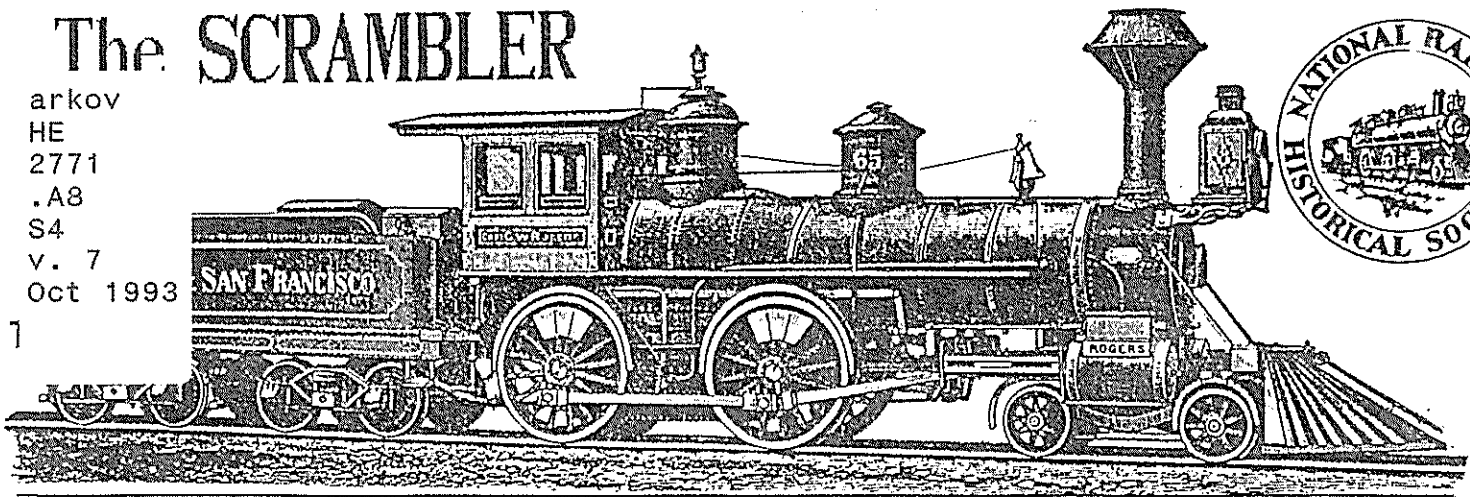


The SCRAMBLER

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Oct 1993



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 7, NUMBER 2 OCTOBER, 1993

FROM THE PRESIDENT:

On the cloudy side, our hastily called board meeting was canceled due to the lack of a quorum, but on the bright side I made it to the meeting on time.

At our unofficial board meeting we discussed the upcoming annual Christmas dinner and we are still awaiting word from Ed Tolle who is heading up the affair.

Riley and Ted volunteered to head up a nominating committee so please contact one of them if you have any ideas.

Still looking for a November program as of this writing. No new word on Operation Lifesaver.

A note of thanks to Julianne Dawson, Erv's brother-in-law, who donated a collection of Trains magazines to the chapter's archives available to all members.

We thank Juanita for her program in September, and we look forward to Charles Bickford's program in October, it should be a good one.

Last, but not least, we thank Bob Besom for getting news of our meeting out across the lands, and bringing in new guests and members at each meeting.

Your President George Alison

Runaway train cars injure 3

2 vehicles struck by 4 coaches at Hot Springs intersection

BY MICHELLE HILLIER
Democrat-Gazette Benton Bureau

HOT SPRINGS — Four runaway train cars barreling through Hot Springs late Wednesday struck two vehicles and injured three local residents, a police spokesman said Thursday.

The passenger cars are part of the city's newest tourist attraction, the Ouachita Scenic Railroad Excursion that will offer 1½-hour round-trip rides to Lake Catherine.

Donna Adkins, Hot Springs police spokesman, said the connected rail cars reportedly "became disengaged" while parked "on a flat area" near the Oua-

chita Scenic Railroad business office.

