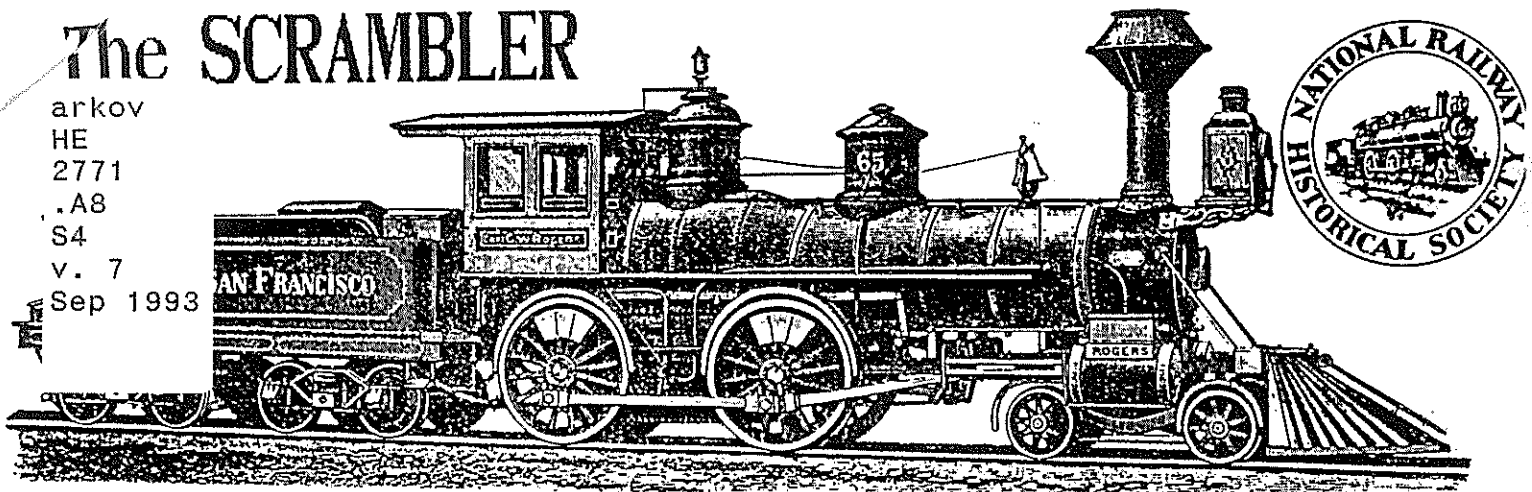


# The SCRAMBLER

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VOLUME 7, NUMBER 1

Issue No. 84

SEPTEMBER, 1993

ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY

## LAST MEETING:

Note the heading did not say "minutes of the last meeting," as we do not have minutes to present. The last meeting was exceptionally enjoyable, the joint meeting with the Kansas City Chapter at Wyatt's Cafeteria in the mall in Joplin. Some members of both chapters were somewhat confused as there is a Wyatt's Cafeteria at the south end of Rangeline Ave. in Joplin, while the Mall version is north on about 1st. St. Our Secretary, Ron something or other, said he had a list of the people who attended from ABMt, yeED made no such list, however desiring to risk the ire of those whose names I can't recall, the attendees were: George and Brenda Alison, Ron Allen, G. T. Center Russ Hauser, Dick Keegan, Tom & Barbara LeClair, John Lee, Bob Lundeen, Rebecca McClellan and son, Scott Okerson, Bob and Annie Oswald, Gene Schmitz Herbert & Grace Thorp, Ray & Juanita Toler, Bill Ussery. To anyone I have forgotten, let me know and we'll make necessary corrections next month. Can't make corrections to the ED's mind and memory, so he needs all the help he can get.

ABMt portion of the program consisted of Bob Oswald's slides of his Ecuador rail journey. KC's portion consisted mainly of interesting slides of KCS and so on. All in all it was well worth the trip - KC guys, we gotta do this again next year, thanks for a good time. RGK

**OBSERVATION:** Note that didn't say President's Observation as none are at hand. Our meeting with the KC chapter was August 14th, today is September 7th, no minutes, no Observation. Come on guys, we can do better than this.

