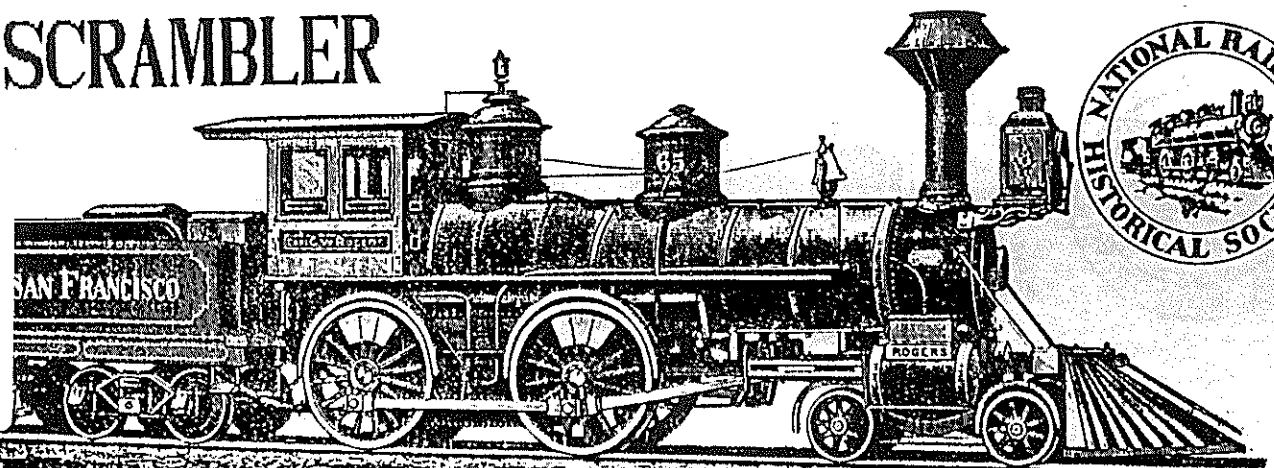


The SCRAMBLER

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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 6 NUMBER 10

JUNE 1993

FROM THE EDITOR:

A trip to the Fort Smith Trolley Museum last weekend was both good and not-so-good. The museum was open, the gentleman inside was friendly, the hulks - oops, meant to say "bodies" of Kansas City Public Service 1545, and a wooden car whose identity was not available, were there to inspect. This was good. The gentleman at the museum was a bit hard of hearing, not his fault certainly, and he assumed every one was visiting for the first time. Questions as to the whereabouts of car 205 on RV wheels was not answered, there were no signs indicating the cars in the carhouse and what was intended to be done with them. There was nothing available for sale although on a previous trip I was able to buy a booklet on the Fort Smith trolleys. These things, while not-so-good, are easily remedied, and it would be my suggestion that they be so.

The trolley museum is worth a trip notwithstanding the 3 block right of way on an old railroad industrial spur. Car 224, like 205 already mentioned and KCPS 1545, are all single truck Birney safety cars. There is enough interest at the museum to have it cared for in a more museum manner. It is understood that museums of this nature are manned by all volunteers, however having something to sell would add to the coffers for track extension, etc etc. All in all though, it is a likeable place, and the only place in this central mid-south region where one can see a trolley let alone ride one. Dallas has the McKinney Ave. Transit Authority, and operates a number of blocks of ex Dallas Ry. & Terminal track with 4 cars. The track was there in the street under a thin coating of blacktop. The blacktop was scraped off, the wire re-hung and they are in operation. Over in Memphis, which is in Tennessee I'm told, they now have their downtown trolley line finished and in operation. So as can be seen, the Ft. Smith operation is a lot closer and should be favored with your presence, it is worth it.