"We still don't know how that happened," Adkins said.

She said the cars rolled about a half block south on private tracks, then barreled through the East Grand Avenue and Jefferson Street intersection about 10:15 p.m.

The rail cars first struck a tractor-trailer truck driven by Richard Crossland, 53, in the westbound lane of Grand Avenue, Adkins said. They next hit a 1986 Chrysler LaBaron driven by Shirley Johnson, no age available, in the eastbound lane.

Adkins said a westbound 1989 Honda Accord driven by Eliza-

beth Adock, 25, then struck the rear of the last train car.

Ambulance personnel took John Deal and Marty Lee Robinson, no ages available, passengers in Johnson's car, and Crossland to St. Joseph's Regional Health Center. Doctors treated them and released them.

Adkins said the train traveled about another five blocks before stopping on a trestle near Shady Grove Road.

Some damage occurred to the ends of the rail cars, but a Hot Springs Chamber of Commerce official said the train was still set to make its first run Saturday for dignitaries and regular runs July 15.

Thanks
The Ark.
Democrat
Gazette

From the
Maple
unbelt
R. Trust
Alsa, OK

BRANSON SCENIC RR BEGINS OPERATION

A new excursion train has inaugurated service in Branson, Missouri. The Branson Scenic Railway offers trips south to Bergman, Arkansas and north to Reeds Spring, Missouri. A Kansas City group of investors has an agreement with the Missouri and North Arkansas Railroad utilizing the former Union Pacific (MoPac) White River Line. The trip south goes through the 2742 foot-long Cricket Tunnel and the 3485 foot Crest Tunnel. For information call (417)334-6110.

In Dhaka, Bangladesh, a train knocked down a young elephant calf. Its mother was not happy about the abuse that the train inflicted on her young. When the next train came down the track, she blocked the track and banged her forehead against the locomotive. For 15 minutes, the mother elephant rammed the engine until it was inoperable, and about 200 passengers were stranded for 5 hours. The injuries to the young calf were not known. From Great Plains Dispatcher - Wichita

MINUTES OF THE SEPTEMBER 16, 1993 MEETING

George Alison called the meeting to order at 7:00 PM in the Country Store building on the Shiloh Museum grounds. Several visitors told of their interest in railroading and how they heard of the chapter meetings. *** Bob Oswald, National Director, reported on his September 11 trip to Pine Bluff where he presented the NRHS charter to the Cotton Belt Chapter. Next day in North Little Rock he attended a meeting of the Arkansas Railroad Club. Oswald reported on upcoming meetings of the NRHS Board of Directors. The annual membership meeting will be in Atlanta June 22-26, 1994. He does not plan to attend. If any other member is interested in representing our chapter, please see Bob Oswald. Preliminary plans are being made for a special train behind 819 from Pine Bluff to Atlanta and return. *** V. P. Don Kincy reported that Charles Bickford will present the program at the October meeting. Programs are needed for November and January 1994 on. *** Treasurer Bill Ussery presented his report which is filed with the Secretary's records. In view of our favorable balance, Alison appointed a committee to develop ideas to utilize surplus funds:

Hauser, Chairman
Cushman
Schmitz

A nominating committee was appointed. Cushman is chairman assisted by Center. They are going to report at the November meeting.*** Alison reported on program activities and opportunities in connection with Operation Lifesaver. *** After discussion of several other miscellaneous items the meeting was adjourned for a program by Juanita Toler.

Ray Toler for Ron Allen, Secretary

The Ouachita Scenic Railroad is open for business in Hot Springs

HOT SPRINGS — All aboard for fun.

The Ouachita Scenic Railroad is now serving passengers as one of the new attractions awaiting visitors in world-famous Hot Springs National Park.

Four restored 1920 Pullman railroad coaches are now making round-trips between the downtown Hot

Springs area and Wilson Springs Crossing, a pleasant community near Jones Mill on U.S. 270 east.