**A&M IN BENTONVILLE.** A&M's new track from 8th, actually east of 8th to the new end of track just west of P St. is all in and is obviously in operation. Pictures will be in the next issue. It was great to see the track in service across 8th in Bentonville, it had been paved over by the street department. Just east of the 8th St. crossing is a new siding, as we call it - a run-around track so the loco can get on the proper end of the cars being switched. There is a hopper beneath the end of (almost) track where the sand is dumped from RR cars and brought out by a portable conveyor into trucks. The new track in Bentonville serves the ready-mix plant at 8th & P Sts, and the new lumber yard and home center whose name escapes me at the moment.

**THANKS A HEAP DEPARTMENT:** Many thanks to Donald G. Campbell of the Kansas City Chapter. Don passed out cross-buck pins to those of us in attendance at the joint meeting. These pins ended up on our caps and will be worn by golly, until we lose the caps we put them on. A nice gesture from a fellow NRHS'er from the KC Chapter.

So far the front page seems to have fallen to the Editor to fill up, there will be loud and hollow threats at the meeting you guys, well, quiet ones anyway.

Our 8 1/2 X 14 format had been intended to be changed to 8 1/2 X 11 this issue, but there are prepared pages for the first and second and last pages, so rather than fill up the local landfill, thought we'd use them. This will be the second issue that will be cooperatively handled by Bob Oswald and myself, Bob handling the publishing and the balance by Ye ED. If you have any complaints, I'm reminded of the complaint department noticed when my copy machine was repaired, it was a hand grenade with a number 1 tag attached to the pin with a sign below that read, "Take a number."

A man who has never gone to school may steal from a freight car; but if he has a university education, he may steal the whole railroad. [Theodore Roosevelt]

STOP THE PRESSES!  
WE DO HAVE MINUTES

MINUTES OF MONTHLY MEETING

AUGUST 14, 1993

The CHAPTER met Aug 14, 1993 at a joint meeting with the Kansas City chapter in Joplin, Mo. The meeting consisted of a lunch at the Wyatt's Cafeteria, followed by a slide presentation by Bob Oswald outlining his trip to Equador. and a slide presentation by Don Campbell of the Kansas City chapter on the Kansas City Southern. There was no business meeting held. There was 15 members and guests from our CHAPTER, as well as the members of the Kansas City Chapter. There was also members of the Ozarks Chapter attending.

Ron Allen  
Secretary

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THE MANITOU

From IRON HORSE NEWS, No. 172, August 1993 (Colorado Railroad Museum)

Mel McFarland, 1731 North Cooper, Colorado Springs, CO 80907 is trying to organize an effort to salvage the former Colorado Midland business car Manitou, recently come to light in Arkansas. The car has been much altered since its Midland days and is reported to be in poor condition.

That is the understatement of the month. It rested on the ground in Kensett, AR, for over 40 years, has undergone some gross interior changes, and suffered severe termite damage. Yet there is still some of the original beautiful carved woodwork inside. It was moved from Kensett to Springdale a couple of years ago and now rests, on borrowed freightcar trucks, on a weed-grown siding about half a mile north of the A&M's shops. RCO

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TIDBITS FROM "TRAINS"  
October 1993 issue

OKLAHOMA SAYS O.K.

Oklahoma took steps toward eliminating its "freight-only" status when Gov. David Walters on June 10, 1993, signed legislation dedicating a portion of the state's gasoline tax to passenger-train service. The state is hoping to establish Amtrak 403(b) service between Tulsa and Oklahoma City.

[When (and if) this service begins it will be, I think, the only Amtrak route not physically connected to the rest of the system. RCO]

PASSENGER TRAINS RETURN TO BRANSON

Country-music theater center Branson, Mo., has passenger trains again after 33 years. New tourist line Branson Scenic railway will employ ex-Wisconsin & Calumet F7's and four luxury cars on 2-hour, 40-mile round-trip excursions on Rail Tex's Missouri & Northern Arkansas, formerly UP's White River line.

[Some of us saw these locomotives--painted in Illinois Central livery and still lettered for W&C--last month in Carthage, Mo., the same day as our joint meeting with Kansas City Chapter. Actually one of the locomotives is an FP7. RCO]

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TRAIN SHOW

Mark your calendars. The Northwest Arkansas Model Railroad and Toy Show will be held on November 13, 1993 at Ramay Jr. High School, Sang Ave. and Highway 71 in Fayetteville. Admission is \$3.00, under 16 years free. For more information call Steve Beal, 521-2091 (day) or 761-3659 evenings.

Joint Meeting with Kansas City Chapter 8/14/93



Ron Allen Russ Hauser Ann Oswald Herb T. Bill Ussery Ernestine Ussery  
 Rebecca & 'D.J.' Ray Toler  
 McClellan



Our Kansas City Friends

Grace Thorp Juanita & Ray Toler

Barbara & Tom Le Clair



Don Campbell (K.C.)