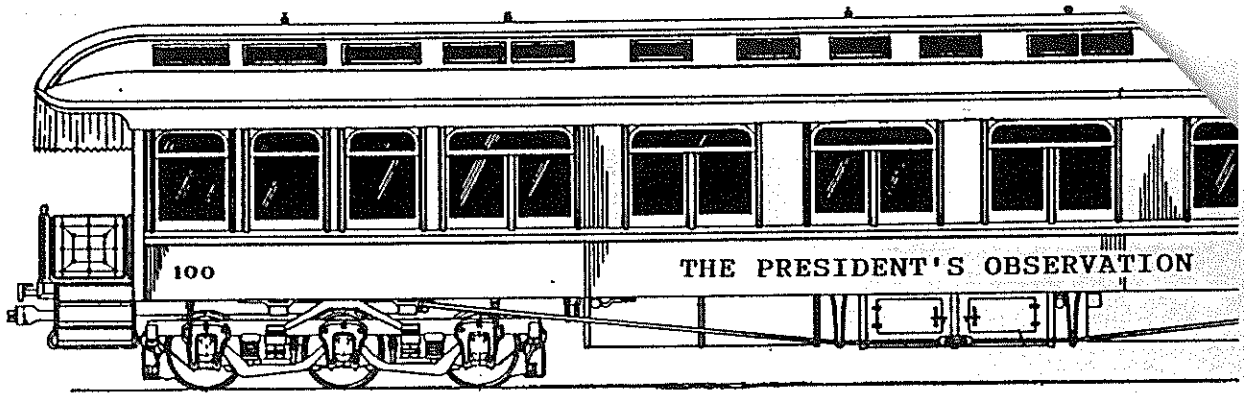
MINUTES OF THE MAY 20, 1993 MEETING

The May 20, 1993 meeting was whistled to order at the Shiloh Museum General Store at 7:00 PM by president George Alison. Minutes of the April 15 meeting were accepted after minor corrections. Bob Oswald did not accompany Don Kincy to Ash Grove, and the boat ramp at Monte Ne is not at the end of Highway 45.*** Membership Chairman Bob Oswald presented Russell and Vera Hauser of Bella Vista for membership. They were elected and welcomed.*** Oswald read correspondence concerning proposed formation of the Cotton Belt Chapter of NRHS. There being no objections, Bob will notify NRHS of our endorsement. He announced that regional vice president Bob Terhune will attend our June 17 meeting. Dick Davis, national director of the Little Rock chapter, proposes a regional quarterly news letter and solicits news items.***Bob showed maps with information determined so far on the route of the Monte Ne Railroad. He also announced a proposed study of the Bentonville branch and asked for pictures, other data and assistance. *** Vice President Don Kincy announced that the June Program would be a video presented by Wilbert Bales. Programs are solicited for July through December. *** Bill Ussery, Treasurer, gave his report which is filed with the Secretary. Purchase of whistles with our name imprinted was approved. *** George Alison will contact McDonalds about placemats promoting Operation Lifesaver. ***The meeting adjourned for Bob Oswald's slide presentation and report on the National Directors meeting in Little Rock.

Ray Toler for Ron Allen, Secretary

On a recent TV program concerning sports, the well-known author, James Michener, was seen wearing a locomotive engineer's cap with a U.P. emblem. Is he a rail fan?

The MEMPHIS BLUFF May/June '93



As I suspected, after a two meeting absence, Bob held the floor for the majority of the meeting. Not only from Bob's normal report, but also his program, it is evident that he stays quite busy with the chapter's business at hand, and more than earns his pay.

We appreciate all he does for us with his time, money (he pays his own way), and effort to keep our chapter up to date on the national level.

Great news from Bill Ussery last night. He says the state has come to its senses on a small matter concerning the way we pay our sales tax. More on this at the June meeting, though I will say it is favorable for now.

Folks we need programs to fill out the rest of the year. Please rack your minds and try to come up with something that would be of interest to the chapter.

Hope to see everyone at the June meeting.