For an hour and 45 minutes, up to 320 passengers at a time can get an authentic feel for railroading as it existed for generations. The 20-mile round-trip begins at the Ouachita Scenic Railroad Depot at East Grande Avenue and Broadway and traverses

tracks that run through the eastern portion of the city and along Hot Springs Creek and Gulpha Creek to Wilson Springs Crossing.

Along the route passengers cross several trestles and see real railroading at work as the cars travel over a switchback that lifts the train about 50 feet in elevation and heads the train in another direction.



Be careful on railroad property! Time was when a body could wander around rail yards, shops, or terminals making photos or just viewing. Because of vandalism, thievery, possible law suits, government and railroads are cracking down. There are reports in NRHS chapter newsletters of members being kicked off property or even arrested. It's best to get a permit or just stay away, unfortunately.

It's not just the Memphis trolley that is carrying lots of passengers. In one week more than 200,000 riders paid to try METRO LINK, the St. Louis rapid transit line that connects East St. Louis (Metro East) with St. Louis and St. Louis County. During trial runs of three days, rides were free but now fare is \$1.00. Officials underestimated ridership by a third. They predicted 10,000-12,000 a day but reality was 30,000 a day except for Sunday 35,200. In downtown St. Louis METRO LINK travels in the former railroad tunnel from Eads Bridge, then comes out of the ground to run on its own right-of-way.

[condensed from article in St. Louis Post-Dispatch] from the MEMPHIS BUFF
MEMPHIS CHAPTER NRHS

Decatur Depot to Reopen As City's First Library

By Frisby
Morning News

The Kansas City Southern Railroad depot in Decatur will reopen as city's first library during the 40th annual Decatur Barbeque Friday. The grand opening will also commemorate the 100th year since the railroad first made its way through Decatur, according to City Clerk Timmie Owens.

The depot has received an entire facelift under the direction of Archer of Peterson Industries, to restore it to its original appearance as much as possible. Roller said the project began 21 months ago with the installation of new windows. The modern conveniences of heating and conditioning were also installed. "Mr. Peterson decided he wanted to do something with this for Decatur," Roller said. Peterson Industries owns the depot and is financing the project.

Owens said no one can appreciate the depot as much if they didn't see it before the clean-up started. "If he (Peterson) wants something done, he'll do it right," Owens said. "He is very conscious of appearance. It's a number one job."

The depot, which was placed on the National Register of Historic

Places in 1992, features a solid wood paneling interior, which had to be sandblasted to remove several layers of paint, Roller said. One of the four rooms features a beveled cement floor, and the freight room, which will house the library, still has the original wooden plank flooring.

The depot will house, along with books and reference materials, memorabilia reminiscent of the days the depot was in use. One of those items is a working wireless tap (telegraph) donated by the Kansas City Southern railroad. The telegraph came with the original Velvet tobacco can used by depot agents to increase the resonance of the distinctive sound of the telegraph, according to Roller.

Old photographs, documents, blueprints and even railroad tools depicting the early days of Decatur and the railroad adorn the walls of the depot, including the contract to begin construction of the depot in 1910. It states the total cost of construction was \$1,935.19.

Much of the memorabilia tells about W.F. Hines, the depot's first agent. He was the Decatur railroad agent for 40 years and retired in 1937. A copy of the *Decatur Herald* dedicated to Hines tells of the character of the man.

A passage from Sye, the town bar-

ber, reads: "In 40 years, a lot of hair and whiskers have grown for W.F. Hines. He has left a good share with us. He has always been a gentleman."

As a tribute to the thriving poultry industry in Decatur, a collection of 241 mostly glass and ceramic chickens is on display at the depot. Roller said David Jennings of Rogers and his siblings donated their late mother's collection to the depot.

Jennings' mother began collecting the chicken figurines and then the hobby became a family affair, according to Roller. If a family member saw a chicken not in the collection, they would buy it. Roller said the chickens are from all over the United States and Mexico.

