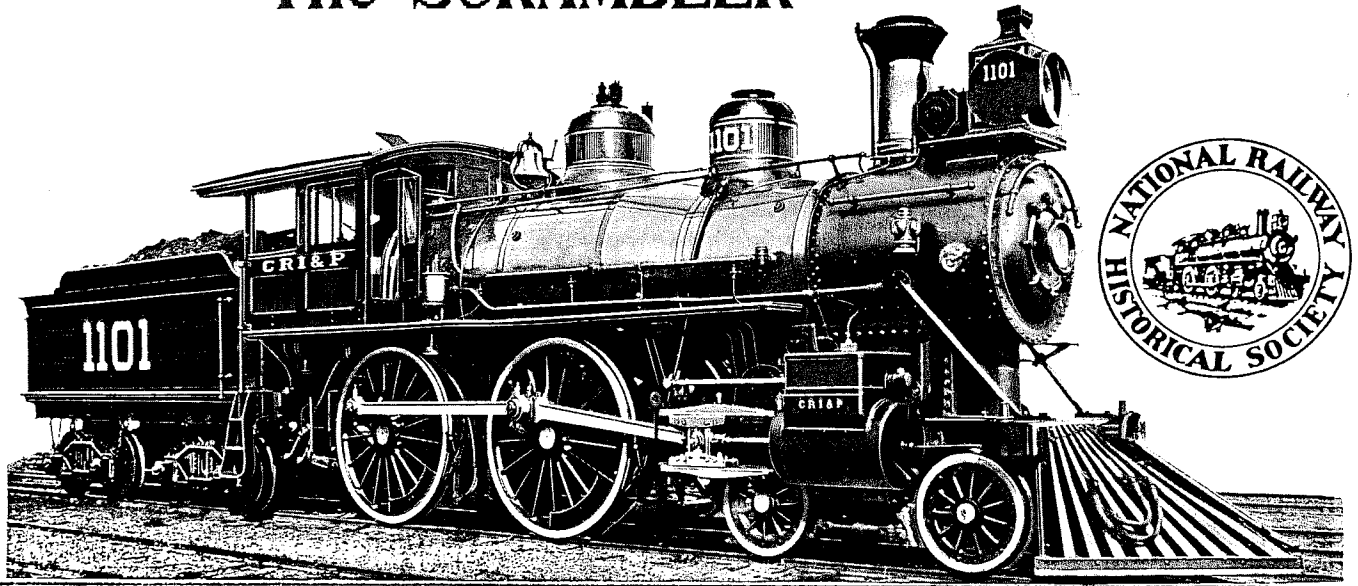


# The SCRAMBLER



VOL. 5. NO. 2

SEPT. 19, 1991

PRESIDENT: RAY TOLER

EDITOR: DICK KEEGAN

## MINUTES OF THE LAST MEETING

The regular meeting of the Arkansas Boston Mountains Chapter of NRHS was called to order, August 15, 1991, by President Ray Toler. Thirty-One members and guests were present. Guests were given an opportunity to tell something of their interests in trains and railroading.

National Director, Bob Oswald, had no report from the National Society, however, he did review the activity of the excursion trains from Van Buren and Springdale. He also reported on the progress of work on the Sixth Street, Fayetteville, overpass. As membership chairman he proposed George Alison, Jr. and his wife, Brenda, for membership. They were elected. The treasurer's report showed a balance of \$2639.50. A detailed report is filed with the secretary's records. Vice President Tefft reminded members and guests to bring memorabilia and artifacts of railroading to the September meeting for an "A & M Night, II", since the first "A & M Night" program was so successful. Tefft said Bill Ussery would present the October program and Chris Lord will be responsible for the November program.

The president said a "Search Committee" made up of himself, Dr. Robert Lundeen and Ron Allen would find a place for the Christmas meeting. Ray designated a few minutes of the meeting for news of absent members--such as sickness, new babies, trips, death and so forth. Charles Coon said SCRAMBLER Editor, Dick Keegan, was doing well after surgery. Erv Lewis suggested members call Mr. Winn, author of the book, RAILROADS OF NORTHWEST ARKANSAS as he doesn't go out often.

