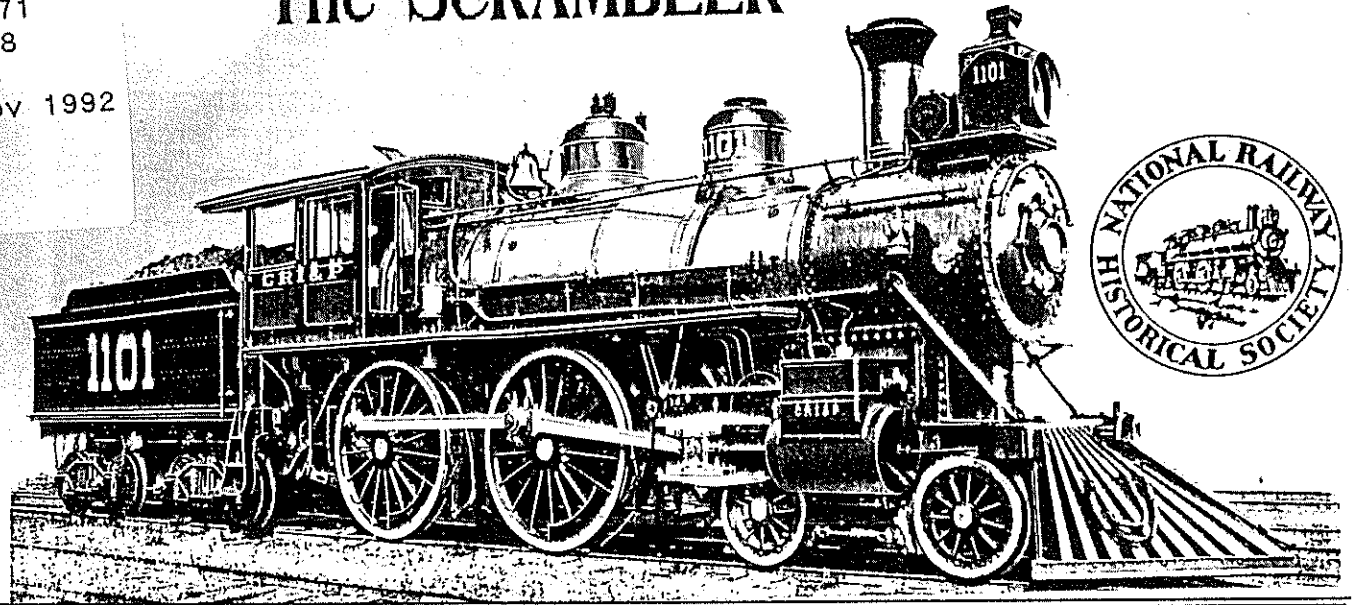


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The SCRAMBLER



VOLUME 6, NUMBER 4

NOVEMBER, 1992

ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY

MINUTES OF THE LAST MEETING:

The regular meeting of the Arkansas Boston Mountains Chapter of NHRS was held October 15, 1992 in the Shiloh Museum General Store. Twenty-four members and guests attended. President Ray Toler "whistled" the meeting to order. He welcomed the group and gave the guests an opportunity to introduce themselves and tell something of their interests in railroading.

The minutes were approved as published in the SCRAMBLER. The treasurer reported a balance on hand of \$5127.32. A detailed treasurer's report is filed with the secretary's records. The report of the vice-president included programs to be given by Don Kincy--November, Christmas party--December, Dick Keegan--January 1993, Scott Okerson--February 1993. It was announced that the ABMT and Kansas City Chapters of NHRS might have a joint chapters meeting sometime in 1993, at a location convenient to both groups. Ash Grove, MO., near Springfield, was mentioned, since the Frisco Museum is located there. Bob Oswald suggested inviting the Springfield NHRS Chapter if such a meeting at Ash Grove materializes. President Toler recognized Martin Post for his efforts in organizing the ABMT Chapter of NHRS. Scott Okerson gave a report on "Operation Life Saver". He also asked if there is interest in a tour of the Gentry Power Plant.

The president reminded the group to be thinking of nominations for new officers.

Bob Oswald reported the A & M excursion runs are heavily booked. As National Director, he also reported that the National Board will meet next month at Lexington, KY and he will be in attendance.

The president suggested dues be paid by December 10, 1992 to facilitate bookkeeping for the treasurer.

The meeting was adjourned.

Respectfully submitted,

Juanita Toler, Secretary, Pro Tem

Bob Oswald presented a fine program on his recent trip to Equador, riding steam trains.

Light rail the transport of the future

As Kansas City's metropolitan area continues to grow, it seems we don't have enough roads to accommodate all drivers. But building more roads may not be the best solution to this problem. Perhaps we could instead build a future that includes the economic and environmental benefits of public transportation.

