

The SCRAMBLER



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COMPANY

LITTLE
ROCK

VOLUME 5, NUMBER 3

OCTOBER 1991

ARKANSAS BOSTON MOUNTAINS CHAPTER, NRHS.

MINUTES OF THE LAST MEETING

The Arkansas Boston Mountains Chapter of NRHS met September 19, 1991 in the General Store of Shiloh Museum. There were 28 members and guests present who were welcomed by President Ray Toler. He invited the visitors to introduce themselves and give a brief history of their interests in railroading.

The treasurer reported \$2901.97 on hand. A detailed report is filed with the secretary's records. Bill Ussery, Treasurer, read a fine letter from Mr. Robert G. Winn. Mr. Winn is an author of note, living in Fayetteville and he has just sent to press his new book, CHRISTMAS IN THE OZARKS.

National Director, Bob Oswald, announced the expected increase in national dues from \$12.00 to \$14.00, voted on and approved at the National Meeting of NRHS at Huntington, West Virginia this summer. Oswald also announced that IRS has assigned the BMRHS an identification number, and that IRS needs some additional information which will be amended to the Articles of Incorporation. Oswald said this need is being worked on and will be sent to IRS. Bob offered anyone interested a booklet, SOUTHERN PACIFIC RAIL CARS. He said a contribution to the treasury for the booklet would be appreciated.

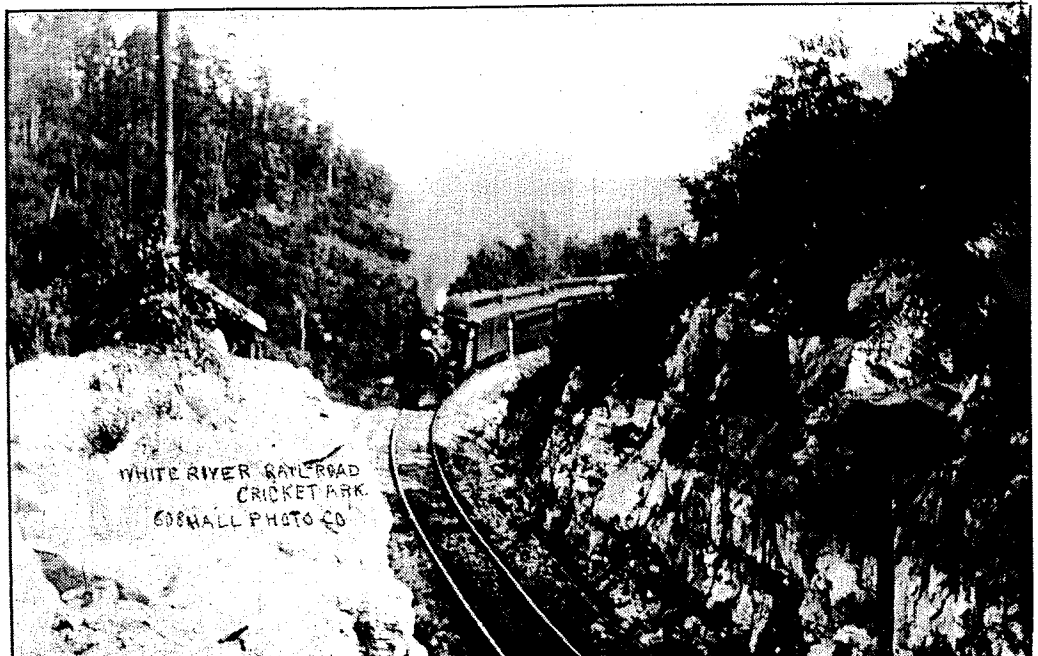
Vice President, Howard Tefft, announced that Bill Ussery would be responsible for the October program and Chris Lord will have the November program. The president said the "Search Committee" for a suitable place for the Christmas Dinner and Program had decided on Ivey Hall, First United Methodist Church, Springdale, with Mrs. Marie Wilson catering the dinner. The group accepted the recommendation.