The most eye-catching sight at the depot is the 1949 locomotive and a caboose painted in official Kansas City Southern colors. The railroad donated the train cars to the depot project, but Roller admits it was "one of the most discouraging jobs I've ever faced."

Roller said most of the body and frame of the locomotive was so damaged and rusted, the locomotive had to be totally rebuilt from scratch.

The 1952 model caboose painted red, of course, sits behind the locomotive on a section of track. It features wood floors, two captain's chairs and

benches, and a Motorola intercom system. People may view the inside of the caboose, but not locomotive.

On the north side of the depot stands a replica of a fruit cannery shed. It will house a rebuilt 1921 truck with wooden wheels, solid rubber tires and a chain drive.

According to Historic Register documents the depot was built about 1920 in the Plain Traditional style architecture as a part of the railroad's growth and development in Arkansas, 1870-1940. The building's exterior features concrete blocks with beveled edges, a technique used to make the blocks look like rustic stone. The depot is reportedly one of the best and most intact examples of beveled concrete.

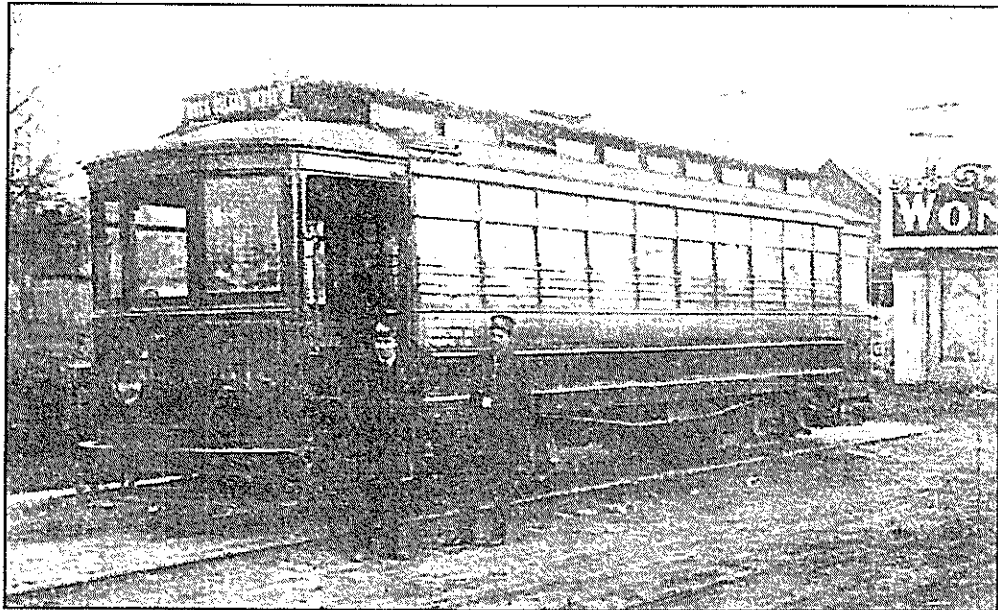
The Kansas City Southern Railroad began rolling through Decatur 100 years ago, opening up North Arkansas, north and south, to the rest of the world. The railroad provided rapid transportation of local crops like apples, berries, peaches, vegetables and livestock to cities as far away as Canada. The county's economy received a great shot in the arm as the railroad played a major role in industrial development until motor vehicles and highways became more common.

THE MORNING NEWS
Wednesday, August 4, 1993

Arkansas Postcard Past

By Steven Hanley

LITTLE ROCK, 1909 — Of the private parks in the capital around the turn of the century, one of the most popular was Braddocks Park, which ran from 36th Street to the Rock Island railroad tracks. Visitors arrived at the park on an electric trolley. This card is courtesy of Mrs. Moree Ford Seaton of North Little Rock.