Chris Lord gave a report on the Sunday afternoon restoration work and invited anyone to come who would like to participate in working on the vintage cars.

Toler again reviewed the schedule of the "Cotton Belt Star" pulled by Steam Locomotive 819 from Pine Bluff, AR to Tyler, TX and return October 18-19-20.

Dr. Tom Scott reminded members of the trolley rides available daily in Ft. Smith.

The meeting was adjourned. Juanita Toler, Secretary

Charles Coon gave an interesting slide program on locomotives and trains.

### SAINT LOUIS STEAM TRIPS CANCELLED

In a press release dated July 16, SAINT LOUIS CHAPTER has announced that it has cancelled planned excursions to be sponsored by the Chapter during the remainder of the 1991 excursion season, and scheduled to be powered by St. Louis-based ex-SLSF steam locomotive 1522.

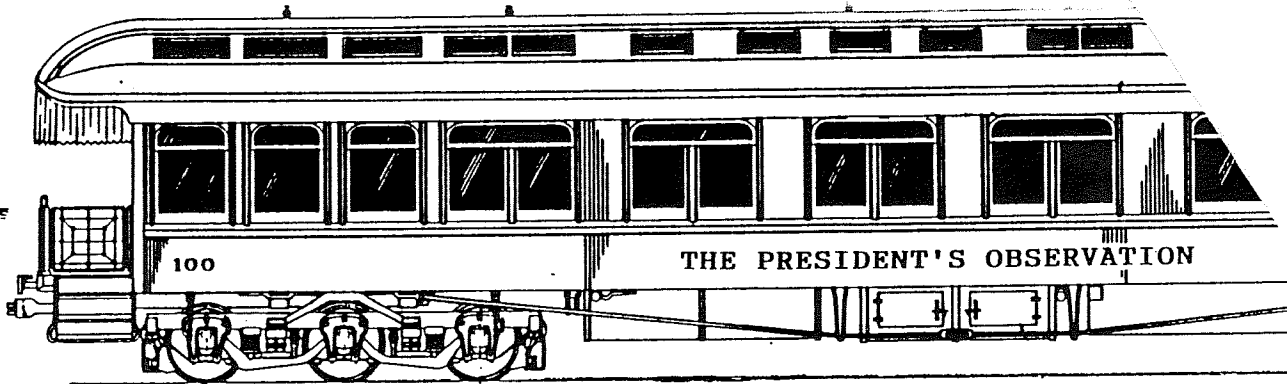
These cancellations resulted from the necessity to make repairs to the pilot truck of Frisco 1522 this summer in order to correct an overheating problem with the left front axle bearing of the pilot truck.

Work completed at press time had indicated the need for additional work on the pilot truck, and for the desirability of converting the truck from friction bearings to roller bearings. This work will span the entire 1991 excursion season and will prevent the engine from being available for any public excursions in 1991.

Both the Saint Louis Steam Train Association and the SAINT LOUIS CHAPTER-NRHS expect to operate public excursions with Frisco 1522 in 1992. Persons wishing to be added to the SAINT LOUIS CHAPTER excursion trip mailing list should send their name and address to:

ST. LOUIS CHAPTER-NRHS  
1135 Colonnade Center - Suite 321  
Des Peres Missouri 63131

NRHS NEWS AUG, 1991



We had another splendid program by Charles Coon at our August meeting. Discussion began on our December meeting, and several suggestions were made for consideration by the arrangements committee. Speaking of committees, your president hereby appoints the following Nominating Committee for 1992 officers and directors:

- Martin Post, Chairman
- Ervin Lewis
- Troy Buell
- Herbert Thorp

Members having suggestions should contact Martin at 442-3638. Here is an up-date on car attendants for the BMRE trains:

Sep. 7	Al Secrest	Tom Scott
" 14	Bart Dever	Jim Beaty
" 21	Bob Bray Ron Allen	Connie French
" 28	Bill Ussery	Bob Chandler
Oct. 4	Georgia Slabaugh	Herbert Thorp
" 12	Maurice Schroeder	Rudy Leach
" 19	Equipment goes to Tyler, Texas.	