Rebecca

'D.J.'

## TRAIN OF THOUGHTS

*Even at top speeds on the new tilt train from Washington to New York, there is still time for lifelong memories of a track well travelled.*

BY PHILIP HAMBURGER

VISITING in Washington. Came home on Amtrak's sleek new Swedish-built, high-speed tilt train, X2000, which cuts minutes from regular running time between capital and Big Apple. First step toward President's goal of high-speed rail travel. Fast or slow, I love trains: no manic airports, no twisted seat belts. Room to sit back, look out, not down, at Mother Earth, reflect on lifelong traversal of same route. Up at dawn to catch 6:50 A.M. train, No. 202. Washington like small town—eerily quiet, still snoozing. Passed White House, gray in dawn. Flag flying from roof. Residential second floor completely dark—no Bill, Hillary, Chelsea, cat. Union Station almost deserted. Onto train at 6:43 and into spacious, elegantly appointed coach. (Ninety dollars one way, a hundred and eighty round trip.) Soft blue seats, pull-down teak-like desks at each one, attractive beige carpeting with rust-colored squares. Coffee bar in middle of car: on the house. Car almost filled with dignified, highly professional-looking men and women, many already with spread-out papers, laptop computers. People smiling reservedly at one another. This no Love Boat. Digital clock in front of car read 6:50. Without fuss, feathers, jiggling, or sound, we were gliding out of station right on time.

Almost instantly, attendant came by. Did I want breakfast at seat, she asked, or prefer bistro car—fancier stuff? Said I'd sit tight. Attendant fount of information, proud to be part of test run of train. Told me train had been rented

for eight months from Swedish owners. Said, "We're zipping along now at a hundred and thirty-five miles per hour. We pay extra attention to curves. Curves are important. Ordinarily, you take a curve or you leave a curve alone, but where regular trains take curves at a hundred and ten miles per hour, X2000 goes around at a hundred and twenty-five. Or takes a ninety-mile-per-hour curve at a hundred and fifteen, or a hundred-and-five at a hundred and twenty-five, or a hundred-and-ten at a hundred and thirty-five."



Docent momentarily interrupted by tinkle of loudspeaker system, followed by voice

announcing train would make only stop of entire trip: New Carrollton, Maryland, 6:59—gentle stop, gentle start.

"Highly technical, this business of curves," attendant went on. "On regular trains, cars have rigid axles, so when the train goes around a curve, the axles remain rigidly parallel. The higher the speed, the more the tendency of wheels to overrun the rails. That won't do. The X2000 axles are computerized, and assume their natural radial position on each curve, redistributing and minimizing forces exerted by rigid frames. Am I spoiling your appetite?"

"Not at all," I said.

"This means," she said, "that an X2000 undercarriage might exert barely more force taking a curve at a hundred and fifteen miles per hour than a regular train at eighty miles per hour. Also, we have a complicated tilting system: X2000 tilts at the proper angle and time as we take a curve. If we tilted a hundred per cent of the curve, people might

feel uncomfortable. So we settle on a seventy-per-cent tilt, and people aren't confused by changing horizon line."

Clock said 7:15. Obviously, time to eat. Attendant brought tray to seat. Yummies included orange slices, hard-boiled-egg slices, raspberry preserve, prune Danish, croissant, grapes, coffee. No charge. Top of coffee cup still as millpond. Sliding non-stop through Baltimore: 7:21.

Reverie broken. Conductor wanted ticket. "Anybody tell you about the curves?" he said. I said yes. "Anybody tell you we make a constant examination of these tracks before and after X2000 passes over them? Try our fancy john."

John super. Locks automatically when door closes. For soap, press white button over sink. For water, press red button. Back to seat. Attendant passing out elaborate questionnaires. Queasy feeling. Reminded of College Boards. Sample: "What day of the week is it? What percentage of your total leisure or non-business trips . . ." Abandoned questionnaire, observed soft Maryland countryside slipping past. Strikingly high bridge over Susquehanna: on left, whole vast interior of continent; on right, waterway to Chesapeake Bay and Old World. Never cross this bridge without thinking of Havre de Grace and immortal lines from "Guys and Dolls" that go something like:

COP: What's the name of that place in Maryland where people get married in a hurry?

GAMBLER: Pimlico.

