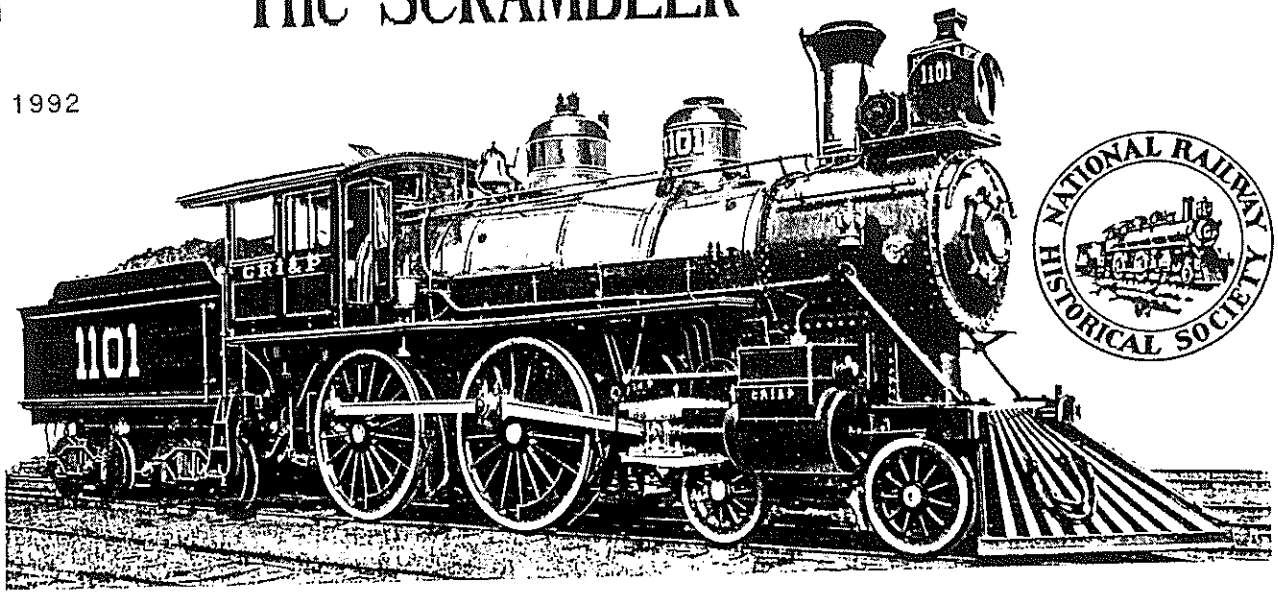


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The SCRAMBLER



VOLUME 5, NUMBER 9
ARKANSAS BOSTON MOUNTAINS CHAPTER, NRHS

APRIL, 1992

MINUTES OF THE LAST MEETING

Minutes of the March 19, 1992 meeting: President RAY TOLER whistled the meeting to order and welcomed everyone. The February minutes as published in the SCRAMBLER were accepted. VP DON KINCY reported on the need for programs for July and subsequent. President TOLER mentioned a future program on the orphan trains.

NEXT MEETING is by AD AUSTIN, currently in Connecticut, will have a program on a passenger train trip on mostly New Haven and NYC lines.

BOB OSWALD reported he will not be going to the National Directors meeting in April but will attend the one in San Jose, Calif. in July. Bob announced the Show and Sale of the ARKANSAS RAILROAD CLUB on May 2 and 3. He mentioned the possibility of seeing and photographing the UP "Challenger," 3985 on Sept. 1st as it runs from Little Rock to Van Buren. There are tickets available from the ARKANSAS RAILROAD CLUB for anyone wanting to ride the excursion train. The Governor's Conference on Tourism trip on the A&M was on March 22.

BILL USSERY's treasurer's report showed we have \$3,604.44 in the treasury. BOB BESOM reported on St. Paul days program and thanked the Chapter for the Certificate of Appreciation awarded him last month.

Our chapter's source of income from the BOSTON MOUNTAIN RAIL EXCURSION CO. has been derailed. There were some ideas put forward for selling items to make up for the loss of the BMRE income. President TOLER reported restoration of car 105 is almost complete and it should be ready by March 22.

The video tape purchase for local libraries was tabled due to the elimination of income from BMRECO.