We have openings for November 2 thru Thanksgiving. Attendants report to the Rogers Depot at 10:30 A M. Boarding is at 10:45 A M. Departure is at 11:25 A M.

- Third Saturday Exeter
- Other Saturdays Winslow

Call me to schedule trips, 751-7810.

Don't forget to bring your railroad artifacts and a few favorite slides to our next meeting, September 19.

Ray Toler, President

Mon., 8-12-91

Dick Keegan...from Erv Lewis *EL*

I'm submitting the enclosed item for the next issue of The Scrambler, and you'd better use it--or else. You might not even have to retype it, but paste it up as is.

(You'll notice I use A/BM, not A/BMT. So what if the national does use four letters to fill out its computer. MT is misleading and easily construed as another word beginning with T, which must puzzle our members and the general public. [If the T is to be used at all, it should be lowercase, as A/BMt, which would satisfy NRHS' wish for four letters and at least give some hint as to what the fourth letter stands for.] On other occasions with The Scrambler, use whichever style you wish. But don't misquote me as using it now So there! Signed, The Old Grouch.\*\*  
 \*\*(His words, not mine, Ed)

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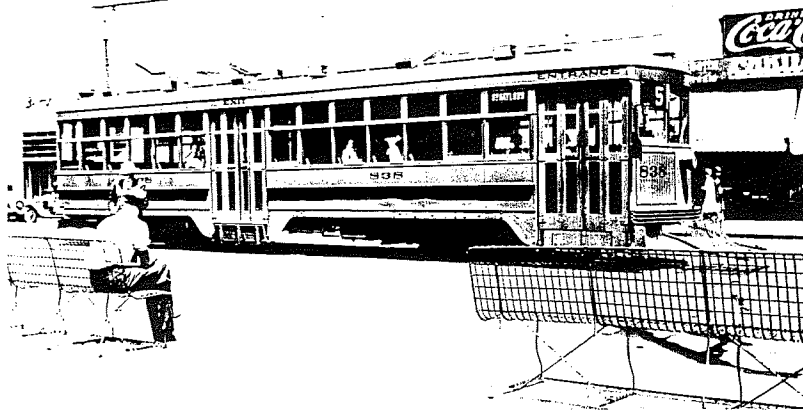
ONLY TWO MEMBERS of A/BM Chapter of NRHS can fully appreciate the job Dick Keegan is doing as editor of *The Scrambler*...Martin Post and I. "We wuz there."

In the chapter's early days a member who has since moved to Missouri, Ken Albrecht, did edit the monthly newsletter for three or four issues. But it was Martin Post who additionally had the job of president for the years until Ray Toler, bless his heart, recently took office.

So I hereby welcome, with thanks, Richard G. Keegan as editor *in perpetuum*, which means from now on out. And if he objects, we'll pull his link and pin, uncoupling him alone in a caboose, downhill on a sharp curve, with only a hand brake to stop him at the precipice.

I'd say that's an offer he can't refuse.