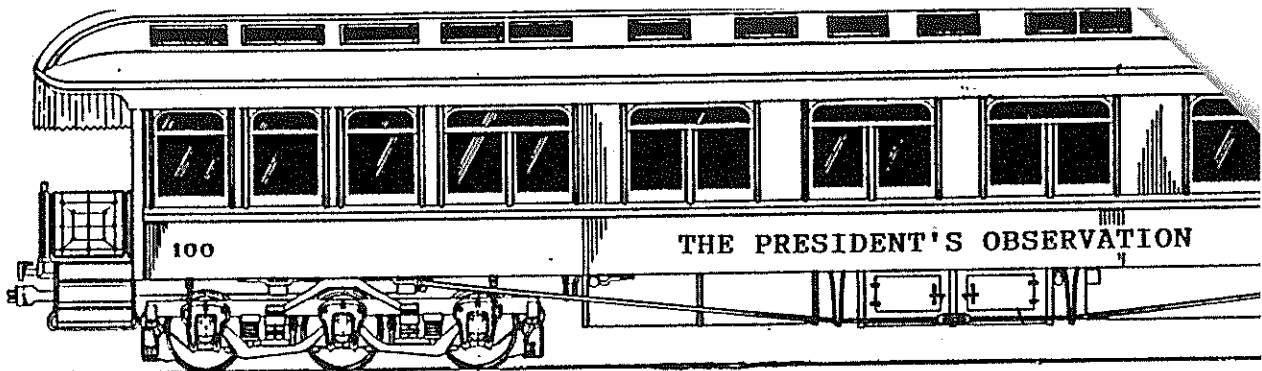
Many people may equate public transportation with noisy, fume-wheezing buses, but, because of technological advances, our future perception of public transit will become that of an entirely modern image: light-rail transit. Economically, light rail will be very appealing. It will concentrate development along the rail routes and create vital, growing business areas. It will also

stimulate tourism, an important part of our region's economy. In addition, conventions will be able to enjoy the entire spectrum of Kansas City's hotels, restaurants and retail establishments.

A light rail system will also benefit the environment. Trains running on energy-efficient electricity will decrease our dependence on foreign oil supplies, while producing less air-fouling pollution than cars. Furthermore, light-rail tracks will require less land than cars need for roads and parking, and will help contain suburban sprawl.

Of course, light rail cannot fulfill all the needs of our residents, but if an updated

system of public transit is implemented, many people will be able to use the trains connecting the main thoroughfares and major attractions of our city. In fact, the Area Transportation Authority is currently studying the feasibility of such a system. We should all support the ATA's efforts because an investment of our time and money today will not only help protect Kansas City's natural resources, but will also benefit our future economic growth and stability.



Thanks to Bob Oswald for a fine program October 15 on railroading in Equador. *** The nominating committee will receive nominations from the membership right up to the election which will be at the Christmas dinner meeting Thursday December 10. Nominations are open for all office positions, chapter director and National Director. Nominees must be willing to serve. ***A joint meeting of our chapter with the Kansas City chapter is an interesting possibility. The location would presumably be at a place and time yet to be determined. A likely location might be Ash Grove, Missouri, location of the Frisco RR Museum. More about this later.*** Mark your calendars for our Christmas dinner meeting, and be prepared to make your reservations at our November 19 regular meeting.*** Don Kincy will present our November program. We have programs lined up for January and February. We need programs for March and beyond.*** Your 1993 dues are now payable to our treasurer, Bill Ussery. Rates are \$26.00 for chapter and national for individuals or \$28.00 for member and spouse. Please pay your dues no later than the December 10 meeting to assure continuity of your publications.

Ray Toler, President

A SOUTHERN EXPANSION

K.C. Southern 9-23-92

KCSI

Formed: 1887.
Employees: 5,329
1991 revenues: \$610.2 million
1991 profits: \$41.9 million

Kansas City Southern Railway freight includes:



Midwestern grain and feed products to the poultry-producing sections of Arkansas, Oklahoma, Louisiana and Texas, and to ports for shipping to Europe, Latin America and Asia



Paper, pulp and forest products from Arkansas, Oklahoma, Texas and Louisiana



Petroleum and petrochemicals from refineries and plants for export and domestic use



Coal from the West to power plants in the South and Midwest

Kansas City Southern Industries Inc. plans to buy the MidSouth Corp. and merge it into its Kansas City Southern Railway Co.

MidSouth Corp.

Formed: 1986.
Employees: About 650
1991 revenues: \$92 million
1991 profits: \$7.2 million

MidSouth freight includes:



Logs, wood chips and chemicals to paper plants in Tennessee, Mississippi and Louisiana



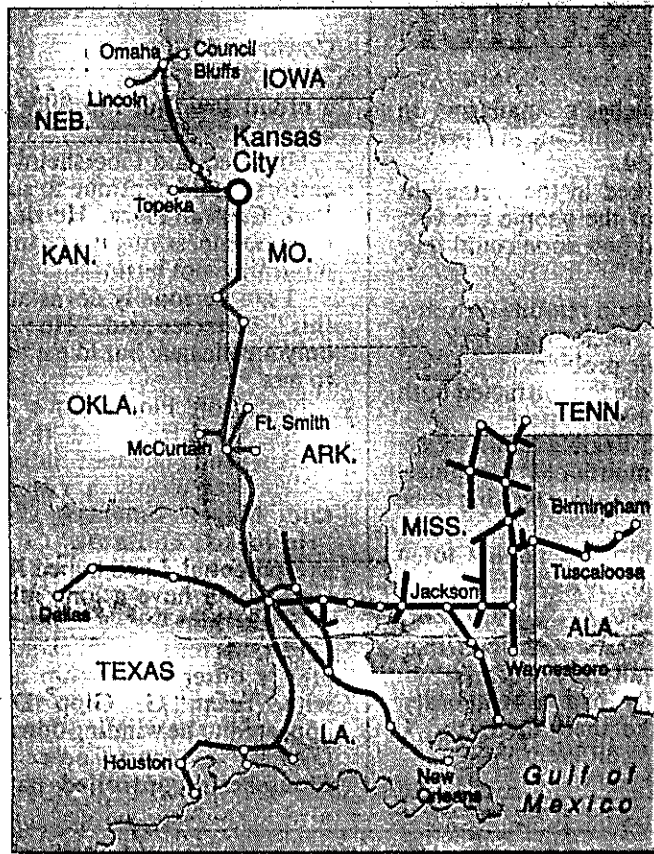
Paper products throughout its system



Lumber, particle board and plywood throughout its system



Corn and soybean meal to poultry operations throughout its system



Source: KCSI

KEY:

KCSI	MidSouth
Rail lines or haulage rights	Rail lines or trackage rights.