Your President, George Alison

Fort Smith woos tourists with train, hayride

BY RANDY TARDY
Democrat-Gazette Business Writer

Fort Smith, that historic city on Arkansas' western border, is making a novel but serious bid for a slice of the tour bus traffic to and from Branson, Mo. — and using a train, a hayride desperado and a "Clinton Country" pitch to sell it.

"Branson is the number one travel tour destination in America right now, and we're only four hours south of there," Dee Carroll, director of the Fort Smith Convention and Visitors Bureau, said about the "Branson-Fort Smith-Clinton Country" package he is talking up.

The motivation?

"They say that a tour bus traveler is worth about \$100 a day, and you can look at each bus, set up for 40 or so passengers, and that one bus is worth about \$4,000 a day," Carroll said about visitor spending for lodging, food, entertainment, shopping and

other things.

"What I'm trying to sell the tour operator is that we're near Branson and on the way to Clinton Country, so be sure and stop by Fort Smith," he said in a recent interview.

About the train, Carroll said the bureau works with the Arkansas & Missouri Railway Co. to give bus groups a taste of Ozark Mountain scenery through Washington and Crawford counties.

"There's been a lot of interest shown in the train," he said. "A bus group can come out of Branson, pass through Eureka Springs, then go over to Springdale and catch the train, which would bring the group down to the Van Buren-Fort Smith area."

While their passengers ride the train south, "the buses can deadhead down U.S. 71, pick up the passengers, and stay here overnight," Carroll added. "They can visit us and our history, then

go southeast" to Hot Springs, where President Clinton was reared, or Hope, Clinton's birthplace.

New this year among area attractions, and tailored to bus and other groups, is what Carroll termed the "Hanging Judge Hayride."

He said legendary "Hanging Judge" Isaac C. Parker from 1835-96 heard more than 13,000 cases, and sentenced 160 people to death via the gallows. Only 79 actually died, sometimes in multiple hangings.

That area today is where the Fort Smith National Historic Site stands.

But Parker's namesake hayride, which accommodates 20 to 75 people on a secluded route along the Arkansas River, is a bit gentler, according to Tommy Blevins, the operator and vice president of Three "B" Carriage Tours Inc. in Fort Smith.

"What we do is put them on

the hayride wagons and give them a token, and we have a little door prize drawing with those tokens," Blevins said in an interview in early May at the national historic site.

"Then, we have a desperado that stops the wagons and 'robs' us while we're on the trail and makes everybody give up their tokens, then he disappears and we have a sheriff that goes after him."

Blevins said wagons and passengers, minus tokens, eventually wind their way back to the starting point in time for a catered "chuck wagon" supper — seasoned with a dose of fro-

tier justice.

"While everyone's eating, the sheriff comes back with the outlaw he's captured with our tokens," Blevins said. "We have a guy that plays Judge Parker, we have a trial, and we get the people involved in it.

"And the only way they're going to get their tokens back is to find him guilty. So, we stage a little trial, and make a comical deal out of it," Blevins said.

With summer three weeks away, and the Clinton administration 4 months old and counting, what is the latest visitor reaction to having the first Arkansan in the White House?

"I thought there would be more specific references to Clinton than there's been," Carroll said by telephone Friday afternoon from Fort Smith. "I don't know whether people are settling into the fact that he's our president or what, but I was anticipating that things would be more frenzied."

The Fort Smith Convention and Visitors Bureau itself, since last fall, has been housed in "Miss Laura's," a historic and colorful 1890s building whose early business occupants specialized in the world's oldest profession.

Alternating-current motor promises greater horsepower, traction

BY RANDY TARDY
Democrat-Gazette Business Writer

Union Pacific Railroad Co., a major transportation company and Arkansas employer, is scrutinizing a big locomotive purchase by Burlington Northern, another large rail carrier whose routes serve points in Northeast Arkansas.

Burlington Northern recently placed a \$675 million order from a General Motors division for 350 SD70MAC locomotives, in what *Trains* magazine is calling the largest locomotive investment in history.