*Ervin Lewis*



Southbound on  
Broadway at  
Colfax

7-14-39

## MY FAVORITE STREETCAR LINE

Dick Keegan

### DENVER TRAMWAY ROUTE 5. SO. GAYLORD - BERKELEY.

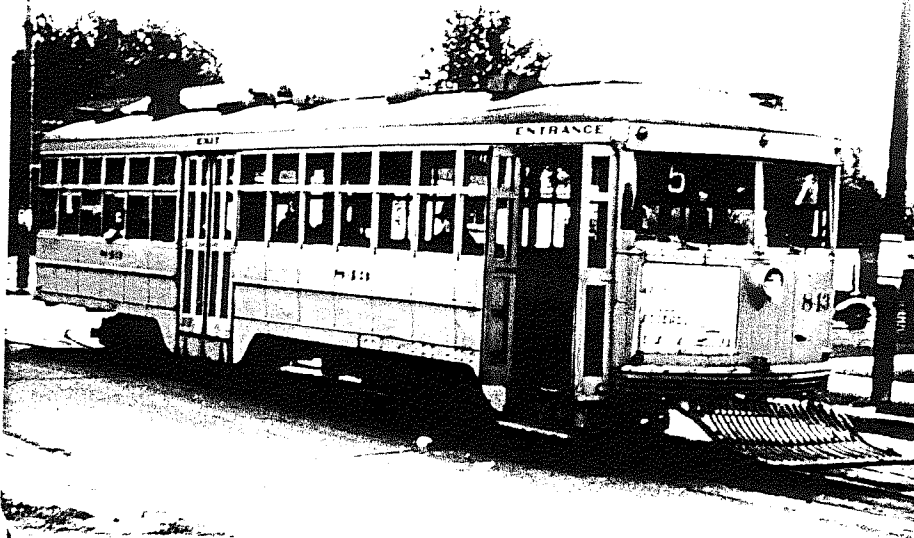
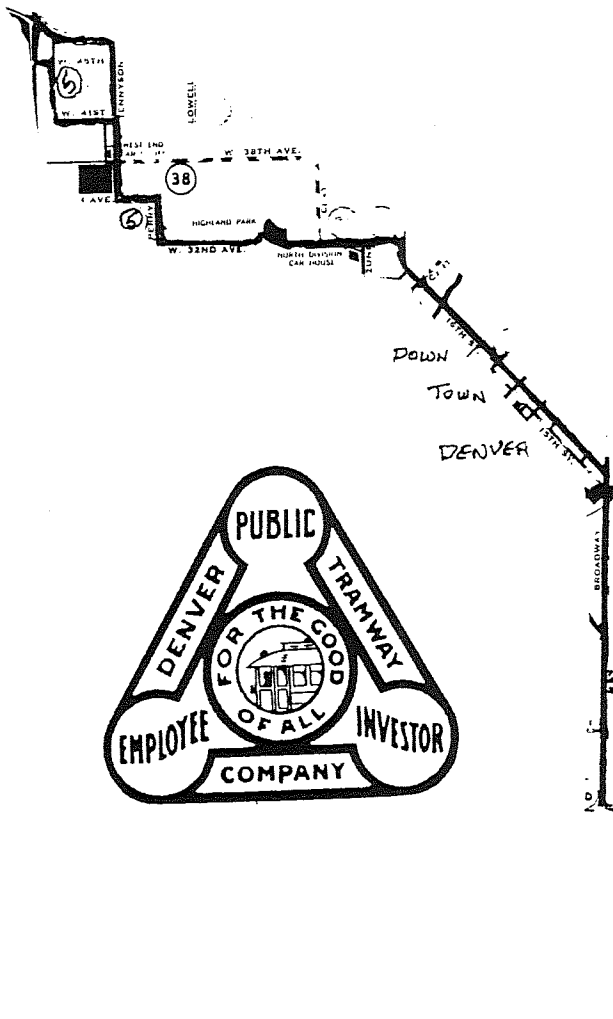
We moved to Denver in 1933, I was between 2nd and 3rd grade so prior life held some, but not too many memories. Arrival in Denver and discovery of the Denver Tramway streetcar system was an instant hit. By the way, the streetcars were called that, they were not called trolleys or trolley cars, at least not by those that rode them. These terms came up later as the media corps polished up their rhetoric as well as their typewriters to do the last rites of the cars.

Route 5 was my favorite, not because we lived on it, we were some 7 blocks distant, but it was the line I used the most. In the last several years there were bus lines that would get me within a block of home, but those of you having had to ride the buses probably know why I opted for the streetcar. Those of you unfamiliar with what it was like to ride a streetcar, it was like this: The cars ran on the same streets we drove our cars on, but they ran on their own rails buried in these streets. The cars stopped in front of you with a fair amount of noise, all music to my ears. The air was then exhausted from the straight air system as a great sigh, then the compressor kicked in as though a great heart was being recharged.