Sources: MidSouth Corp. and Kansas City Southern Industries Inc.

The

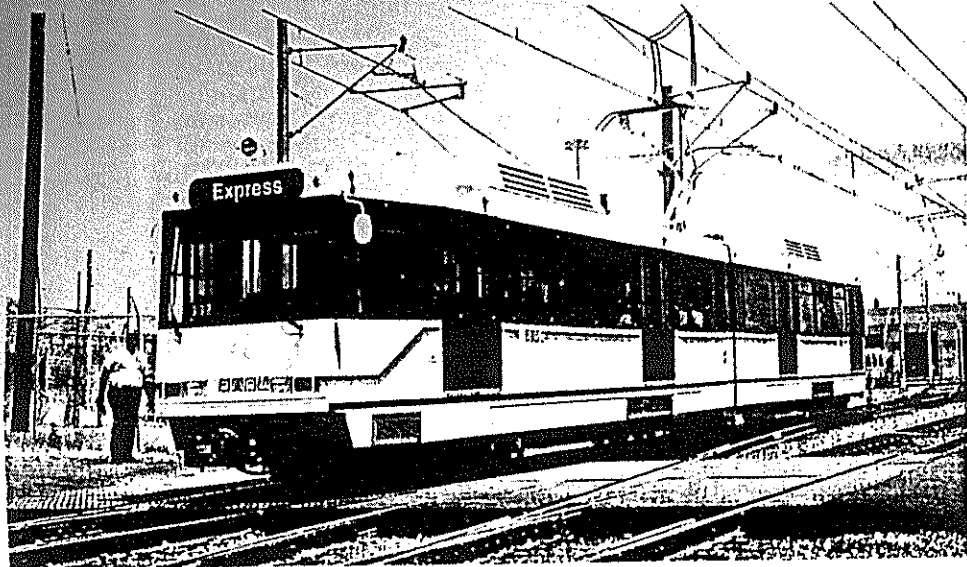
N.Y. *DAILY NEWS* on launching of the space shuttle: "SIGHT FOR SOAR EYES"

San Francisco, *Focus*: "GENETIC ENGINEERING: THE SPLICE OF LIFE."

Above an article in *Signature* giving shopping tips for tourists in exotic ports-of-call: "BAZAAR BEHAVIOR"

St. Louis Metro Link Car

KODACHROME LARRY R. STILES



THE FIRST LRV for the new St. Louis Metro Link system was dedicated on July 10. The two-unit set was photographed departing the new LRV shops and crossing Ewing Avenue with dignitaries onboard.

RAILFAN & RAILROAD

Page 6

Gateway Railletter, 06/92

LOCAL TRANSIT UPDATE

Member Don Scott sent the following information to me, relating to the current Metro Link construction, operation, and equipment. I thought that our members would be interested in the local St. Louis transit scene. Thanks to Don for the reports.

FINANCIAL PROBLEMS

Bi-State, like many transit operators, is experiencing financial problems that likely will affect service on its bus and rail system.

A larger-than-expected deficit is forecast for the fiscal year beginning in July, 1993, when the light-rail line begins operating. A deficit-reduction plan just announced by Bi-State would eliminate more than two dozen bus lines plus the downtown ride-free zone under a worst-case scenario.

The expected \$8.6 million shortfall results from local sales tax revenue falling below projections due to the recession.

And with Metro Link, construction costs have escalated due to unforeseen problems, such as land acquisition, alignment changes, environmental concerns, utility relocations, and construction delays.

For example, Bi-State faces unanticipated expenses of \$2.2 million for clean-up of environmental hazards encountered during excavation and construction, and another million to upgrade earthquake protection for bridges. Changing expansion plans at Lambert Field will add \$3.6 million. The cleaning and painting of Eads Bridge, originally budgeted at \$1 million, may cost up to \$7 million. The cost has escalated because of new Federal regulations that prohibit old lead paint blasted from bridges from falling into the river.

Total estimated costs of Metro Link, once among the lowest cost-per-mile light rail projects in the country, have risen to \$351 million, some 20 percent above the \$288 million in the UMTA funding contract signed in 1988.

Cost overruns also occur in highway building and other public projects, but Bi-State's Metro Link seems to be the favorite target for criticism.

CONSTRUCTION UPDATE

Metro Link will have two stations at UMSL and after leaving the campus via a curving bridge over a valley, the line will enter the North Hanley Road station, which has a thousand-car parking lot and an interface with several bus routes. After tunneling under Hanley, Metro Link runs along Interstate 70 on its way to the airport. Enroute, it must thread the complex interchange of I-70 and I-170, crossing over some lanes and under others as it angles from the south side of the roadway to a cemetery and airport property on the north side of I-70.