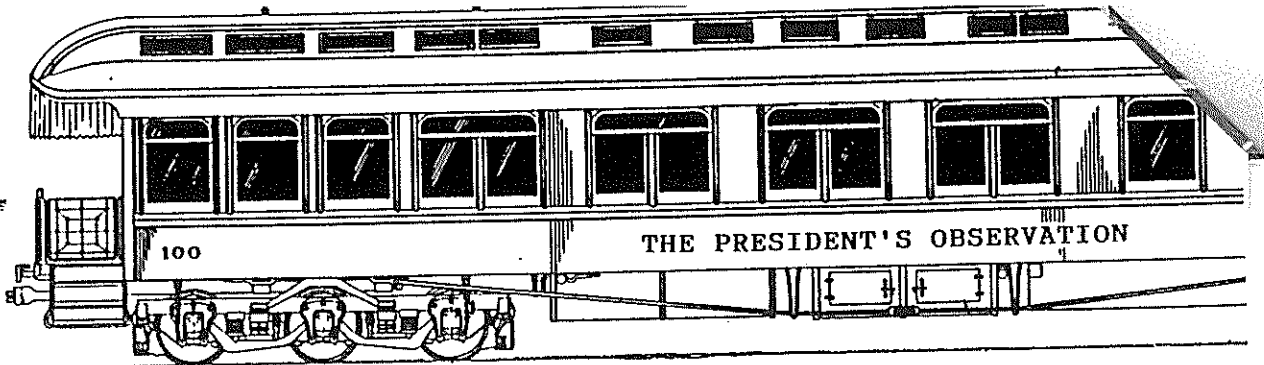
MARTIN POST distributed the name tags and had clips available for the tags, for those not wanting holes in their clothes. Visitors ROBERT PATTERSON and CHARLES JENNINGS were recognized. The meeting was adjourned and a fine and entertaining program about light rail transit was presented by DR. TOM SCOTT.

Ron Allen, Secretary

BROWNIES

Arthur Stilwell, a wealthy financier and railroad builder, attributed his success to the "brownies," or "spirits" who had been speaking to him since he was 15. These voices urged Stilwell to build railroads and told him where to place the lines and where to develop towns. While constructing an important line that was to link Kansas City with the Gulf of Mexico in the late 1890s, Stilwell listened to his "brownies" when they told him to avoid ending the line in Galveston. Stilwell instead terminated his railroad at a desolate spot in Texas which was named Port Arthur in his honor. When a hurricane later devastated Galveston, Stilwell was more than grateful for the sound advice of his "brownies."

from The Book of Predictions, David Wallechinsky, etal, 1980



First, I want to thank Mary Bales for the tasty cookies at the last meeting.

The restoration group completed Car 105 just in time for the charter on March 22.

Your Scrambler editor, Dick Keegan, and I inspected the A&M RR crossing over West Sixth Street in Fayetteville March 24. The new RR bridge is in service but part of the old bridge butress on the south side remains to be removed.

Bob Oswald and I enjoyed a visit March 21 to the Frisco RR Museum in Ash Grove, Mo.

There will be a meeting at 5:30 PM April 16 of the chapter officers and directors at the Western Sizzlin Steak House, 3406 West Sunset (Hwy 412), Springdale. Other members may attend.

Ray Toler, President

NEIMAN-MARCUS COOKIES

My daughter and I had finished a salad at the Neiman-Marcus Cafe in Dallas and decided to have a small desert. Because our family members are such "Cookie Monsters", we decided to try the Neiman-Marcus Cookie. It was so good that I asked if they would give me the recipe. She said with a frown, "I'm afraid not", "Well", I said, "Would you let me buy the recipe?" With a cute smile, she agreed. I asked how much, and she responded "Two Fifty". I said with approval, "Just add it to my tab".

Thirty days later I received my statement from Neiman-Marcus and it was \$285.00. I looked again and remembered I had only spent \$9.95 for two salads and about \$20 for a scarf. As I glanced at the bottom of the statement said "Cookie Recipe-\$250". Boy was I upset! I called Neiman's accounting office and told them the waitress said it was "two fifty" and did not realize she meant \$250 for a cookie recipe. I asked them to take back the recipe and reduce my bill, but they said they were sorry, but all recipes were this expensive so not just anyone could duplicate the bakery recipes...the bill would stand.

I thought of how I could try to get even or try to get my money back. I just said okay, you folks got my \$250 and now I'm going to have \$250 worth of fun. I told her that I was going to see to it that every cookie lover will have the \$250 recipe from Neiman-Marcus for nothing. She replied "I wish you wouldn't do this." I said, "I'm sorry, but this is the only way I feel I can get even and I will." So here it is, please pass it on to someone else or run a few copies...I paid for it, so now you can have it for free!!!