It was very preferable to sit next to an open window, or at least a window which could immediately be opened. The sounds of a streetcar in operation were many and varied. When the car starts the gears from motors to axles produced a delightful grrooww sound, not growl mind you, but a powerful sound starting very low and building up as the motorman notched up the controller. By this time the sound of the steel wheels on the steel rails becomes a foreground sound. The crossing of the rail joints is a rhythmic clickety clack, but in addition to the sound of the gear noise and the track noise, the best sound to listen to when riding a streetcar is the song of the trolley. The overhead wire that carries usually 600v DC to propel the car, is suspended between poles on each side of the street. The wire is connected to these span wires by what were called trolley ears. Looking at the overhead wire above the track you noted that it sagged between the ears, this is because the wire is about as thick through as your finger and is quite heavy. When the car moves along the track, the trolley pole moves along the overhead wire, not quietly mind you, but with a sound like no other. As the trolley wheel rides along the wire, it makes a very audible hissing sound, this hissing sound is highest in pitch when the wheel crosses under a trolley ear, then not unlike a string instrument, the wheel hissing sound lowers in pitch until the wheel is in the middle of the span of wire between the ears, then the sound goes up until another ear it passed.

So here you sit, next to your open window listening to the increase in pitch of the gear noises as the speed is increased, unlike the wire sounds, when the power is shut off you get no more gear noises. All the while you are listening to the wheels on the rails and the clickety clack as they pass over rail joints. There is a loud crashing sound as the car passes over crossings and switches as other lines join and diverge. Also when other lines join or diverge, the trolley pole goes through a wire crossing or a wire frog. The frog is the wire component that matches a track switch. All the while, since air is used for braking and opening and closing the doors, the compressor kicks in, in Denver they were two cylinder jobs and made another absolutely exclusive streetcar sound. The doors opened and closed with a whoosh of air, the tshhh, tshhh of the air brakes, the grrooowww of the motor gears as well as the hiss of the trolley pole and the sound of the trucks on the track, man who needed a bus.

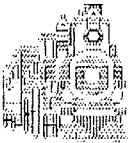
Route 5 started for me, at South Gaylord and East Louisiana in south east Denver, ran north on Gaylord through an outlying shopping center in the 1000 block of south Gaylord. Now, instead of a single business block it would be a strip shopping center. Then through very nice residential neighborhoods, along the east edge of Washington Park where vast lawns, large numbers of trees of various types, and of course Wash Park lake where I learned to swim. This learning was put in motion by my father shouldering me off the pier and into deep water. I never did find out whether that was accidental or not. At least I learned to swim - all of a sudden. Along the route were woven wire benches at the trolley stops. The backs were 2x10 boards and they were painted to advertise local businesses. Out on the 5 line I recall Braconier Plumbing had the most benches. After Washington Park the line turned west to Broadway, a street having business all the way from downtown Denver clear out to Englewood. This was interesting as you could look in the windows of the businesses as you proceeded downtown. Downtown was even better as the car line ran down the "concrete canyons," passing the banks, travel agencies, lots of railroad logos on those windows, and finally up over the 16th street viaduct. Now you had a chance to look down into the rail yards, look at the trains in the Union Station tracks, also just at the top of the incline up onto the viaduct one could look down at the route 40 streetcar loop, just under the viaduct. North Denver was entered now and it was much older and quite different than the southeast area where we lived. It seemed to be all up hill from the end of the 16th St. viaduct, this is because we crossed the South Platte river on the viaduct, this was the low point for the streetcar line. North Denver was fairly ethnic, Italian decent in the near areas and their wonderful restaurants and so on. Going north on Tennyson we pass Elitch's Gardens, the more expensive amusement park in Denver. Also in this area we pass West End carhouse, not used as such by the Tramway but a wholly owned coal company was located here and the 3 narrow gauge steeple cab locomotives and the narrow gauge line car were kept here. On out at the end of the line was Lakeside Park, the other Denver amusement park. Actually I was more interested in the interurban routes 82 and 83 that left town at this point. 82 going to the coal mine at Leyden (Lie-den) and 83 going to Golden. Our end to end journey on route 5 has taken 15 miles, so the return trip allows a 30 mile ride, for a trolley nut this is heaven on earth. The only thing I found that put the ride on route 5 in the shade, was to ride to Golden on route 83, the narrow gauge line via Lakeside, Mt. Olivet Cemetary etc. Then come back on route 84, the standard gauge line via Camp George West and Lakewood. But that is another story.