At Lambert Airport, concrete piers are being rapidly erected for the elevated single track west end of the line that will extend from the East Terminal to the very heart of the airport (east of the TWA ticket counters and just steps away from the hanging, full-size replica of Lindbergh's famous transatlantic airplane.)

Metro Link will have 15 stations at street level (platform, of course), three in the downtown subway (disused railroad tunnel beneath the central business district), and two stations on bridge structures.

The varied scenic vistas - the tunnels and trestles including the roller-coaster grades threading the interstates - should prove a delightful experience for St. Louis residents and visitors who ride Metro Link in 1993.

For airport travelers, Metro Link will offer a high-profile presence and time- and cost-saving practicability. And for transit

St. Louis is moving ahead very rapidly on its new Metro Link light rapid transit line. For those who just got on board the streetcar, Metro Link is 18 miles of exclusive right-of-way with 20 stations serving the area between Lambert International Airport and East St. Louis, Illinois. Thirty-one light rail vehicles have been ordered to provide service, the first of which recently arrived. And because it's not every day that such an event takes place, considerable celebration was carried out as a result of the opening of the new Metro Link maintenance facility and the christening of its first light rail vehicle.

The new 60,400 square foot Metro Link maintenance complex is located at 700 South Ewing in the city of St. Louis. All the light rail vehicles will be stored and maintained at the facility. It also contains a control center, which will be the control hub for both the rail and the bus system. The light rail vehicles are manufactured in Sacramento by Siemens-DUEWAG Corporation. The articulated cars are intended to run in one- or two-car trains on 7.5-minute headways during rush hour and every 15 minutes at other times.

enthusiasts, the line's operating characteristics and photographic opportunities will be a railfan's delight - perhaps the most impressive in the country.

SIEMENS-DUEWAG VISIT

CMT members Don Scott and Jim Seamon flew to California in late March for an updated, first-hand look at Light Rail - and they experienced it in abundance.

Highlight of the trip was their tour of the new Siemens-Duewag LRV assembly plant in Sacramento, arranged by Citizens for Modern Transit.

They took the early-morning Capitol Amtrak run, Oakland to Sacramento, one of three new round trips, and were met at the railroad station by the two key U.S. officials for Siemens - President Gunter Ernst and Vice President Werner Katerkamp, who drove them to the new LRV assembly plant.

There they inspected the 9 or 10 body shells from Germany which had arrived by rail from the port of Charleston, SC.

The cars were lined up on stands (truck frames, motors, and wheels were not yet installed) and a crew of workmen were laying insulation, floor sections and wiring, among other domestic components. Seats, window glass, operator controls, lights, and other U.S.-made items were yet to be installed. Each car will have three separate braking systems - dynamic, air, and electro-magnetic track brakes. The Sacramento plant also has an outside water spray facility to rain-test our cars.

St. Louis's first LRV is scheduled to arrive June 10, 1992 and will undergo extensive testing. Bi-State's numbering will be 1001 through 1031, an official said.

Historic Pennsylvania railroad line threatened by progress, politics

ARKANSAS DEMOCRAT-GAZETTE • SATURDAY, SEPTEMBER 12, 1992

BY DON PHILLIPS
The Washington Post

ROCKHILL, Pa. — Engineer Robert Gilliland Jr. eased his snorting 65-ton steam locomotive out of the roundhouse, then climbed down to perform another duty. He and his brother Daniel grabbed large poles sticking from each end of the turntable, planted their feet firmly and heaved.

It's called an "armstrong" turntable because it takes a strong arm to move it. No motors, no mechanical help. Just a combined weight of less than 500 sweaty human pounds against many tons.

The calendar said 1992, but it could have been 1882.

Timeless is an apt way to describe the entire East Broad Top Railroad, a 33-mile narrow-gauge line that was carved into rugged Pennsylvania mountain country in the 19th century to haul iron and coal. Called the EBT, the small railroad changed little before it went out of business in 1956 when the bottom fell out of the coal market. No diesel ever sullied its rails, no electricity ever ran a shop machine, and its most modern locomotive was built in 1920. With minor exceptions, the railroad was a time machine, its destination the turn of the century.

In 1956, the last employees simply stored the locomotives in the roundhouse and walked out of the extensive shop complex here, leaving everything exactly as it was. Every machine, every tool, every part. The Smithsonian Institution says the shop is the only survivor among the old steam-powered, belt-driven railroad shop facilities in North America.

Today, five miles of the old line is operated as a tourist line, and the entire main line is largely intact, although overgrown and broken in places.

A growing band of preservationists, now joined by the National Park Service, has come to realize that the EBT is more than a train ride. It is a historic jewel, with a remarkable degree of preservation that may be equaled in no other industrial site.

The extensive shop complex, roundhouse, main line, Rockhill station, some of the old coal company towns and even the remains of 19th century iron furnaces are still there.

It is "a site like no other anywhere on the continent," said William Withun, the Smithsonian Institution's transportation curator.

The EBT was never a major railroad, like the Pennsylvania Railroad, with which it connected at Mount Union. It was tiny, and not just in length. Its gauge — the space between the rails — was 3 feet rather than the standard 4 feet 8½ inches. That is one reason for its preservation: The EBT's rolling stock and equipment were useless elsewhere.

"It is like King Tut's tomb," said Jack White, former Smithsonian transportation curator. "He was a very minor pharaoh, but because it (the tomb) was so well preserved, it was very important in Egyptian history."