What makes the new locomotives different? They use alternating current instead of direct current, which other locomotives in this country use. That is supposed to increase horsepower and traction, thus making a notable difference in operating performance and costs.

The new locomotives "will provide substantially more pulling power, improved fuel efficiency and reduced emissions," Gerald Grinstein, Burlington Northern chairman and chief executive officer, said in a statement.

"Advocates say AC motors have the inherent ability to reduce operating and maintenance costs and increase horsepower and traction in locomotives," *The Wall Street Journal* reported recently. "In a DC motor, a rotating cylinder must touch electric contacts called brushes. The brushes are high-maintenance items, which wear out and must be replaced periodically. They also take up space, which limits the capacity of the motor.

"AC motors don't require contact brushes because they use the alternative characteristics of the current. As the current rapidly alternates its direction of flow, magnets alternately attract and repel the cylinder, causing it to rotate."

The huge Burlington order has the attention of the rail industry, including Union Pacific, whose 19-state system's major locomotive repair facility — the Downing B. Jenks Shop —

sits just off Pike Avenue in North Little Rock.

"We're always interested in any new technology, such as alternate fuel technology or locomotive design," Union Pacific spokesman Mark Davis said last week. "In this particular case, we'll be watching the BN's latest locomotive acquisition to see if that could be a good choice for us to go to in the future."

Union Pacific employs about 1,700 people in the Greater Little Rock area, including the Jenks facility, according to Davis.

"Although North American railroading is basically a DC

world, the (AC) technology has been in use in western Europe since the 1970s," *Trains* reported. "Not surprisingly, GM's partner in developing the first American AC road diesel is Germany's Siemens Transportation Systems, a subsidiary of Siemens AG of Germany."

Union Pacific is on the verge of some high-tech locomotive ventures of its own, Davis said during a telephone conversation Wednesday from the railroad's corporate headquarters in Omaha, Neb.

"For us right now, we're looking primarily at alternative fuel possibilities," he said, "and one of our choices is going to be to test liquified natural gas locomotives."

"That test will begin late this year, sometime in the fourth quarter, and the test will not be in Arkansas right away," Davis added. "We're going to be testing in all 19 states of our system, but we'll first go to the West

Coast, and then work our way south and through Little Rock."

Davis said the \$40 million Jenks facility, which is the size of six football fields and has room to service 34 locomotives under its roof, will be able to handle any of the new diesels now on order or being tested.

"It's our shop for heavy locomotive maintenance, and any locomotive in need of heavy repair would come to North Little Rock," he said.

"Our other major locomotive facilities, at Salt Lake City and North Platte (Neb.), would also do periodic inspections and work, but any type of heavy locomotive repair or analytical work would be down there in North Little Rock."

Amtrak, the national rail passenger system, has already tested an AC locomotive prototype, and Consolidated Rail Corp. — or Conrail — has reportedly expressed interest in the locomotive.

Burlington Northern, "whose famous diesel-electric streamliner, the 'Zephyr,' helped drive steam engines off the tracks" a half century ago, expects eight of the 4,000-horsepower AC units to be delivered later this year," the *Wall Street Journal* account stated.

The balance, 60 to 100 locomotives per year, is expected to be received annually by Burlington from 1994 to 1997.

In another rail-related development, Southern Pacific Lines, "is arranging to overhaul hundreds of its locomotives to restore 'like new' reliability," San Francisco-based SP, the second largest railroad serving Arkansas, announced recently.

SP said it has signed a letter of intent for General Motors' Electro-Motive Division and General Electric to maintain a total of 469 locomotives at various points along its system, including Arkansas. "The GE agreement covers 198 locomotives at SP shops in Pine Bluff and Denver," the railroad said.