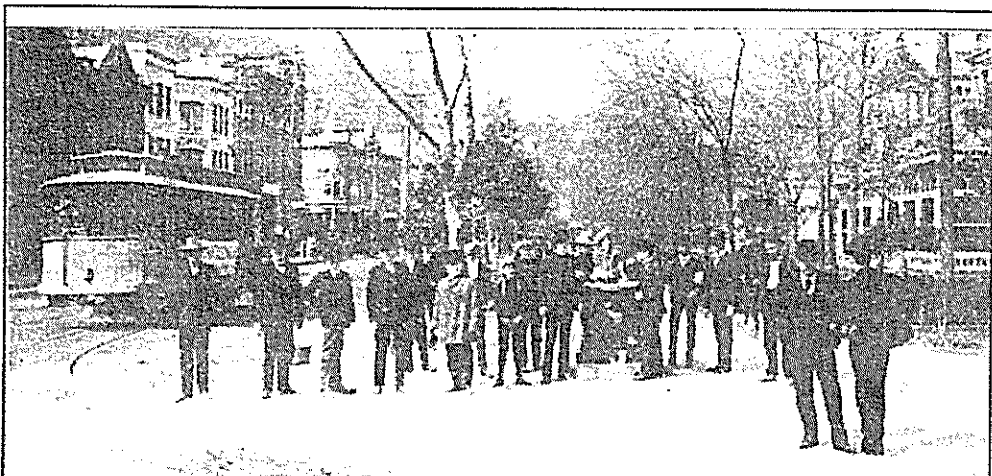


If you have questions or comments about Arkansas Postcard Past, write to Arkansas Postcard Past, P.O. Box 2221, Little Rock, Ark. 72203.

Arkansas Postcard Past

By Steven Hanley

HOT SPRINGS, circa 1905 — The public hot-water fountain on Central Avenue has drawn a crowd on what appears to be a cold day. The approaching street car bears a banner proclaiming "Racing Today."



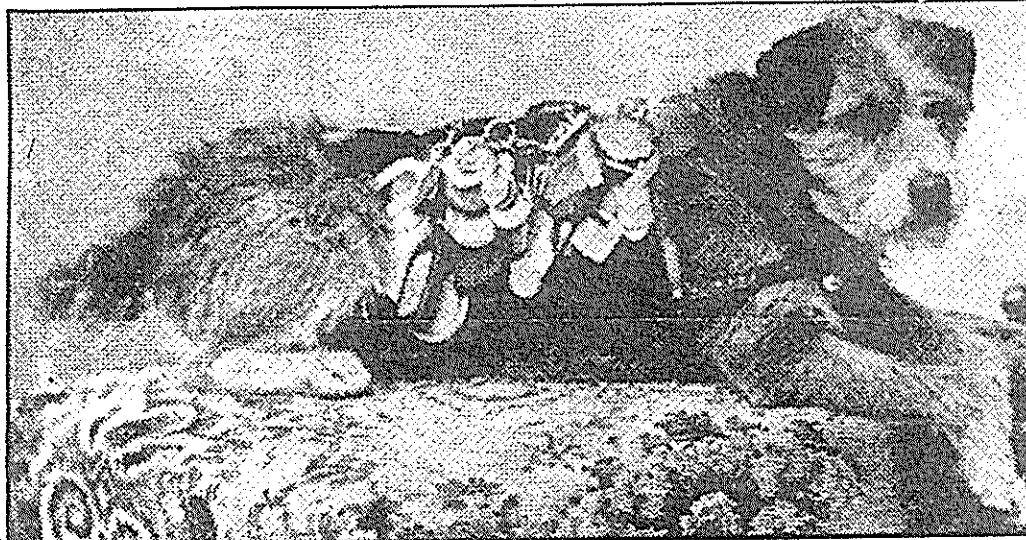
View of the Hot Springs Water-Drinking Fountain, corner Central and Reservation Avenues, Hot Springs, Ark.

If you have questions or comments about Arkansas Postcard Past, write to: Arkansas Postcard Past, P.O. Box 2221, Little Rock, Ark. 72203.

with thanks
to the
Arkansas
Democrat
Magazine

A Traveling Post Office Pooch!