1	2 cups butter
1	2 cups sugar
1	2 cups brown sugar
2	4 eggs
1	2 tsp. vanilla
2	4 cups flour
2 1/2	5 cups blended oatmeal*

1/2	1 tsp. salt
1	2 tsp. baking powder
1	2 tsp. soda
12	24 oz. chocolate chips
4	1-8 oz. Hershey bar, grated
1 1/2	3 cups chopped nuts

Cream butter and both sugars. Add eggs and vanilla. Mix together with flour, oatmeal, salt, baking powder and soda. Add chocolate chips, Hershey bar and nuts. Roll into balls and place two inches apart on a cookie sheet. Bake for 10 minutes at 375. Makes 112 cookies (recipe may be halved).

* Measure oatmeal and blend in a blender to a fine powder.

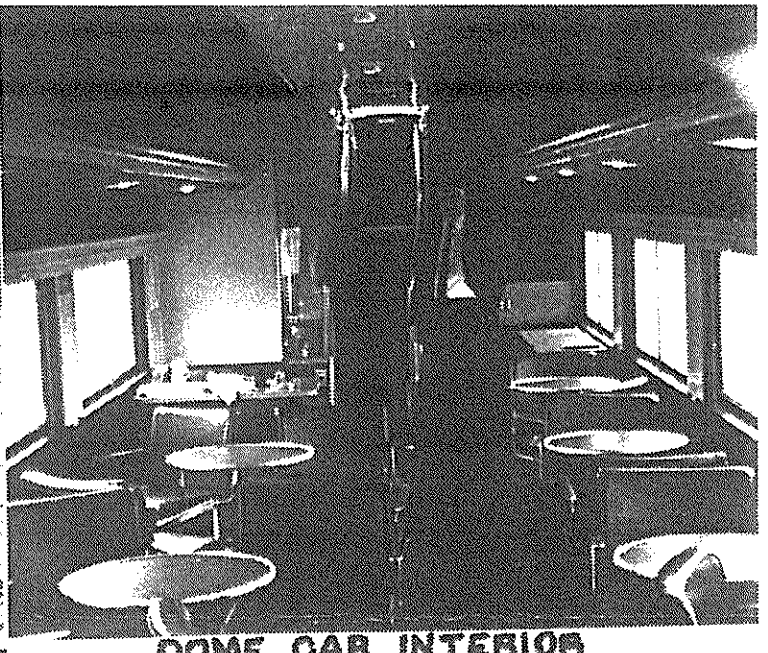
Have fun! This is not a joke - this is a true story!!!!
(believe it or not?????)

Forward on to others.