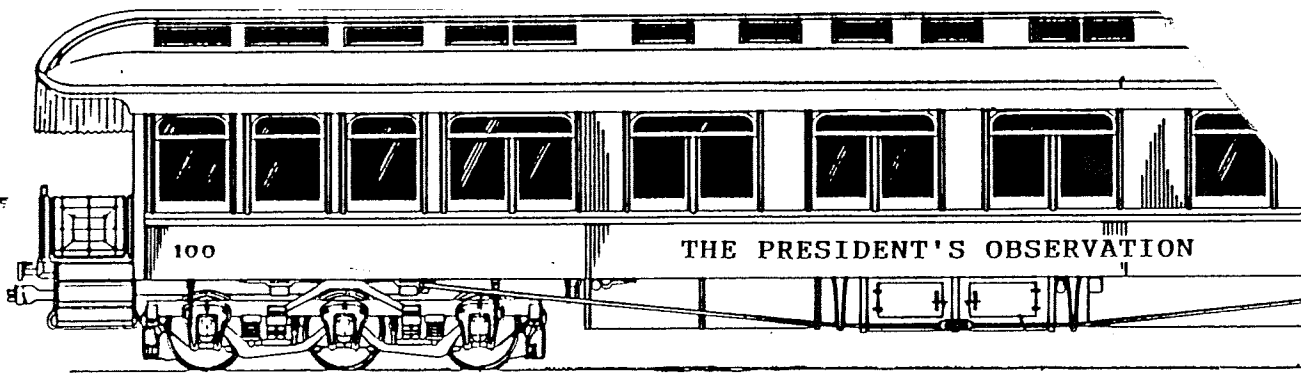
There being no further business, the meeting was adjourned. Vice President, Howard Tefft introduced various members who showed and explained their collections of railroad artifacts and memorabilia, making "A & M NIGHT, II!" a most interesting program. Mr. Douglas charmed the group with his remarks about the importance of clocks and watches in running railroads. His display of railroad watches was outstanding. Juanita Toler, Secretary

Arkansas Postcard Past

ARKANSAS GAZETTE 9/14/91

CRICKET, 1908:
This card of a passenger train was mailed to Helen Griffith of Chicago, Ill. The handwritten label says "White River Railroad, Cricket, Ark. 608 Hall Photo Co." The message on the back of the card reads: "Arrived at Branson. [Mo.] All O.K. Train was about 2 hours late. Am going to start on a float trip down the river this P.M." It's signed "Clarence."
— Steven Hanley





Here is the update on car attendants for the BMRE trains:

Oct. 19	Equipment goes to Tyler, Texas	
" 26	Joy Bernholdt	Gene Schmitz
Nov. 2	Norm Clizer	Richard Lewis
" 9	Joe Parker	Jim Langford
" 16	Al Secrest	Roy Kaiser

Arrangements are incomplete for trips on November 23, 28, 29 and 30.

Our annual Christmas Dinner meeting will be at 6:30 PM, Thursday, December 12 at the Springdale First United Church just across the street west of the new Shiloh Museum building.

We will be allowed to use the Shiloh Museum General Store for our meetings for the foreseeable future. If you haven't yet joined the Museum Association you can do so by using the application blank reprinted below. You may mail it or merely hand it to me at our October 17 meeting. Ray Toler, President

Join the Shiloh Museum Association!

For a modest membership fee, you get

- 10% discount on Shiloh Store purchases
- Quarterly *Newsletter*
- Reduced fee for all workshops, classes, seminars, and tours
- Invitation to exhibit openings
- Announcements of special exhibits and programs
- Satisfaction of knowing that you are contributing to the growth of an important cultural institution and helping in the study, interpretation, and preservation of our Northwest Arkansas heritage.
- Membership contributions are tax deductible.

- | | |
|---|--|
| <input type="checkbox"/> Individual—\$10.00 | <input type="checkbox"/> Patron—\$50.00 |
| <input type="checkbox"/> Scout Troops—\$10.00 | <input type="checkbox"/> Sponsor—\$100.00 |
| <input type="checkbox"/> Family—\$15.00 | <input type="checkbox"/> Sustaining—\$250.00 |
| <input type="checkbox"/> Contributing—\$25.00 | <input type="checkbox"/> Benefactor—\$500.00 |
| | <input type="checkbox"/> Founding—\$1,000.00 |

Name _____

Address _____

City _____ State _____ Zip _____

Please make checks payable to: Shiloh Museum
 118 West Johnson Avenue, Springdale, Arkansas 72764
 (501) 751-8411

STRAWBERRIES BY RAIL

In the late 1930's while living in Searcy, Arkansas, I worked two summers for Mr. Ted Saum of Springdale. He came to Searcy to buy strawberries which he shipped in railroad refrigerator cars to St. Louis. My first job with him was unloading crates of berries from the growers' trucks and carrying them into the cars where they were spaced evenly and nailed to the car floor. Other crates were stacked and nailed to the lower crates until there were neat rows of seven crates wide and four crates high. Eight rows were placed in each end of the car. (7x4=28x8=224x2=448 crates per car).

