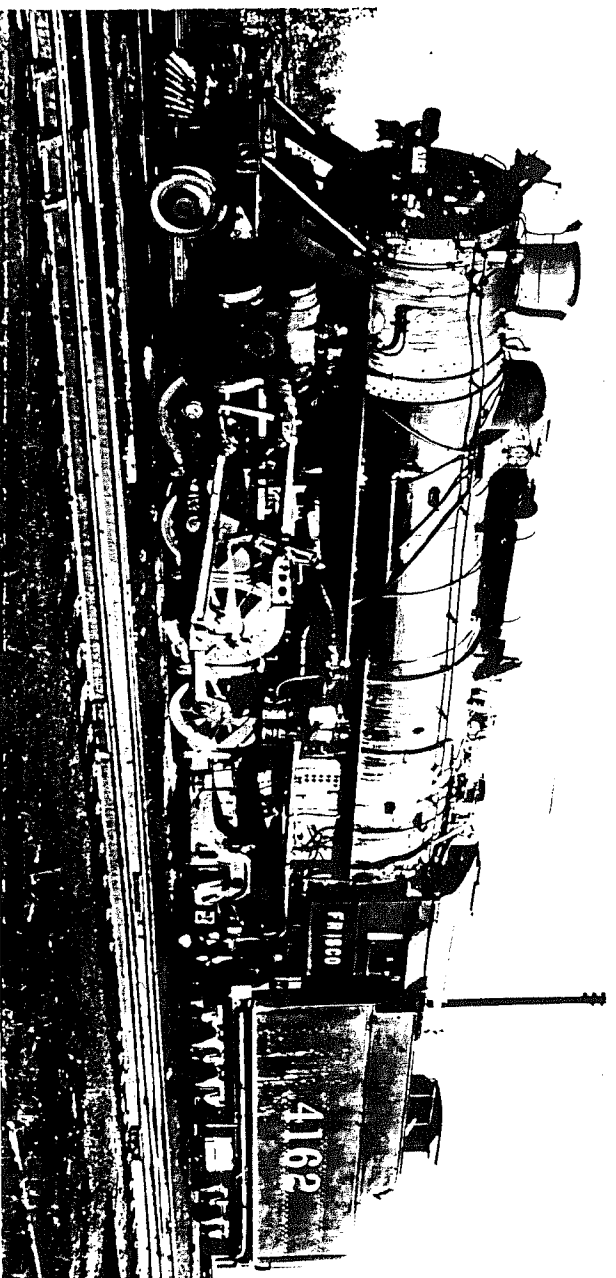
June 29	Betty Boling	Ron Allen
July 6	Doug Gilmore	Bart Devers
13	Ed Preddy	James Stewart
20	Steven Reynolds	
27	Jimmy Carlisle	
Aug. 10	Jim Lankford	Norm Clizer
24	Bob Lundeen	

Call me at 751-7810 if you can work July 20 or 27.
We still need volunteers to work on restoration every Sunday afternoon.
Ray Toler, President

FROM YOUR NATIONAL DIRECTOR

The Spring 1991 Directors' Meeting was held in Bethlehem, PA, on Sunday, May 5th. Of interest to the membership is a motion to raise our annual national dues from \$12 to \$14 beginning in 1992. Reasons are ever increasing expenses, including postage, to produce the Bulletin, and expanded member services. The motion will lay over until the Summer Meeting in Huntington, WV. Also, at the request of the Little Rock Chapter, your Director made a presentation inviting the NRHS Directors to meet in Little Rock in the Spring of 1993. After similar invitations from Las Vegas and Portland, a vote was taken and Little Rock was awarded the meeting.

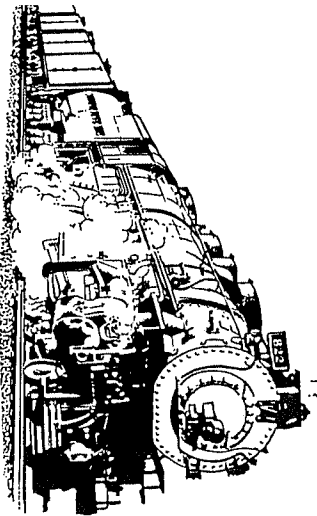
Here is a photo of SL-SF 2-8-2 No. 4162 from the Tom Klinger collection sent to me by our member Ed Emery of Toronto, Canada. The oil burner (Baldwin, 1926) is shown in Kansas City on July 27, 1947.