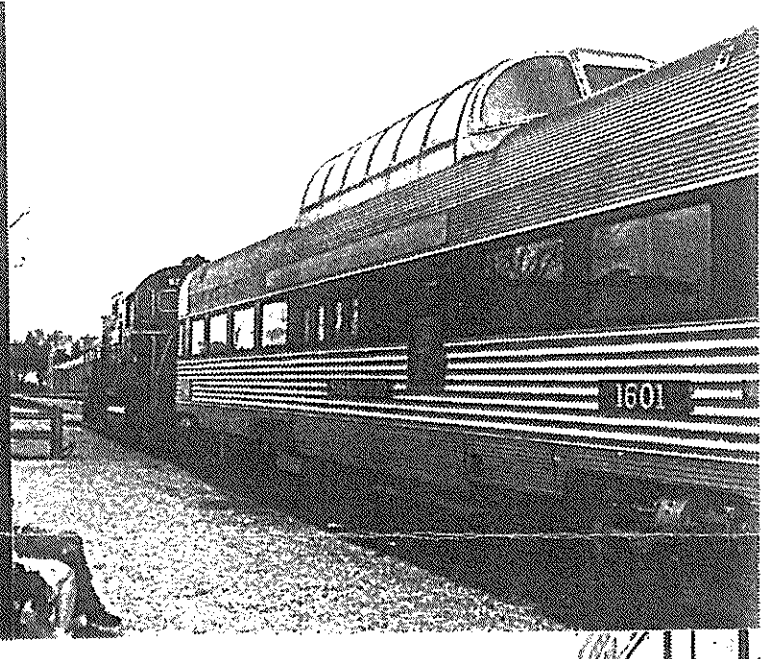
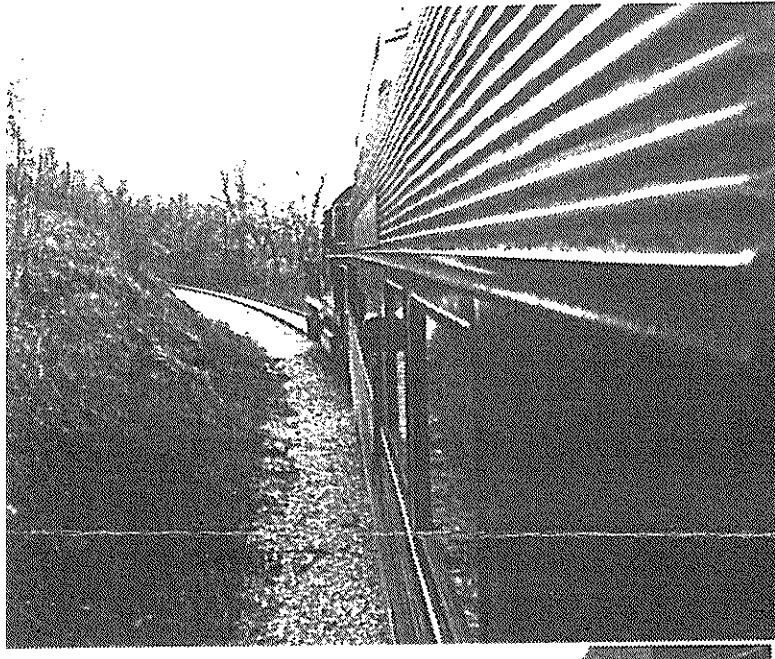
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SEAN AND CHARLIE SHARE A CHUCKLE



DOMED CAR INTERIOR



Red tape derails excursion train

Rogers Folder

By LARRY COOPER
Morning News Writer

The Boston Mountains Rail Excursion Co. will no longer run scheduled excursion train service from its Rogers depot. BMRR President Sean W. Reed said Tuesday that the company is ending its service due to a dispute with the Arkansas and Missouri Railroad, the company which has provided the engines which haul BMRR cars.

Reed said that AMRR offered his company a deal which would have limited BMRR to Sunday runs. Because most customers prefer the Saturday runs, and because BMRR has already invested thousands of dollars in advertising which lists a Saturday run, Reed said that Sunday runs were untenable.

"It gave us little alternative but to cease operations," Reed said.

Randy Hannold, AMRR's chief mechanical officer, said he sent Reed a letter last year which told Reed BMRR's contract would not be renewed due to mechanical deficiencies in their equipment.

"Boston Mountain has not had a contract since Dec. 16, 1991, when I canceled it," Hannold said. "So this should not have been a surprise to anyone."

Hannold said his company lacks the equipment to fill the vacuum which will be created by BMRR's departure. He denied his

company's decision was based on a desire to run a similar, competing excursion service on Saturdays. He said AMRR's principal business is freight, not passenger service.

"(BMRR) did not address to our satisfaction mechanical difficulties in the equipment," Hannold said. As hauler, he noted, AMRR would be liable for any safety violations.

Hannold said his company told Rogers Mayor John Sampler that it would be willing to run AMRR and BMRR cars simultaneously on Saturdays, provided BMRR brings its equipment into compliance with AMRR's requests. He said the offer was never expressed to BMRR directly.

Reed said his company has already completed repairs on four of the five cars which would have begun runs in May. "I've done exactly what the letter instructed," Reed said.

"We have never at any time been written up or fined by the Federal Railroad Association or any other agency," Reed said. "I want to make that absolutely clear."

Reed said that, once the deficiencies were discovered, his company was obligated to make the necessary repairs, regardless of whether BMRR renews excursion runs with AMRR.

"We have to correct it, regardless, and it's being done," Reed said.

Reed said that in a meeting with AMRR representatives on March 5, AMRR President Tony Hannold told him BMRR could not run on Saturday. The restriction to Sunday-only runs applies regardless of whether BMRR makes the corrections AMRR requires, Reed said.

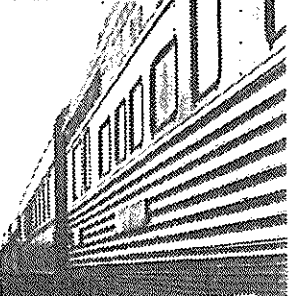
Hannold said his company's disagreement with BMRR is based strictly upon safety considerations.