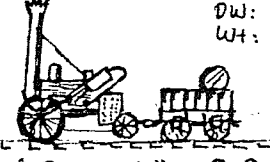
South Gaylord and E. Louisiana  
 South end of Rt. 5.  
 5-20-50 Last day  
 6-3-50



# OCTOBER, 1991



## ABMT CHAPTER NEWS

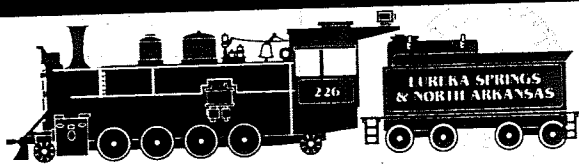
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
 "Rocket" 0-2-2	Cyl: 8" x 17" D.W.: 60" Wt.: 3.9 t. Color: Yellow!	1	2 Sleeping Car magnate Webster Wagner born Palatine Bridge NY (1817)	3	4	5 Broken rail caused Cto freight wreck Ronceverte WV. 2 crew dead (1920)
6	7 Rainhill trials won by Geo. Stephenson's "Rocket" (1825)	8	9	10 A rear-end collision on Lehigh Valley RR at Mud Run PA left 64 dead. (1888)	11	12
13	14	15 Ground broken at Chicago for Rock Island & LaSalle RR (CRI+P) (1851)	16	17	18 Robert Stevens born Hoboken NJ (1787). Railroad pioneer.	19
20	21 Mt. Royal tunnel - 2nd longest in Canada - > 3 mi. - opened (1918).	22	23	24	25	26
27 First thru trains between Montreal & Toronto. Grand Trunk Ry. (1856)	28	29	30 Amtrak incorporated (1970).	31	From Oct 6-10, 1829, the Liverpool & Manchester Ry. conducted trials of several locomotives for use on their main line. Stephenson's "Rocket" accrued about 70 mi. back and forth over a short course and won, largely due to its multitubular boiler, a then revolutionary development.	

### ABMT Bulletin Board

Next Meeting OCTOBER 17

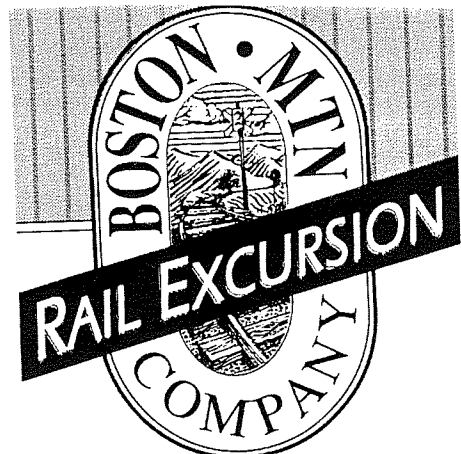
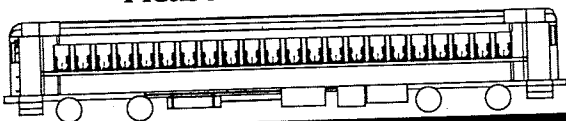
Speaker BILL USSERY

Topic Slides on Columbus & Greenville Ry - etc.



## A GREAT SHOW ON RAILS

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Now Serving Breakfast, Lunch, Dinner.  
Call (501) 253-9623 for ticket information.  
Please ask for Charlie.