1994 ARKANSAS RAILROAD CALENDAR



NOW TAKING ORDERS FOR THE ARKANSAS RAILROAD CLUB'S 1994 CALENDAR, OUR FIRST. THIS CALENDAR WILL CONTAIN RAILROAD SCENES (B&W) IN ARKANSAS, PAST AND PRESENT. COST WILL BE \$9.00 (+\$1.25 postage/handling - total \$10.25) UNTIL SEPTEMBER 1 (\$10.00 +\$1.25 p/h after September 1).

ARKANSAS RAILROAD CLUB - CALENDAR

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From the recent issue of THE SEMAPHORE [ROCHESTER CHAPTER] comes the following bit of good counsel: "I was thinking recently about railroad videos and what distinguishes a great one from an average one. I realized that the ones I enjoy the most are the ones that teach me something. A tape full of passing trains is nice, but a tape that explains what I am seeing and teaches me things that I didn't know is much better. Let me give this advice to all the photographers and videographers who are reading this - if you want to make a great video tape, do more than just show a collection of passing trains; make sure your subject is interesting and explain to the viewer why it is interesting." [Mark Fischer]

AMTRAK RIDERSHIP BY ROUTE/AREAS

	SEP 91	SEP 92	%CHANGE
NORTHEAST CORRIDOR	807,749	813,485	+ 0.7%
SHORT DISTANCE	351,362	433,711	+23.4%
LONG DISTANCE	435,126	454,481	+4.4%
("Eagle")	12,922	14,517	+12.3%
("Sunset")	7,798	7,720	-1.0%
("City of New Orleans")	15,506	15,653	+0.9%
SPECIAL TRAINS	1,420	2,220	+56.3%
TOTAL	1,595,657	1,703,897	+6.8%

	OCT 91- SEP 92	OCT 91- SEP 92	%CHANGE
NORTHEAST CORRIDOR	10,881,550	10,121,700	-7.0%
SHORT DISTANCE	5,055,480	5,307,705	+5.0%
LONG DISTANCE	6,029,500	5,874,933	-2.6%
("Eagle")	223,759	206,471	-7.7%
("Sunset")	105,348	99,985	-5.1%

ARKANSAS RAILROADER

- 20 -

February 1993

FUEL CONSUMPTION OF LOCOMOTIVES

<u>MODEL</u>	<u>IDLE GALLONS/HR</u>	<u>FULL LOAD GALLONS\HR</u>
SW1	1.5	35
GP9	3.2	107
SD40	5.5	168
SD45	6.0	195
SD50	2.9	176
SD60	2.9	186
C30-7	4.0	164
C39-8	3.4	189
D8-40C	3.7	192

(THE KEYSTONE, Pittsburgh Chapter via THE COAL BUCKET, Horseshoe Curve

48 cities in 29 states plan new or expanded transit systems plans to build a 600 mile TGV network in Texas has been reprieved following a crucial vote taken by the board of the Texas High-Speed Rail Authority, which agreed to extend the deadline for initial funding of the \$6 billion project by a further year there are about 107,500 diesel and 50,700 electric [including high-speed power cars] locomotives on the world's railways as of November 1992. About 25% of the diesels and 50% of the electrics are in the former Soviet Union. The average demand over the next few years will be 3775 mainline locomotives around the world. [Intl Rail Journal]

BY THE WAY- -

The July issue (next month) will be my 36th - that means for the last 3 years I have had my nose to the grindstone - OK not true, in that time the old proboscis would have been ground down flat. Hmmm, wonder if it would be possible to keep my middle to the grindstone, goes without saying that area could stand some flattening. Ye editor seriously considers allowing someone else in the chapter to have the priviledge of preparing this monthly gem. When my predecessor Erv Lewis tossed the sponge in - wherever it is you toss a sponge, President Martin Post allowed as to how perhaps next month all the membership would get would be a phone call. This is when my blabbermouther caused me the afore mentioned three years work, mentioned I had a copy machine, purchased just 2 months before - brand new, so I would get that next newsletter out. No where do I recall having volunteered to do this until interment in the local silent city, so am giving fair warning - I WANNA QUIT!! Use that SCRAMBLER time for golf, model railroading - like that. Volunteers anyone??