"We are not going to compromise safety or our liability record," Hannold said. "It (the situation) is very unfortunate for all concerned, but we have been fair."

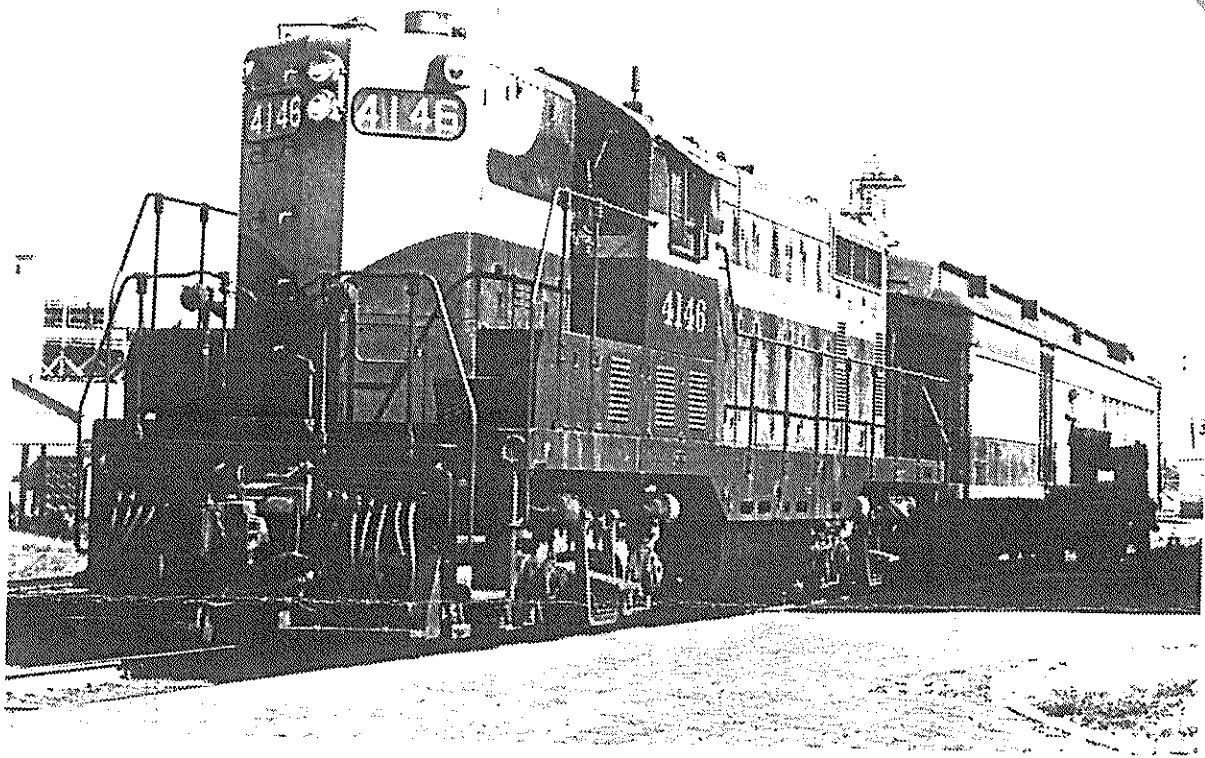
Hannold said AMRR has enjoyed extremely good cooperation from the city of Rogers in the past and regrets that events have bruised that relationship. But responsibility to AMRR's passengers allows no other options than to end the business relationship between AMRR and BMRR, Hannold said.

"Sean was forewarned during the (1991) operating season that he had deficiencies," Hannold said. "The bottom line is, Sean Reed is not liable. He is co-liable, but the hauler bears the liability."