Delaware whizzing past. Dozed for a blink, Delaware come and gone. Looked out window, reflected on sobering visit day before in Washington with veteran diplomat, retired foreign ambassador. "The struggle in Russia is philosophically between Solzhenitsyn and Sakharov, between Dostoyevski and Turgenev, between East and West," he said. "Russia is a wounded animal. Losing Ukraine was a humiliating loss. Some of those Harvard economists giving advice had better be careful—Russia is not a Third World country but a highly developed one that's tragically run down. And, remember, you can't suddenly tell a Socialist country that it must suffer unemployment of thirty million."

Philadelphia: 8:19. One hour twenty-nine minutes. Usual time, one hour thirty-six minutes. Told self progress is slow, can't expect miracles. *to left*

Cross Delaware at Trenton: 8:45. Been travelling one hour fifty-five minutes. Usual time, two hours twenty minutes. Sign on bridge reads, "Trenton Makes—The World Takes." From dreary scene whizzing past, find this doubtful. Heart of industrial East now: abandoned factories, broken windows, run-down infrastructure, crying for help. Suddenly, remember passing Red Lobster restaurant earlier on this trip. Night after night, on tube, watch vivid ads of crustaceans bubbling in butter, see platters of succulent shrimp, but never find Red Lobster on home turf. Hurry to front of car, insert credit card in phone, call home to wife:

ME: I've actually seen a Red Lobster!  
SHE: Big news in a troubled world. Say hello for me.

Newark: 9:11. Usual time, two hours thirty-six minutes; this train, two hours twenty-one minutes. Spotted twin towers of World Trade Center, top of Empire State. Zoomed into tunnel under Hudson. Sudden recollection of Arthur Train's famous Mr. Tutt, consummate fictional lawyer, and story about big lawsuit involving train stuck in tunnel: New York jurisdiction or New Jersey jurisdiction?

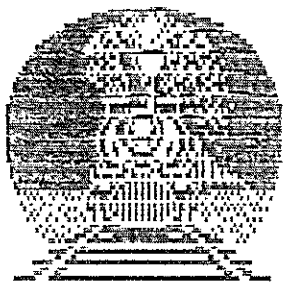
Loudspeaker: "In approximately three minutes, we will be arriving at

Pennsylvania Station, New York City. Thank you for riding Amtrak's X2000. And have a goo-ood day!"

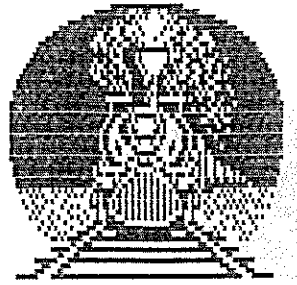
Precisely on time: 9:25. Two hours thirty-five minutes, against two hours fifty-five minutes.

Small step for mankind. Big step for Amtrak. \*

*with a tip of our collective conductor's caps to the best magazine that ever was\*—The New Yorker.  
\* if you don't believe it—ask them.*