While we were loading crates and nailing them in place, others were filling the bunkers with ice. After the car was loaded with berries and ice, rock salt was dumped on the ice. Electric fans with canvas shrouds were installed on the top vent of each ice bunker and the forced cooling process began. After a few hours of blowing, the inside temperature dropped to around 30°F as determined by a remote reading thermometer. At that point, Mr. Saum would taste the water dripping from the ice bunker drains. If the water was not too salty, the fans and shrouds were removed, the ice bunkers were topped off and the car doors were sealed. The cars were then picked up by a tiny steam locomotive of the Doniphant, Kensett and Searcy Railroad and taken four miles to Kensett where they were added to a fast Missouri Pacific passenger express train. By 8:00 AM next morning the berries would arrive in St. Louis ready for distribution.

If you look up the word "entrepreneur" in the dictionary, you'll find a picture of Ted Saum from whom I learned the work ethic at an early age.

Ray Toler



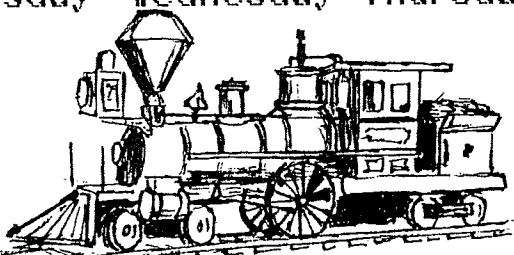
November, 1991 ABMT Chapter NRHS



Sunday Monday Tuesday Wednesday Thursday Friday Saturday

Central Pacific No. 3
"C. P. Hunting ton"

This little 4-2-4T was supposed to be able to pull 4 22-ton cars up a 0.5% grade at 35 mph. It is doubtful it ever did. Later renumbered S.P. No. 1



1 Last spike driven in Western Pacific R.R. at Keddie CA (1909).

2

3	4	5 Central Pacific express robbed of \$50,000 near Reno, NV. (1870). Most recovered within one week.	6 Labor leader Eugene V. Debs born at Terre Haute IN (1855).	7	8	9
10	11 First British railway mail service: Liverpool & Manchester (1830)	12	13	14 Central Pacific's first bad passenger wreck (1869). Local & express, head-on at Alameda Jct, CA. 15 dead.	15	16
17 Utility & electric railway baron Samuel Insull born (1859).	18	19	20	21 ABMT Ch. Meeting Shiloh Mus. Gen. Store	22 First Central Pacific "silk train" (1870) west coast to New York City - 11 cars & caboose	23
24	25	26 Southern Pacific's Lucin cutoff across Great Salt Lake completed. (1903). Saved 44 miles.	27	28	29	30 Milwaukee's first electric powered train - Three Forks to Deer Lodge, MT (1915)

ABMT Bulletin Board

Next Meeting NOVEMBER 21st, 1991

Speaker CHRIS LORD

Topic A&M RR PASSENGER CAR slides + talk

Once drivers cross the Channel, which is the right side of road?

SANGATTE, France (AP)—Britons drive on the left, Frenchmen on the right. Uninformed skeptics have predicted huge head-on collisions when they meet in the Channel Tunnel.

There won't be any, at least in the tunnel. The Channel Tunnel is for trains, not cars. But what will happen after a train deposits a car at the other end of the tunnel?

Eurotunnel plans to handle 20 trains an hour, carrying some 13.5 million passengers a year starting in 1993.

Half will be chisel-nosed TGVs—trains à grande vitesse or high-speed trains—whisking riders from Paris to London and back at speeds of up to 200 miles per hour. The others will be specially constructed trains carrying cars, buses and heavy trucks.

Of course, once the cars are unloaded on the other side and drivers descend into unfamiliar streets, anything can happen.

To keep the terminals from becoming junkyards, British and French road safety organizations have launched a pre-tunnel awareness campaign.

British motorists taking the ferry to the Continent starting this summer will receive yellow stickers reading "Keep Right" to remind them of European driving customs.

Signs bearing similar messages will greet them when disembarking. A "Keep Left" campaign will educate motorists going the other way.

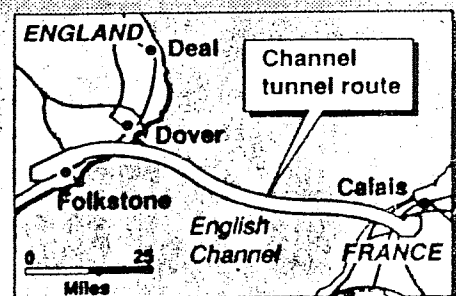
The project will continue for the Channel Tunnel. Organizers hope that the motorists will remember to take the stickers off when they get home.