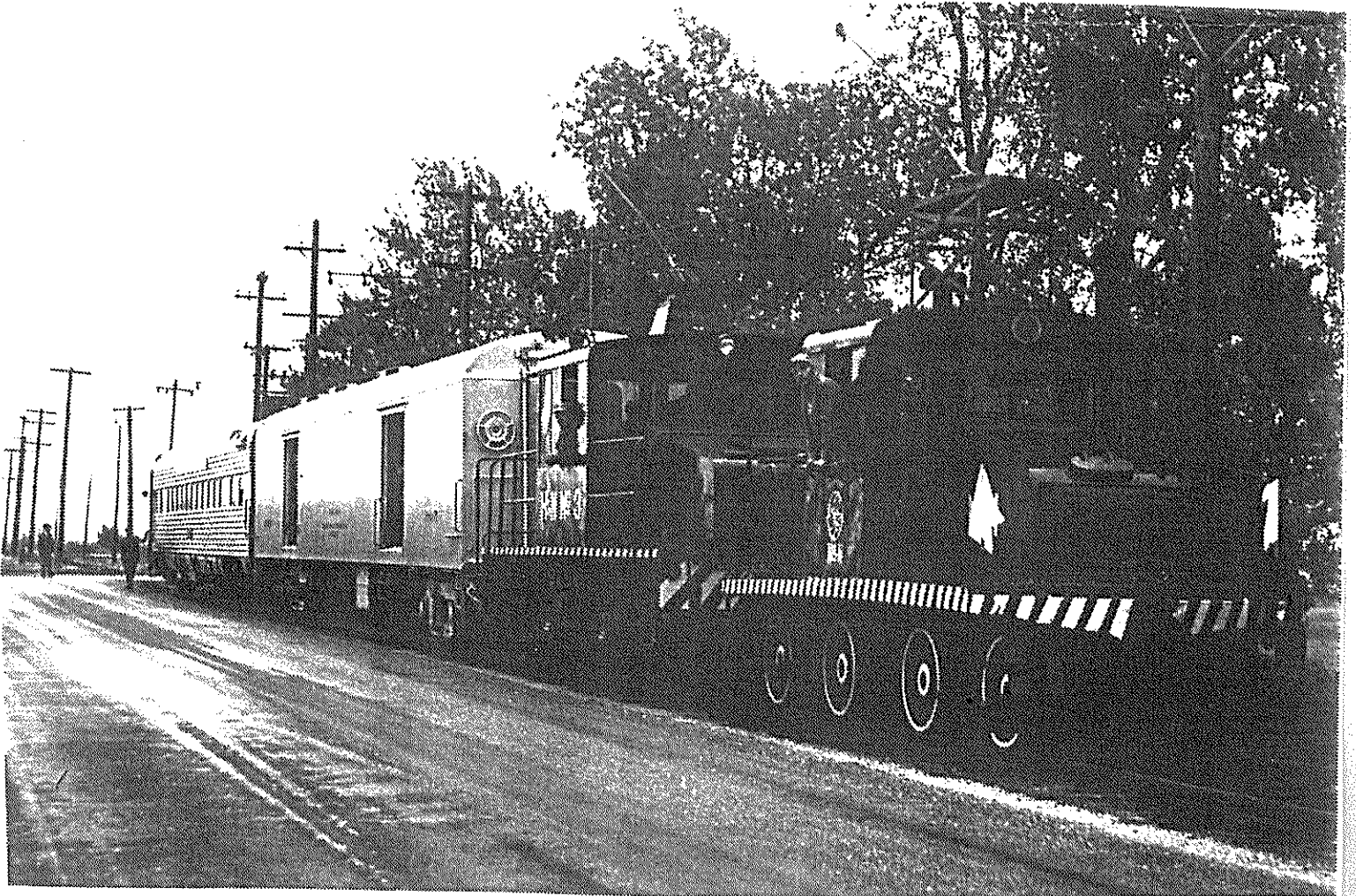
Reed said BMRR will continue to maintain an office in Rogers to serve customers of the company's railroad airbrake operation. The company will also continue to offer excursions on a case-by-case lease basis.



GEE, WHO'DA THOUGHT IT? Back in the halcyon days when we had a train to work, and the chapter received a stipend, now we have a couple of trains that run from Springdale with cars partly restored by our chapter members, and the chapter has received no stipend at all. Sic transit gloria.