Credit for the salvation of the EBT can go to a scrap dealer, of all things. Nick Kovalchick, of Kovalchick Salvage Co., the largest scrap dealer in Pennsylvania, bought the line but did not do the expected and rip it up. Instead, he, and now his son, Joseph, treated the EBT almost as a giant toy train and have continued a small tourist operation with all original equipment.

But today the EBT is endangered, physically and politically.

More than a century of grease, oil and coal dust have accumulated in the shops, making them prime candidates for fire. And the buildings themselves are in poor shape; some have taken on an obvious lean.

Except for the five miles in operation, the track is in poor condition, including a spectacular stretch of mountain running that includes tunnels and bridges deteriorating for lack of maintenance. Any hope of reopening the most scenic part of the line for tourists is fading.

Now, there is a new threat: sight pollution. General Public Utilities has applied to build a 500-kilovolt power line with 150-foot towers that would run along the mountainous portion of the line, crossing it five times.

Preservation groups, including the Pennsylvania Historical & Museum Commission and a volunteer group called Friends of the East Broad Top, have lobbied to reroute the line, and the National Park Service and other organizations have met with officials of the utility in an effort to apply pressure.

"We feel there would be an avoidable and unnecessary degradation (of the view)" that would harm chances of reopening the line, said Philip J. Padgett of Kensington, Md., a spokesman for Friends of the East Broad Top.

The utility has promised to

help camouflage its line from view from the rail line but has held tough on keeping the route. A spokesman said an extensive survey showed that the planned route would have a lesser impact on the public than any other route. The utility will try to mitigate the impact on the EBT, but rerouting the line "is not one of the options we are considering," he said.

The Southwestern Pennsylvania Heritage Preservation Commission, a branch of the National Park Service, has budgeted \$1 million to help stabilize the property and install sprinklers in the shop buildings. Up to \$40 million would be needed, however, to put the railroad back into running condition and to refurbish the shops.

But there's a political problem with that. In fact, there are two: one local, one congressional.

Locally, although the track is still there, development, in the form of houses and roads, is beginning to encroach on the unused part of the right of way.

One of the most striking examples is a large new house near Three Springs, Pa., built after the railroad went out of business. The tracks just disappear under a manicured lawn, built up to cover them. Owner Mary Wible, who still pays the railroad \$8 a year for easements for utility lines to the house, would almost be able to reach out her kitchen window and touch the locomotives if trains ever ran again.

"Hopefully, I'll be dead and gone before that happens," she said.

But the greater threat is the lingering congressional bitterness over another Pennsylvania railroad project, the Steamtown National Historic Site in Scranton, which has become a leading example of "park barrel" politics, using the National Park Service to bolster local tourist or urban renewal projects.

"I was afraid it (Steamtown) would give a bad name to all railroad museum projects," said White, who drew the ire of Scranton's Rep. Joseph M. McDade by calling Steamtown "a second-rate collection in a third-rate site."

Rep. Bruce F. Vento, D-Minn., chairman of the House Interior and Insular Affairs parks subcommittee, who has said he should have tried to stop Steamtown, left no doubt that White's fears are well-based.

"I don't want to hear about any more railroads," he said.

A family reunion is a time when people travel from the four corners of the earth to get together with all their relatives—which helps them remember why they moved to the four corners of the earth in the first place.

If all the cars in the U.S. were laid end to end, somebody would still pull out and try to pass.

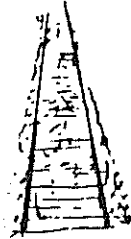
Give a man a fish and you feed him for a day. Teach him to fish and you get rid of him on weekends.

A political expert is someone who tells you today what is going to happen tomorrow, and then the next day can explain why it didn't.

A surgeon, an architect, and a politician were arguing about whose profession was the oldest.

*"I was made from Adam's rib," said the surgeon. "That was surgery."
"Maybe," said the architect, "but before that, order was created from chaos, and that was an architectural job."
"Wait," said the politician knowingly.
"Who do you think created the chaos?"*

LOOKING DOWN THE TRACK



PREZ SEZ: *from KC Chapter's "The Local."*
LOCOMOTIVE FIRED WITH MILK.

(Reprinted from BR&P's "Railway Life Newsletter", dated October 15, 1924.)

Milk has been used to run a railroad train. In an experiment conducted on the Rock Island Railroad, 1,000 pounds of "hard milk" was used instead of coal and the engine ran perfectly. The "Soft Drink Special" drew five coaches and 200 passengers.

It was the first time in the history of railroading, and in the history of milking for that matter, that a railroad locomotive was put on a milk diet and expected to continue obeying orders. The locomotive seemed to like it. In fact, the railroad company thinks it may have a hard time weaning it.

The Rock Island experiment will be read of with great anticipation throughout the country. Passengers will welcome a chance to get whipped cream instead of cinders. Anybody would rather get a lump of hard milk in his eye than a lump of hard coal.

Milk diets for locomotives may revolutionize railroading. It will no longer be a question which lines have the best rolling stock, but which have the largest herd of blooded milk cows. New slogans by the railroad advertising men are inevitable: "Ride on the Atchison! The Road of Pure Milk!"; "Travel by Southern Railway! Its Engines are Run by Milk from Contented Cows!"; "The Pennsylvania System for Safety! It uses Pasteurized Fuel in Every Firebox!"; "Choose The Erie! It Employs Only the Best Milkmen!"