Ed has an extensive collection of slides and photos and is interested in selling, buying, and trading. Many are of Arkansas railroads, including some less well known ones. He would like to get for his collection: Prescott & Northwestern 2-8-2 No. 17 while it was working on the Arkansas RR; Augusta RR 2-6-0 No. 300; anything from the Helena & Northwestern; and any station shots of Missouri & North Arkansas. You can get his address from Martin Post, Juanita Toler or me.

Donald G. Campbell, National Director of the Kansas City Chapter, has just published a small book titled TURBINE LOCOMOTIVES OF AMERICA. This well illustrated volume covers in detail all 105 turbine locomotives used in the United States from the first UP steam turbo-electric (1938) to the weird NYC jet-powered Budd car (1966) to Amtrak's 22 "Turboline.rs" still in service. The book fills a gap in motive power development that is usually ignored. It is available from the Kansas City Chapter, NRHS, 7901 East 113th Terrace, Kansas City, MO 64134, and the cost is \$5.00.

DN-



RAILINGO

A.A.R.- Association of American Railroads.

ABUTMENT- An anchoring foundation that supports an end pier of a bridge.

ALLEY- a clear track

ANGLE BARS- rail joiners

APRON- overlapping deck between cab and tender of a steam locomotive.

ARRIVAL TRACK- track upon which passenger trains arrive at a terminal, or freight trains arrive in or near a yard.

ARTICULATED LOCOMOTIVE- applies to any locomotive featuring two or more sets of wheels and cylinders, mounted on separate or hinged frames.

A T C- Automatic train control.

AUXILIARY TENDER- A second tender that enables a loco to run longer by minimizing stops for water. Also called canteens, cisterns etc.

BALLAST- Usually gravel, cinders or crushed rock, placed between ties and around track and roadbed to drain water, spread load, provide bearing for ties and track etc.

BALLOON STACK- Type of smokestack used on old time steam locos.

BELPAIRE FIREBOX- Square-topped firebox typical of Pennsy and Great Northern locos.

BELT LINE- A short line that usually connects other larger lines.

BEND THE RAILS- Throw a switch, that is - change the direction a train will take over a switch.

BIG BOY- Popular name for the largest steam loco, the UP 4-8-8-4, however you'll get some argument here and there.

BLIND DRIVERS- Drivers without flanges, allow a loco to take sharper curves, widely used on the narrow gauge.

BLOCK- Trackage between two signals.

BLOCK SIGNAL- Device to show whether a block is occupied or not.

BOBBER- A short 4 wheel caboose.

BOBTAIL HAUL- A short train.

BOGIE- A swivel 4 wheel truck used on locos and cars. Term is pretty much old world.

BOILER- See May issue of SCRAMBLER.

BOOSTER- A small secondary steam engine usually applied to the steam loco's trailing truck.

used to boost starting power.
BOX CAB- Electric or diesel loco with a box-like cab.

CLERESTORY ROOF- typical of certain passenger cars with a raised center roof section with clerestory windows along the sides.

COALING STATION- A point or structure where locos take on coal.

CORNFIELD MEET- Slang for a head-on collision. This evolved from, "when they met, the wreckage was strewn all over the corn field."

COUPLER- Device used to connect and dis-connect locos or cars.

COWCATCHER- Early term for pilot. The device was used to push cows and buffalo off the track.

The present, "pilot" is used to ram the he-- out of trucks. (small joke)

DOUBLE HEADER- Train with 2 engines.

DOUBLE TRACK- A 2 track RR.

DROVERS CABOOSE- A long 8 wheel caboose containing a small passenger compartment for sleeping quarters for cattlemen aboard to care for their cattle enroute.

DUAL GAUGE- Mixed gauge track, usually standard and 3 foot narrow gauge.

FLANGE- The thin or projecting rim on a wheel which fits down below the rail and holds the wheel on the track.

FOREIGN CAR- One that belongs to a road other than the one it is running on.

FREEZER- A refrigerator car also called a "reefer."

GAUGE- Distance between the rails.

GOAT- Slang term usually for a switch engine.

GRAB IRON- Handhold on the sides of cars.

HERALD- Railroad emblem used on the sides of locos and cars.

HIGHBALL- Signal to go ahead

HIGH IRON- The main track.

HOG- Slang for a loco.

HOGGER-HOGHEAD- Engineer.

HOT BOX- A journal that has overheated from lack of lubrication, etc.

HOT SHOT- A fast through freight train.