KNOW YOUR DIESELS, No. 1 EMD GP-7. Spotting features: the 3 sets of louvers below the cab window, 36" fans in sets of 2 on each end of the long hood. Missouri Pacific 4146 is quite new, it is steam generator equipped (see the stack atop the short hood, it packed 1,500 HP, weight 257,680, tractive effort 64,420, built by EMD division of GM 7-18-50. Renumbered 299 in 1962 and 1753 in 1974. A chop nose was applied by MoPac at a later date. Note the baggageman loading cartons into the baggage compartment, also the passenger step at the rear vestibule. This could have been a replacement consist for a gas-electric motor car. Locale unknown. The paint scheme was dark blue and light grey, the grey had a narrow yellow stripe top and bottom, this is the passenger paint scheme. RJK collection



It is Oct. 20, 1963, this is the one and only fantrip ever run on the Hutchinson and Northern. The railroad is still there, still operating but in 1971 the wire came down and the electrics were replaced by Alco SW-1's, both of which are now in Alco heaven while both electrics are still extant and still operating. The helper is 30T GE motor #1 the road engine is GE 70T motor #3. (ex Kansas City Public Service #2) The Alco switchers were older than #3 - progress?? H&N is a wholly owned sub of the Carey Salt Co. of Hutchinson, Kansas. RJK Collection

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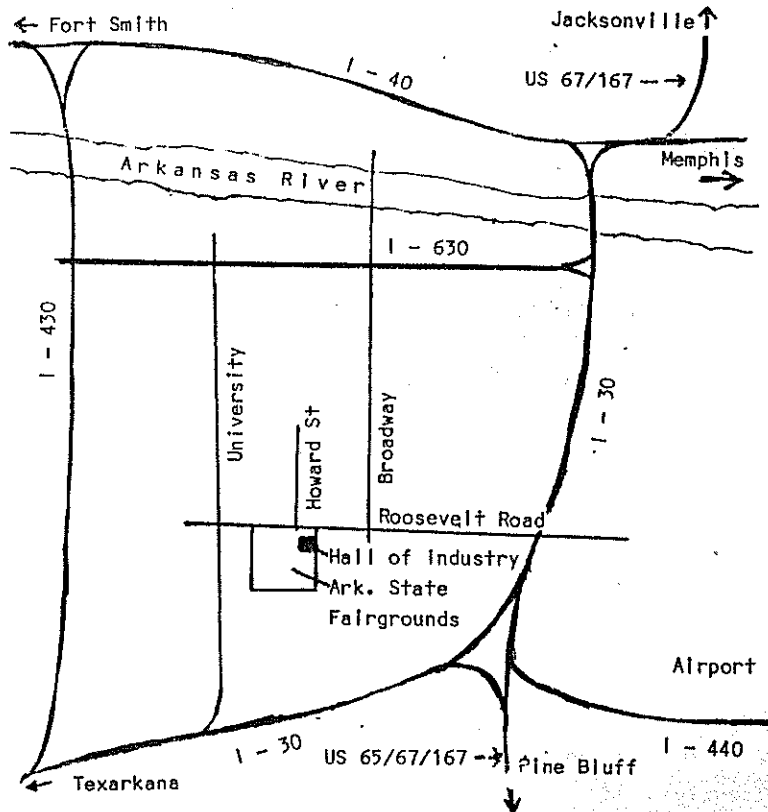
*You'll
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For More Information, Write:

Arkansas Railroad Club

P. O. Box 9151

North Little Rock, AR 72119





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Nylon Jacket with LINING ----- \$25.00 each
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- Specify Color: NAVY BLUE or SCARLET RED
- Available in Sizes: S, M, L, XL, XXL

QTY.	COLOR		DESCRIPTION		SIZE					ITEM PRICE		
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											\$	
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NRHS
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Receipt

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Received By D.W. Short NRHS Emblem Sales,

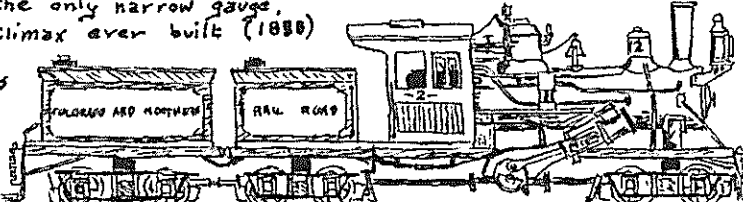
P.O. Box 58153, Philadelphia, PA 19102

Please allow 6 weeks for delivery of jacket(s).