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Three Die in Train Accident

The Associated Press

JOPLIN, Mo. — Two brothers and their sister were killed when they were hit by a train they were trying to outrun as their stepfather yelled frantically for them to run faster.

The children had walked out onto a railroad bridge Sunday afternoon just before a train hauling coal came down the tracks, said police Cpl. Mike Roberts.

"Their dad said, 'Don't go too far,' " said 11-year-old Anthony Reynolds, who was fishing under the bridge with the victims' stepfather and sister. "All of a sudden, I heard the beep of the train. Their dad said, 'Run, run!'"

The engineer tried but couldn't stop the train in time, Reynolds said. The narrow bridge stands about 40 feet above Turkey Creek in southwest Missouri.

"There was no clearance at all. There's no catwalk. There's no railing at all," police Sgt. John Jensen said. "Their only option was to jump or outrun the train."

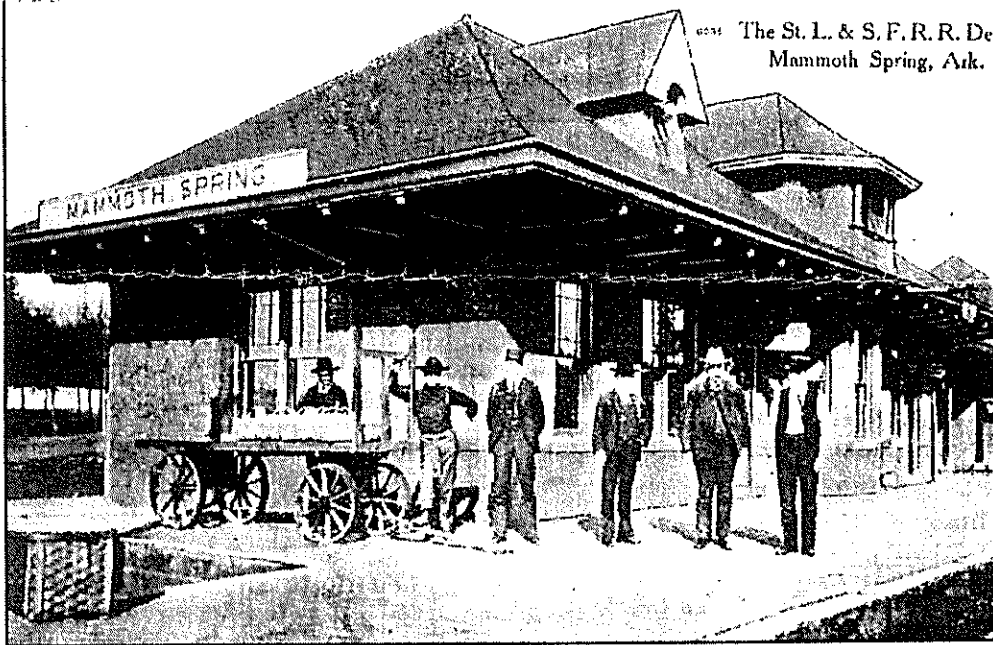
Melissa E. Seay, 13, and William Junior Seay, 9, died at the scene. Five-year-old Austin Seay died Monday at a hospital.

The two older children were each holding their younger brother's hands as they ran, police said.

The article didn't say whether the step-father had a learning disorder, though anyone, let alone a father or step-father who tells his kids, "Don't go too far," when a 9, 11 and 13 year old are on a railroad bridge some 40 feet above a creek would no doubt have a larger learning problem. This is a tragic accident that could and should have never happened. It is the step-father who bears the guilt in allowing the kids to be anywhere near the railroad, let alone on a bridge.