INTERCHANGE POINT- Location where cars switch from one railroad to another.

MALLETT- A compound articulated loco, pronounced "Mallej," after the inventor, Anatole Mallet

MIKE- Preferred term for the 2-8-2 wheel arrangement originated for Japan and named "Mikado." Mike came into use in WWII.

BRANCH- A secondary track running off of the main track.
 BRASS HAT- A V.I.P., president of the line, division super and the like.
 BROWNIES- Demerits for disregard of the rules.
 BUMPER or BUMPING POST- Device that stops cars at the end of a stub track.
 CAB-FORWARD- Loco peculiar to the Southern Pacific, the smoke stack was put at the rear of the loco to protect the crew from gasses in the many tunnels of the SP.
 CABOOSE- The end car on a train that is disappearing faster than a snowball in you-know-where.
 CAB SIGNALS- A panel in the loco cab with indications of the upcoming block signals.
 CAB UNIT- Streamlined diesel loco an A unit. "Covered Wagon."
 CAMELBACK- Locomotive with the cab over the center part of the boiler, also known as a Mother Hubbard.
 CAR BARN- Storage house for street-cars and interurbans.
 CATENARY- A system of overhead wire construction used on electric RR. lines from which power is drawn for propulsion.
 CHASSIS- Framework or underbody of a locomotive or cars, etc.
 CLASSIFICATION YARD- An arrangement of tracks where cars are sorted out with respect to destinations or routes.
 TOE BOARDS- Running boards on the roof of a car.
 TRAILING SWITCH- A switch facing in the opposite direction to the direction of the train. This is opposed to a FACING POINT SWITCH which is in the direction of travel. To illustrate, a train moving forward may take either route through a facing point switch, the train, or loco and car or cars must proceed through a trailing point switch and then back into the siding.
 TURNTABLE- Device for turning a loco or car, or for spotting into a specific stall.
 VANDERBILT TENDER- A tender that has a cylindrical water tank and a squared coal or oil bunk. Big on UP, SP, GN etc.
 WYE- A triangular shaped track arrangement used for turning locos and trains, usually found at RR junctions.

PANTOGRAPH- A device for making contact with and drawing power from an overhead trolley wire.
 PILOT TRUCK- Lead truck on a steam locomotive. Also called "pony," truck.
 PLUG- Small passenger train
 RATTLER- Slang for freight train.
 RED BALL- A fast freight.
 REEFER BLOCK- A freight train consisting of refrigerator cars only.
 RETARDER- Any device used for reducing speed.
 RIGHT OF WAY- Land on which a railroad is built.
 RIP TRACK- An area of the maintenance yard where equipment is kept pending repair or service, or scrapping.
 ROAD ENGINE- Loco used in mainline service - as opposed to a helper.
 ROUNDHOUSE- Structure for the storage, service and repair of steam locos.
 SHOO-FLY- Temporary track used for a detour when the main track is being repaired or is blocked.
 SIDING- An auxiliary track leaving the main line at one point and rejoining it as another, can be used for storage, run-around track to get the loco on the opposite end of a car or cars, or can be an industrial track.
 SPUR- As opposed to siding, a spur track diverges from the main line or any other track and dead ends
 USRA United States Railroad Administration, took over and operated American railroads during WWI.
 VESTIBULE CAB- An enclosed cab on a steam loco, used to protect the crew from cold weather, etc.
 ZEAL- The earnestness, spirit devotion, dedication and enthusiasm displayed by members of the ABMT.

↗ **The Pinsky Railroad Co.**
 of Westfield, Mass., will apparently acquire four lightly used Union Pacific branch rail lines in Arkansas. Pinsky, one of the nation's oldest short line rail operators, was the successful bidder for a package of Arkansas short lines offered by Union Pacific. The sale is still pending Interstate Commerce Commission final approval.