# October 1993



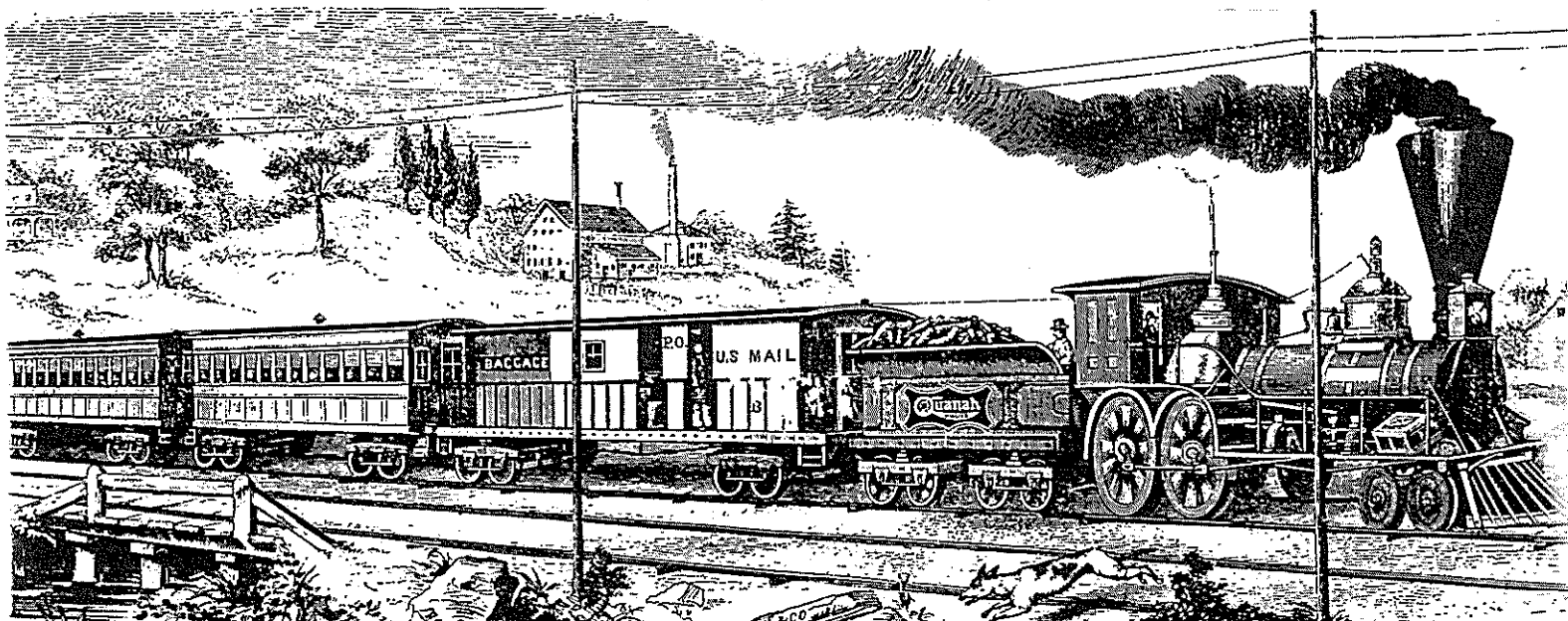
SUN MON TUE WED THU FRI SAT

					1 Palmers-ton & Pine Creek Ry (No. Australia) opened (1899)	2 First RR in Ceylon: Columbo to Ambepusa (1865).
3	4	5	6	7 Horse-drawn Granite Ry. (3 mi.) opened at Quincy MA (1826)	8	9
10 First locomotive arrived (by boat) in Chicago. (1840). "Pioneer" of C & G U Ry, later CNW	11	12	13	14 G. Pullman installed 1st electric lights in RR car (1881)	15	16
17	18	19	20	21 Arthur Stillwell born (1859) started KCS and KCM+O  ABMT 7:00	22	23 English patent issued for rolled iron rails (18' lengths). (1820)
24	25 Frisco wreck at Victoria MS killed 21 (1925)	26	27	28 First RR in Portugal - Lisbon to Carregado - opened (1856)	29	30 Construction began on AT&SF (1868)

31 FALL BACK!  
  
 DST ENDS 2 AM

KCO

## THE TRAIN THAT NEVER WAS



**ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY: OFFICERS**

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By Kevin McKenzie  
 The Commercial Appeal

By Colin Ruthven

The Ozark Mountain Railroad may one day offer scenic trips and an economic boost for an area straddling the western Arkansas and Missouri border.

For now, The Ozark Mountain Railroad labels an \$882 million dream being pursued by a firm in Oak Grove, Ark.

The firm's plan is to build a passenger railroad based in Oak Grove that links tourist sites in four counties, said L. D. Stordahl, president of Ozark.

One of the sites is Branson, Mo., which has drawn millions of visitors as a country-music boom town. The other in Missouri is the Bass Pro Nature Park in Dogwood Canyon, Stordahl said.

Eureka Springs, Ark., known for its Passion Play and Victorian architecture, will be another destination for the railroad, he said. Harrison, Ark., with an airport that may be expanded, is the southernmost site.