PHOEBE SNOW

A fussy lass is Phoebe Snow
Who travels in the whitest silks;
She's spotless riding, as you know
Upon the Road of Grade A Milks.

Engineers will have to qualify as experienced dairymen. Heretofore a cow on the track has been regarded as a menace - presently she will be regarded as a refueling station.

Railroad systems will have to draw their executives from the agricultural colleges and create new offices such as "Vice-President in Charge of Milking" and "Assistant Superintendent in Charge of Bovine Maintenance and Dairy Supervision." And, of course, a "Third Assistant General Manager in Charge of Maintenance of Whey."

BULLETIN ANNOUNCEMENTS:

Train No. 861 two hours late...Sour Milk.

Train No. 85 fifteen minutes late...Cow shortage.

Bankers' Express forty-five minutes late...ran out of milking stools.

Twentieth Century Limited stalled...Somebody put water in the milk.

Train 543 stranded at Red Gulch...Engineer took fuel out of firebox to feed passenger's sick baby.

Train 67 unavoidably suspended...Must wait until the cows come home.

Notice: The management announces, beginning Thursday, the operation of a new train, The Whipped Cream Flyer.

NOTATIONS:

The company will not be responsible for trains souring on long trips.

f - Runs during fresh milk season only.

g - Except during milkless weekends.

h - Runs on condensed milk only.

i - Takes on egg beater cream separator and electric milking device at Albany.

j - Has herd of Guernseys attached.

k - Stops at Chicago for change of engines and milkmen.

m - Will stop at Cleveland to take on milk and food inspector.

w - Stops at New Haven for laboratory and bacteriological test.

R. B. B. & B.

No, not Ringling Bros., Barnum & Bailey! This is the railroad circus: Railroad Bugs, Birds & Beasts. If you haven't been able to find "The Language of the Railroader" by Ramon F. Adams, here are some of the creatures to be found lurking about:

Camel, donkey, goat, hog, mudhen, pig, and pony all refer to various types of locomotives. A blacksnake is a coal train, a caterpillar is a streamlined train, an owl is a late-night passenger train, and a rattler is a fast freight train.

Among the personnel are bulls, nighthawks, and rats (railroad police); snipes and terriers (section men); geese and snakes (switchmen); bed-bugs (Pullman porters), mud chickens (surveyors), and skunks (call boys). A groundhog, mule, or scissorbill (brakeman) might squirrel up the side of a car and coon across the tops of the cars to set up the hand brakes. Detested was the wolf (a non-brotherhood man).

A rabbit or toad would derail a car and a frog could be used to get it back on the rails. Then a skate would keep it from rolling.



RCO

In addition to his earlier request for slides and information about the Murphreesboro & Nashville and the Prescott & Northwestern, our Canadian member Ed Emery would like to buy or trade for slides of the East Camden and Highland. See me or any officer for his address. RCO



December, 1992

ABMT Chapter NRHS

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 1st railway in Sweden: Gothenburg - Jansered (1856).	2	3	4	5 N & W run-away train killed 2 at Mayberry WV (1893)
6	7	8	9	10 Great Eastern Ry 0-6-0 #930 assembled & painted in 9 hrs, 57 min. (1891). Retired Jan. 1935. 	11 ABMT ← DINNER	12
13	14 John B. Jervis born (1795). Builder of Mohawk & Hudson RR (later NYC)	15	16 72 dead in Atlantic Coast Line wreck between Rehoboth and Buie, NC. (1943).	17	18	19
20	21	22	23	24	25  MERRY CHRISTMAS From AAU & RCO	26
27	28	29	30	31  DRIVE SAFELY		

ABMT Bulletin Board

Next Meeting DECEMBER 10, 1992
 Speaker ABMT MEMBERS
 Topic Up to 15 favorite slides - or - ?

U.S. Applies Brakes to Ultra-High-Speed Trains

The Associated Press
 WASHINGTON — The United States is applying the brakes to the development of an ultra-fast ground transportation network, while high-speed trains swoosh across the countryside in Europe and Japan.

"America has all the knowledge, ability, and resources needed to build supertrains, but has failed to build even one line anywhere in the country," author Joseph Vranich writes in his new book, "Supertrains, Solutions to America's Transportation Gridlock."

He says Washington has "binged on aviation and highways for so long, is so steeped in the post-war auto and aviation mentality, that it cannot see a transportation revolution taking place before its eyes."

Japan is introducing a new generation of bullet trains. The French TGV express routinely achieves speeds of 186 mph. Germany is honing

technology to float magnetically propelled trains along guide rails at speeds of up to 300 mph. Meanwhile, Washington is studying the situation.

"We should be building high-speed trains instead of creating bigger and bigger stacks of paper," Vranich told a recent news conference.

Secretary of Transportation Andrew H. Card Jr. sees a future for high-speed rail, but without direct financing from the federal government.

"I think government will have to be a partner" with the private sector in developing high-speed rail, Card said in an interview.

One key: making available the necessary rights of way, a step authorized by last year's surface transportation bill.

There is some progress. Amtrak's Metroliner, which hits a top speed of 125 mph on the New York-Washington run, is the fastest train in the United States.

Amtrak is importing the Swedish X-2000 tilt train to the United States for testing on the twisting route between New York and Boston.