May, 1992

ABMT Chapter NEWS

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>This was the only narrow gauge, 3-truck climax ever built (1888)</p> <p>29 1/2" wheels</p> 					<p>1 Amtrak took over operation of most intercity passenger trains in U.S. (1971)</p>	<p>2 ARK. R.R. CLUB SHOW & SALE STATE FAIRGOS, L.R.</p>
<p>3 Canterbury & Whitstable Ry (England) opened using Stephenson's "Invicta" (1830)</p> <p>SEE 5-2-92</p>	4	5	6	7	8	<p>9 Dalton gang robbed AT&SF "Texas Express" of \$14,000 at Wharton, OK (1891)</p>
10	<p>11 C&O RR inaugurated its "F.F.V." (Fast Flying Virginian) (1889)</p>	12	<p>13 First railway in what-is-now Pakistan: Karachi to Kochi, 105 mi. (1861)</p>	14	15	16
17	18	19	20	<p>21 B&O RR opened for business & issued the first timetable in U.S. (1830)</p> <p>ABMT meeting</p>	22	23
24	25	26	<p>27 Western Maryland RR chartered (1852)</p>	28	29	30
31	<p>TRIVIA CORNER: C&O trains 3 & 4, the "FFV," were involved in two of the better known railroad disasters. The death of engineer George Alley, who plowed 4-6-0 #134 into a boulder near Hinton, WV, is commemorated in song "The Wreck on the C&O." (Oct. 23, 1890) Alley had taken over the train (#4) at Hinton from Billy Richardson who had brought it from Huntington. Twenty years later, on Dec. 14, 1910, running westbound with 4-6-2 #161 pulling train #3, Richardson was killed when he leaned out of the cab to look back at his train, his head striking a mail crane. This incident is memorialized in "Billy Richardson's Last Ride."</p>					

ABMT Bulletin Board

Next Meeting May 21st, 1992
 Speaker Rebecca McClellan
 Topic A&M Excursion trains



ALL ABOARD

FOR THE



RAILROAD MUSEUM Inc.

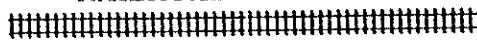


The Frisco Railroad Museum Inc. is the only such facility in the U.S. devoted exclusively to the Frisco Railway.

For more information, please write or call...



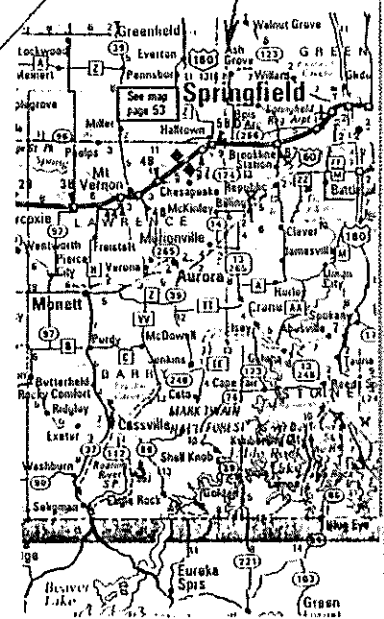
RAILROAD MUSEUM Inc.



Alan Schmitt, President
 P.O. Box 276
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MORE BROWNIES

Brownies are demerits. In 1885, George R. Brown, general superintendent of the Fall River Line, thought the then-current practice of suspending or discharging men for breaking rules was unfair to their families, so he instituted demerit marks. Too many brownies in a given period led to dismissal. Eventually the railroad industry adopted variations of that system.

from Encyclopedia of North American Railroading, Freeman Hubbard, 1981

FROM THE EDITOR: President Toler and I went to the Fayetteville Mailco office to apply for bulk 3rd class mail privilege. The Mailco lady, who said she would carry the material down to the U. S. Post Office, left out some of it. The PM from Fayetteville called and after two more trips, this newsletter should be mailed at the lower rate.

This issue of the **SCRAMBLER** has more pictures that are readable. Your Ed secured a photo screen from Xerox in Dallas to assist in publishing pictures, had to take 5 document carriers to get the screen, anyone need a document carrier??

Should there be information you want to see here in the **SCRAMBLER** but so far have not seen it, get on the stick and send me some material. Absent your help, you'll have to be satisfied with what I can come up with.

Bob Oswald came up with some brownies for this issue, so thought I'd toss in a few cookies. Can't recall where this recipe came from, but it appears to be a good one - enjoy it, and as the lady says - pass it along. \$250.00 for a recipe, wow.

Spring is about upon us, good time to think about getting out and chasing trains, or ghost railroads here in NW Arkansas.

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...7:00 PM
..... Visitors are welcome at 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.....\$ 26.00.
Family Membership: ABMT Chap. & NRHS Family.....\$ 28.00.

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 of the NRHS, P.O.Box 1303, Springdale, AR 72765-1303

ARKANSAS-BOSTON MOUNTAINS Chapter
National Railway Historical Society
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150 Cypress Lane
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