Contact: Rogers Chamber of Commerce,  
P.O. Box 428, Rogers, Arkansas  
72757-0428. Toll-free telephone:  
1-800-364-1240, or (501) 636-1240

**MODEL TRAINS STOLEN** - (Conway) - Mickey's Model Works in Conway had some expensive model train equipment stolen on or about June 23, 1991. The store was broken into before it even opened. At the time, the only places that Mickey has passed info out on the store's opening was as his old store in Fayetteville and at our show at the Fairgrounds. Mickey also said that it appeared that whoever took the train items knew exactly what they wanted and left other items of greater value, but not Lionel, alone. All members of the club should be aware of this theft in case they stumble upon a bargain in Lionel items. If anyone knows something, please call Mickey at 501-450-9423. Here's a list of stolen items:

- #18009 Mohawk (1); #18501 WM Switcher (3); #18501 WM Switcher (1);
- #18402 Burro Crane (3); #17901 Chevron Tank (2); #17900 ATSF Tank 45 (2);
- #18503 Frisco Loco (1); #19519 Frisco Stock (1); #19229 Frisco Box w/sand
- #19230 Frisco Box (1); #19408 Frisco Gondola (2); #19602 Johnson Tank (2);
- #19710 Frisco caboose (2); #16907 NYC caboose (1); #18404 SF Trolley (2);
- #19652 JC bunk (1); #19653 JC Tool (1); #18205 UP Dash 8-C (1);
- #18403 Santa Hand Car (1).

ARKANSAS RAILROADER September 1991

## New roads are stumbling block from past

from the  
ARKANSAS  
GAZETTE  
7/12/91

To the Editor:

In recent reports about transportation in western Arkansas, the main argument made for replacing U.S. Highway 71 with an interstate is that companies such as Tyson Foods could then move their goods more easily and safely.

Spokesman Archie Schaffer states that Tyson sends some 260 trucks per day along U.S. 71, "the most dangerous highway that it is our privilege to travel." U.S. Secretary of Transportation Samuel Skinner told a meeting of western Arkansas industrial leaders that the new highway will be built if President Bush gets his highway bill through Congress.

Tyson's trucking habits and the president's highway bill are rooted in an antique transportation mentality that is strangling

Member America with traffic congestion,

National Railway Historical Society is easy.  
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.

air pollution, urban blight, oil wars, highway death and resource depletion. Trucks and automobiles are a primary threat to our well-being and today's most harmful technology.

New roads and highways are not the way of the future. They are the stumbling blocks of the past.

Just a few transportation facts: The cargo in those 260 Tyson trucks that clutter Highway 71 every day could be put into about 65 railroad cars and pulled in a single train. Think of the relief to U.S. 71, and its drivers!

Putting this freight on trains saves lives, since 4,500 die each year in crashes involving big trucks. It saves oil, since trains haul freight three times more energy-efficiently than trucks. It saves highway wear and tear since, compared to cars, trucks

are tens and perhaps thousands of times more damaging to highways. It saves our tax money because, according to the U.S. Department of Transportation, trucks pay only 65 percent of their fair share of highway taxes. It reduces air pollution because compared to trains, per ton-mile of load, trucks emit 15 times more hydrocarbons, twice as much carbon monoxide, twice as many nitrogen oxides, and 12 times as many particulates.

And yet Bush's transportation bill continues America's sick infatuation with cars and highways.

Instead of more roads or highways, America needs progressive thinking about transportation.

Art Hobson,  
Professor of Physics,  
University of Arkansas,  
Fayetteville.

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.

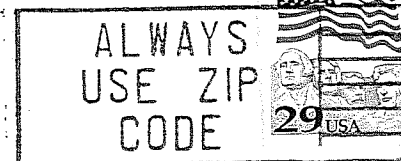
Send name, address and phone number to:

ARKANSAS BOSTON MOUNTAINS Chapter  
National Railway Historical Society

c/o Editor

Richard G. Keegan

150 Cypress Lane  
Rogers, Arkansas 72756



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