The X2000 is expected to hit top speeds of 150 mph and will be able to round those curves at 100 mph. When the line is fully electrified, the new train is expected to shave an hour off the running time, now at least 3 hours and 55 minutes.

A panel of transportation experts assembled by the National Research Council concluded that government investing in high-speed rail could cost a lot — citing estimates of \$10 million to \$63 million a mile.

The panel found the cost might be justified if it could be shown that enough riders would be attracted to reduce traffic congestion, cut back airport delays, lower pollution, reduce noise levels and save energy.

Slow Train to Van Buren



Trestle #3 along the way to Van Buren.

Walton Arts Center, bridging Center street and crossing the new bridge over Sixth Street, goes under Route 71 bypass and heads for the Winslow tunnel. This tunnel, completely lined with four feet thick brick walls, has been enlarged for the more modern freight cars. The tunnel makes a mild turn in center, keeping the train in total darkness until it emerges on the other side of the mountain.

Trestles #1, #2, and #3 (that's railroad talk for wooden bridges) mark some of the most spectacular scenery between St. Louis and the Texas border. Trestle #1 is 117 feet high, and marks the first major crossing of its kind on the old Frisco railroad. They are breathtaking and not for sufferers of vertigo. The train moves on through forests, farms, and small towns, where the local people wave in a manner familiar to urban folks.

Then it pulls into the Van Buren station at 8 a.m. Long lines of passengers await their turn to board the shorter trip to Winslow and back. Within the two hours before the train boards for a return to Springdale, the streets, shops, and restaurants of Van Buren offer two hours of a trip into the past. I can understand why the media elite prefer to shoot their Civil War era scenes here. It has been well preserved.

Don't expect to imbibe or wet a whistle at a local watering hole—Van Buren is dry; you can sign a petition in O'Malley's Restaurant though.

Saturday's trips cost \$35. Wednesday and Friday see the passenger coaches coupled to the regular freight run and cost \$30. Available for purchase are caps with the Arkansas and Missouri Railroad logo, T-shirts, and from the historical society a few model train mounted on a railroad spike. There are also books and pamphlets for sale to answer the most esoteric of historical questions.

Engineer Randall James, seated high in the "Bruce Klink," provided a smooth, safe ride. Our host and conductor did their utmost to please, and the Arkansas scenery created the memories. Speaking of memories, the GM&O tracks are gone now and little boys must create memories in other ways. But the sound of the whistle and the lurch of the train come to life each week from April to the middle of November in northwest Arkansas. Call 751-5763 for reservations. See the changing colors of the beautiful Arkansas landscape in a way which is incomparable. All aboard. *The Grapevine 10/19/19.*

Text & photos by Steven Walker
Special to the Vine

I found myself leaning as far as I could out of the covered platform on the rear of the last car, my hip straining on the safety chain which was the only restraint between me and the rails. My right hand gripped the hand rail above and I felt suspended over the tracks which slowly disappeared on the horizon.

I took me back to my childhood, when the single-car "dinky" made its daily trip from St. Louis to Cairo, Illinois, and back. At age seven I used to ride by myself under the watchful eye of the conductor, whose instructions from my mother were, "He's pretty active and won't sit down. Just don't let him

fall out the back." That was the Gulf, Mobile, and Ohio, taking me from my home in Waterloo, Illinois, to Grandma's in Murphysboro—a one-hundred-mile trip taking two and a half hours.

But it was a real adventure. Then all I heard from the rear of the vehicle similar to a streetcar, with a small diesel engine box in the center aisle, was the "clickety-clack" of the bolted rails. I got in on the final, jaded days of rail travel. A few trips to Chicago on the Illinois Central rounded out my rail experience.

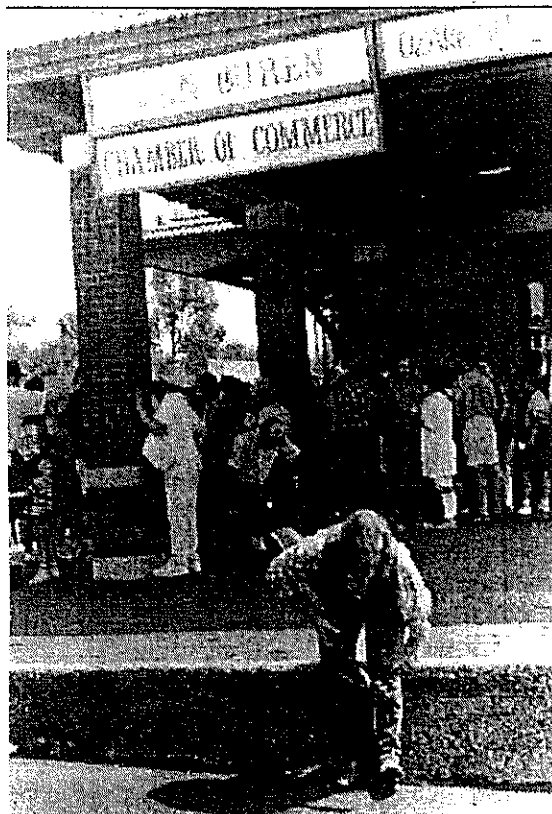
On the Arkansas and Missouri Railroad, fresh out of the Springdale station at 8 a.m. sharp on a warm summer day, came the "clickety-clack" and then at times the smooth whisper of "wheels, wheels, wheels." The new welded rails give off a mystic sound, interspersed with "Dr. Pepper, Dr. Pepper, Dr. Pepper." Technology has altered the mystique of the rails! But a little boy's memories come back easily.