Mammoth Spring, 1910 — This Fulton County town grew up beside the huge spring from which it was named. It was served by the St. Louis and Santa Fe Railroad, which built a handsome station in 1885. The depot is restored today and houses a museum that details the history of a unique part of Arkansas.

* ST LOUIS *
SAN FRANCISCO
RR - FRISCO



The St. L. & S.F.R.R. Depot
Mammoth Spring, Ark.

Thanks to the Arkansas Democrat Gazette, and to the caption writer who was unfamiliar with the SLSF.

Meetings...ARKANSAS BOSTON MOUNTAINS Chapter #158 (AIME)...3rd Thursday each month...except December, annual dinner meeting. Place...Shiloh Museum's "General Store" building, Springdale, AR. Time 7:00 p.m. Visitors are welcome at all meetings

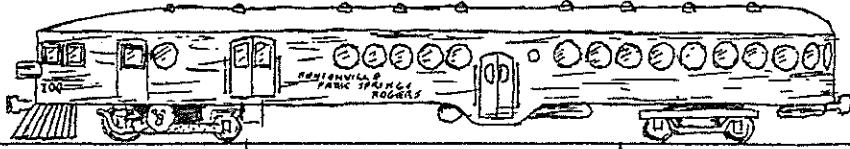
Dues of ARKANSAS BOSTON MOUNTAINS Chapter #158 (AIME) of the National Railway Historical Society (NRHS) consists of two parts: a) AIME plus b) NRHS Total annual dues \$26.00, family membership \$28.00.

ARKANSAS BOSTON MOUNTAINS CHAPTER
National Railway Historical Society
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Bella Vista, AR 72714



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JULY 1993

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>Length: 92' Seating Cap: 130 Drive wheels: 42" Other wheels: 33" Max. Speed: ca. 30 mph.</p>	<p>THE MCKEEN MOTOR CAR</p> 			<p>1 First run of Arkansas Northwest RR, Rogers to Bentonville, mostly on Frisco rails (1914).</p>	<p>2</p>	<p>3 Syracuse & Utica RR began operations (1839).</p>
<p>4 Minneapolis, Northfield & Southern ("The Dan Patch Line") inaugural run (1910).</p>	<p>5</p>	<p>6</p>	<p>7 One killed in Chesapeake & Ohio derailment at Paintsville, KY. (1957).</p>	<p>8</p>	<p>9</p>	<p>10</p>
<p>11</p>	<p>12</p>	<p>13</p>	<p>14</p>	<p>15 Victoria Tunnel (Switzerland) opened (1913). 9 miles + 420 ft.</p>	<p>16</p>	<p>17</p>
<p>18</p>	<p>19</p>	<p>20 Chesapeake & Ohio RR wreck at Salem, MI, killed 33 (1907).</p>	<p>21</p>	<p>22</p>	<p>23</p>	<p>24</p>
<p>25 First regular train operations by centralized traffic control between Stanley & Bowie OH on Pennsylvania RR (1927)</p>	<p>26</p>	<p>27</p>	<p>28</p>	<p>29 United States Railway Administration authorized to run the nation's railroads for the duration of World War I (1916).</p>	<p>30</p>	<p>31</p>
<p><u>TRIVIA CORNER</u> The entire rolling stock for the Arkansas Northwest RR consisted of a single gasoline propelled motor car dubbed 'Big Red'. This car, built by the McKeen Motor Car Co. of Omaha was 92 feet long and seated 130 passengers. It was designed in 1906 by W. A. Fairburn - a naval architect. Hence its portholes and boat-nose. The 6-cylinder gasoline engine was mounted transversely directly on the front truck without springs or equalizers. The car could be reversed by a complicated procedure that required shutting down and reversing the engine rotation!</p>				<p><u>ABMT BULLETIN BOARD</u> Next meeting: <u>July 15, 1993</u> Speaker <u>DICK KEEGAN</u> Topic: <u>COLOR SLIDES U.S. TROLLEYS</u></p>		