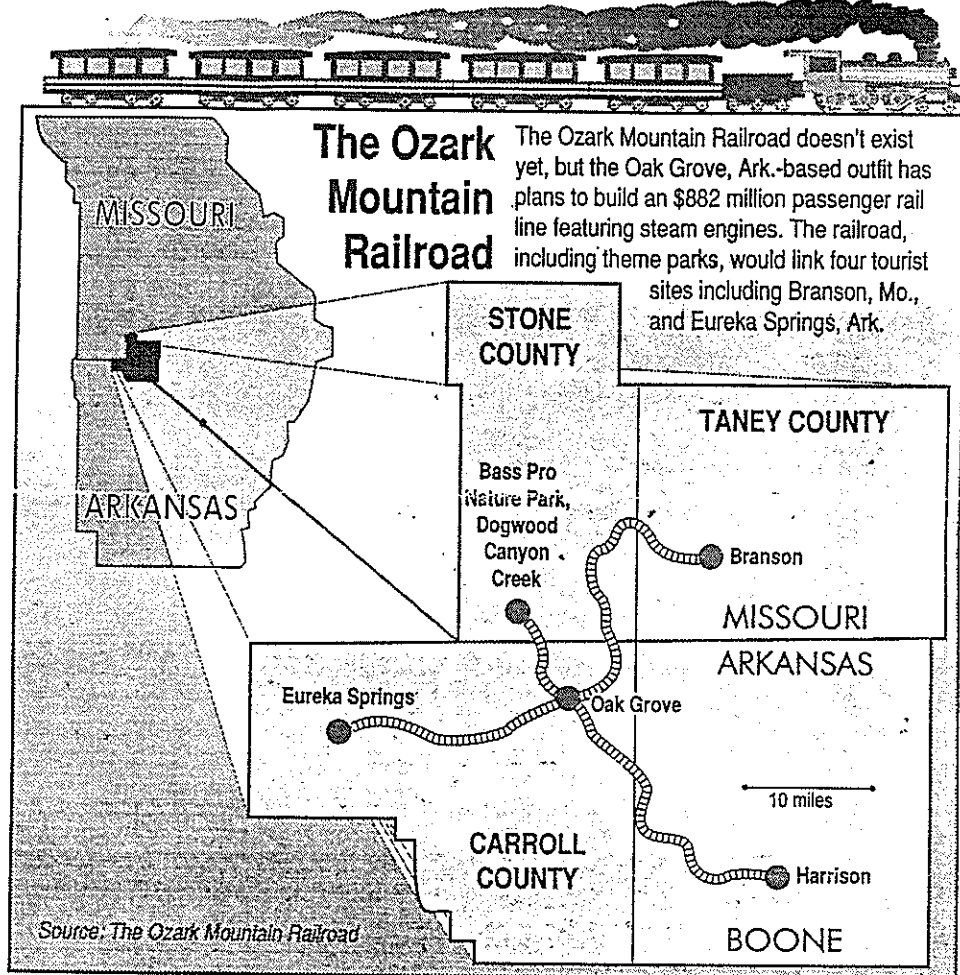
At each of the three main terminals — Branson, Harrison and Eureka Springs — Ozark plans to build a theme park, at least one hotel, retail shops and restaurants.

Oak Grove, at the hub of the system, would see construction of a central facility, a food complex and a sewage treatment plant, according to Ozark's plans.

Steam engines pulling passenger coaches would take tourists and commuters to the sites, which would be located outside the towns listed as terminals, Stordahl said. The firm forecasts that 5,500 passengers a day would ride between Branson and other stations the first year the trains run.

The \$882 million price tag includes \$219 million for hotels, \$12.3 million for retail outlets, \$47 million for theme parks, \$276 million for the railway system, and \$51 million for facilities in Oak Grove.

During the construction phase, the project would create more than 23,000 jobs and a total economic impact of 1.45 billion, according to Ozark.



The Ozark Mountain Railroad doesn't exist yet, but the Oak Grove, Ark.-based outfit has plans to build an \$882 million passenger rail line featuring steam engines. The railroad, including theme parks, would link four tourist sites including Branson, Mo., and Eureka Springs, Ark.

Once constructed, the project would generate 12,558 jobs and more than \$530 million a year, according to the firm's projections.

To finance the project, Stordahl said Ozark is holding serious negotiations with two international investment groups. He said the investors may end up holding 78 percent of the railroad's capital stock.

"We're very comfortable," Stordahl said of the firm's chances for financial backing.

The Interstate Commerce Commission in February gave conditional approval to Ozark to construct the 75-mile railroad. ICC approval is needed because the routes cross state lines, and Ozark has requested exemption from federal regulation.

The condition that Ozark must meet is providing the ICC with an environmental assessment. Stordahl said the review will be under way within weeks, and that Ozark hopes to start construction of the railroad this year.

MEETINGS: . . . Third Thursday each month. . . except December, annual dinner meeting.

PLACE: . . . Shiloh Museum's General Store Building, Springdale, AR. Time 7:00 p.m.

VISITORS WELCOME AT ALL MEETINGS.

DUES: ABMT Chapter-\$13.00, National NRHS-\$13.00 or \$26.00 annually, family \$28.00.

ARKANSAS BOSTON MOUNTAINS CHAPTER  
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