The two cars, pulled by a diesel switcher of 1952 vintage named the "Bruce Klink," have been restored to their turn-of-the-century luster. The seats are spacious (more room than first-class on the newest Boeing 767) and have backs which swivel to allow the passengers to be seated forward or backward so they can face one another. And when the train turns around in Van Buren, only the diesel changes places; the seat backs are reversed for the trip home.

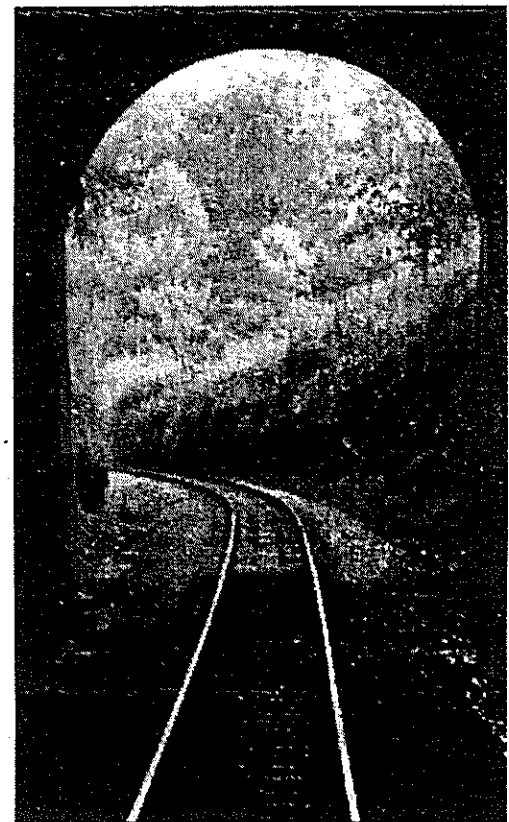
An added feature on the trip is a hostess—Rebecca McClellon, who does double duty as director of marketing. When the train leaves the station, she sets out fresh strawberries, bananas, and other fruit with the freshest of croissants, complemented by fresh-brewed coffee and fresh orange juice, in quantities to satisfy the hungriest of day trippers.

The Conductor, Bob Oswald, is also a learned local historian with a book soon to be in the local bookstores. Along with ticket taking and answering dumb questions, he brings his bullhorn into the cars and gives juicy tidbits of local folklore and history. Both McClellon and Oswald create an air of hospitality which guarantees an enjoyable trip.

And what a trip. The railroad enters Fayetteville parallel to North Gregg Street, moves into the depression bridged by Maple and



Passengers in Van Buren waiting for boarding.



Winslow Tunnel—south entrance from inside, looking north.

Journal Register of Springfield, Ill.: "A man was arrested on charges of disorderly conduct after he was found nude in a car at a hotel parking lot. A woman staying at the hotel said the man, wearing only a T-shirt, confronted her near her room. The woman told police she chased the man, but he escaped." *(That ought to teach him, next time not to run so fast!!)*

Sign on a Cleaners in Albuquerque, N.M.: "Thirty-eight years on the same spot."

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Orphan train riders have stories to tell

By DEBORAH ROBINSON

Times Staff Writer

A group of Orphan Train Riders made Fayetteville their stop this weekend for their fifth annual reunion.

The reunion is held each year for the orphans who, in the early part of this century, were shipped by train to towns across the country where homes were waiting for them.

Attending the reunion were 22 riders, along with their family members. They came from all over the country.

On Saturday, the final day of the three-day reunion, orphan train riders told their stories, which included what one rider described as "the pluses and minuses of the disappointing, happy era we had."

One rider, Helen Macior Kotar of Florida, spoke of the importance of talking about the orphan train experience to children and grandchildren. Kotar, who was placed by the Chicago Foundling Home at age two, said she did not know she was an orphan until her adoptive parents died.

"I became embarrassed and ashamed and never told anyone I was an orphan," she said. In time, however, Kotar said she finally

opened up and told her children about her past.

"Orphans aren't so bad," Kotar said, noting that, "since I've become acquainted with this organization, I've finally built up some self-esteem and I'm very proud of me."

Katherine Brant of Ohio said she found out the first day at her new school she was an orphan. Throughout her childhood, she heard herself and other orphans referred to as "those children from 'back there.' That went through my life — 'back there.'"

Brant said her adoptive father described for her the day of her arrival. "We had a number," she said. "They called out my number. My father held out his hands and they tossed me out. I was two."

George Mason of Texas said he and his younger brother, Julius, rode the orphan train to Texas. Mason said he thought he and his brother would be staying together, but when they arrived, he found out different. "I held on to him and cried, 'Don't take

him. Don't take him.'" Mason said he went to see his brother after an orphan train reunion three years ago. At the time his brother was very sick and he knew it would probably be the last time they would be together. "This time Julius was holding me saying, 'Don't go, don't go,'" he said.

Not all orphan train riders had sad stories to tell, however. Lee Nailling of Texas said he rode the orphan train in 1926, making him "just a baby" in the orphan train organization. Nailling said the "good old days" did not start for him and his two brothers until after their adoption. The three boys grew up in close proximity to each other and were able to spend their summers together. Nailling said his adoptive family "fed me, clothed me, educated me and gave me the greatest love in the world. I'm proud I was on the orphan train."

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:::
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