From Ark.
 Democrat
 5-19-91

NEARBY STATES EXCURSIONS

- The PRAIRIE DINNER TRAIN in Baldwin, Kansas (near Kansas City) runs dinner trains Fridays, Saturdays and Sundays. It is run by Arkansas Railroad Club member Frank Dillenkoffer, using some of his private cars. For more information, call 816-358-8707 or write Prairie Pioneer Dinner Train, PO Box 9386, Kansas City MO 64135.
 Another tourist line is in Southeast Missouri at Jackson. The ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY runs trips on Saturdays and Sundays, leaving from Jackson. They also run dinner trains. Call 314-243-1688 for more details, or write to the St. Louis Iron Mountain & Southern Railway, PO Box 244, Jackson MO 63755. On July 20-21, the railway will be host to the famous

From:
 Arkansas
 Railroader
 6-91

JULY 1991

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Beginning this date steam trains were prohibited from operating on Manhattan Island (1908).	2	3 Butch Cassidy and the "Wild Bunch" robbed the Great Northern "Flyer" of \$40,000 at Wagoner, MT (1901).	4 A rear-end collision on D.L. & W. at Corning NY, left 39 dead (1912).	5	6
7 Henry Meiggs born (1811). Builder of many South American railways.	8	9 A head-on collision of NKP trains at Nashville TN, killed 101 people, the highest toll ever in US (1918).	10	11 INDEPENDENCE DAY	12	13
14	15 First steam railway in Hungary, Pest to Vác, 20.5 mi. (1846).	16	17	18 ABMT 7:30	19 Ground broken at Franklin (now Pacific), MO, for Southwest Branch of Pacific RR, later to become the Frisco (1853).	20 First excursion train in Britain, Nottingham to Leicester (1840).
21 Locomotive "Samson" pulled first steam train in Canada on Champlain & St. Lawrence Ry., 16 mi. (1836). Two days later C&SL issued its first timetable.	22	23	24	25 First run of George Stephenson's locomotive "Blucher" (1814).	26	27
28	29 Daniel Drew born at Carmel, NY, (1797). One of the Erie RR "robber barons."	30	31 Semmering (Austria) trials won by Maffei's 0-8-0 "Bavaria" (1851). This engine pulled 132 tons up a 2.5% grade at 11 mph.			

Maffei (Munich) 1851

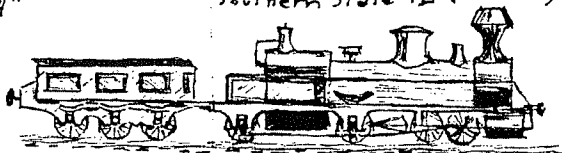
Length: 39'4"

Wt.: 48 1/2 t

DW: 42"

Cyls: 20"x30"

"Bavaria"
Southern State R.R. (Austria)



TRIVIA CORNER

Daniel Drew, together with Jay Gould and Jim Fisk, systematically milked the Erie RR and were instrumental in bringing on the gold panic of 1869. Drew's first shady deal occurred when he was 15 years old. He bought a large herd of starved cattle very cheaply. He then dumped sacks of salt all over the pasture but would not let them drink until a buyer (J. J. Astor's brother Henry) was due. The cows gorged themselves, making them look fat & heavy, and brought a good price. Hearing of this, Wall Streeters coined the term "watered stock."

ABMT BULLETIN BOARD

Next meeting: July 18

Speaker: DICK KEEGAN

Topic: Movies of DE&RGW RR '70's.



THE FRISCO DEPOT AT SPRINGDALE

by: Gene E. Bailey

The area where the present offices and shops of the Missouri & Arkansas Railroad in Springdale, Arkansas stand, is the location where the red brick Frisco depot used to stand. It was a typical Frisco depot with the "beaver skin" sign in concrete above the city name. This depot was built in 1923, replacing a frame structure at the same location. The story of this depot is a repeat of many across the country. After World War II and the rise in popularity of the automobile and decline in numbers of passengers, the depot slipped into disuse and deterioration. Passenger, mail, and express service ended on September 18, 1965. The Frisco was merged into the Burlington Northern system September 21, 1980. BN built a new smaller metal structure just to the south of the depot and the handwriting was on the wall. Early in December of 1982 demolition started, and by December 29, 1982 the tile-roofed, brick building was a pile of rubble and a memory. (The above photo was taken on Thanksgiving Day in 1978 by Gene E. Bailey)

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

Arkansas Railroader 6-91

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.

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

Members of other National Chapters, become an ARKANSAS-BOSTON MOUNTAINS member, pay ABMT's Chapter dues: \$12.00. 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 Info call: Ray Toler, Pres. 751-7810..Springdale or Bob Oswald, Nat'l Director 521-9714..Fayetteville

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

ARKANSAS-BOSTON MOUNTAINS Chapter
National Railway Historical Society

Richard G. Keegan
150 Cypress Lane
Rogers, Arkansas 72756



RICHARD B. SCHREIBMAN
601 PARK AVE.
FAYETTEVILLE, AR 72701-3436