English Channel tunnel plan

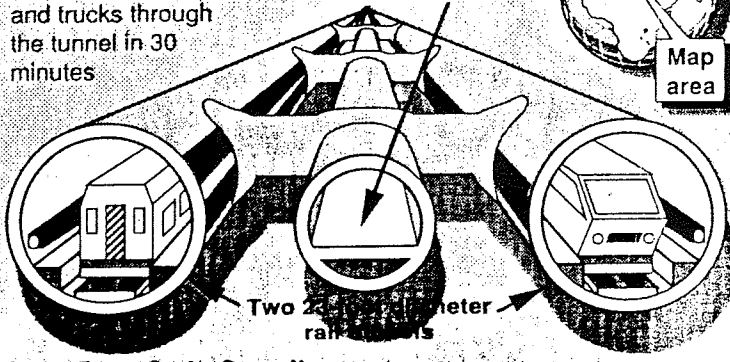
■ Rail tunnels would be joined to service tunnel by cross passages every 548 yards

■ Tunnels would be 31 miles in length, of which 23 miles would be under the channel at an average depth of 131 feet

■ Enclosed coaches will take autos, buses and trucks through the tunnel in 30 minutes



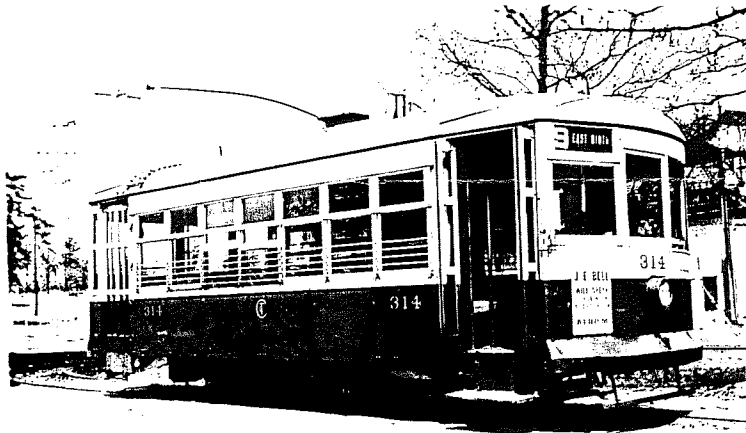
15-foot diameter service tunnel



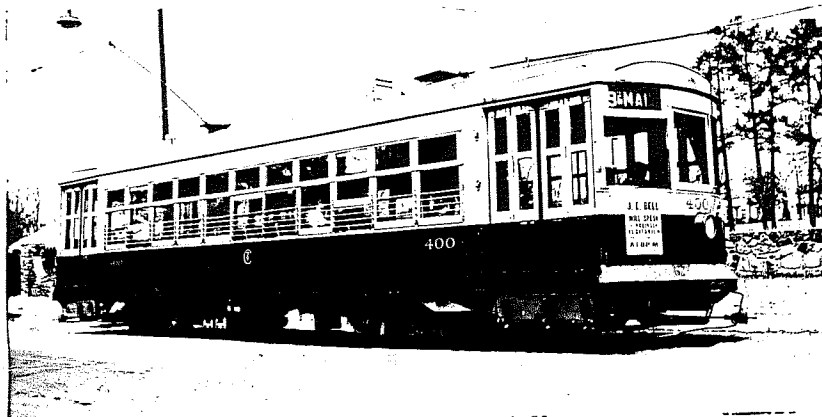
Chicago Tribune Graphic; Source: News reports

ARKANSAS BOSTON MOUNTAINS CHAPTER NRHS OFFICERS

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Capital Transit
 Cars - Little Rock,
 Arkansas
 All - R. Keegan, coll.



Membership in th
 National Railway
 Meetings....3rd
 dinner meeting.
 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.

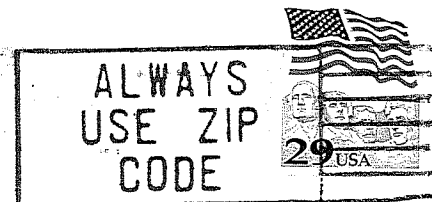
Dues year. . Jan 1st thru Dec. 31st. Half-year payment June 1st
 thru Sept. 1st. Dues Are:

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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