Owney, the Mail Mutt



Owney was a scruffy-looking terrier. This photo shows him wearing some of his many tags with the names of the cities he had visited. We really don't know where he got his name.



Our story begins more than 100 years ago, in 1888, when a homeless mutt strayed into a post office in Albany, N.Y.

He had such winning ways that the clerks adopted him and named him Owney. Owney liked living among the mail bags. He often rode to the train station on top of them.

One day he followed the bags right onto a train. Away he went on his first trip.

He began hitching many train rides, but he always returned to Albany now and then.

Mail clerks across the country welcomed him aboard as a good-luck charm. No train he was on ever had an accident.

In each town he visited, clerks

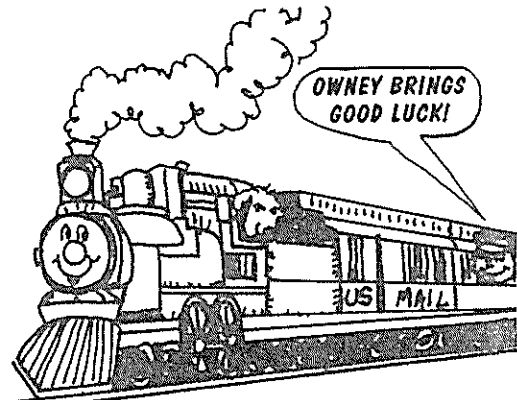
attached a baggage tag with the town's name to his collar.

On a visit to Washington, D.C., the postmaster general (the top boss) presented him with a jacket. Now there was a place to display all of those tags.

In all, Owney traveled more than 140,000 miles. He even sailed around the world. A big crowd met him when he arrived home.

When he became too old to travel, he retired to Albany. He is remembered as a true and loyal member of the post office family. He died in 1897.

An exhibit about Owney is in the new National Postal Museum in Washington, D.C., that opened last month. The museum is our country's only big museum devoted just to postal history and stamps. The collection is the largest in the world.

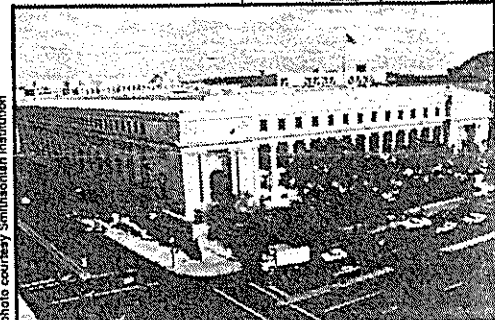


When Owney lived, there were no jet planes or speedy trucks. Trains carried most of the mail. Crew members liked having Owney on board.

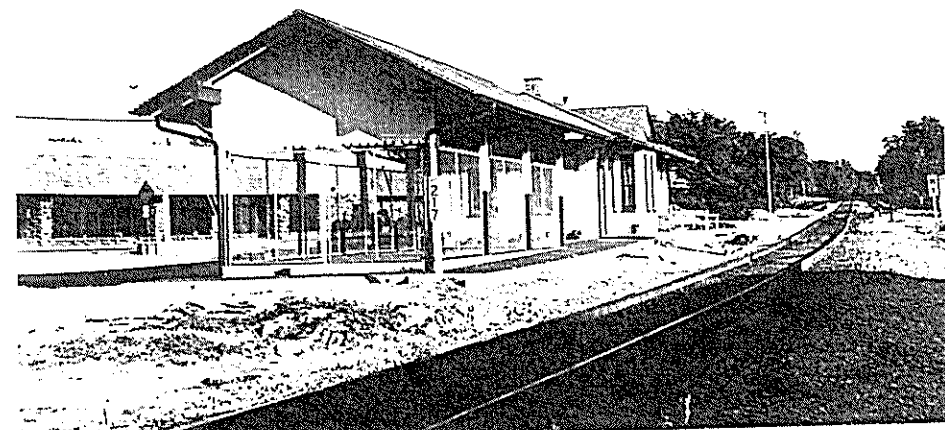
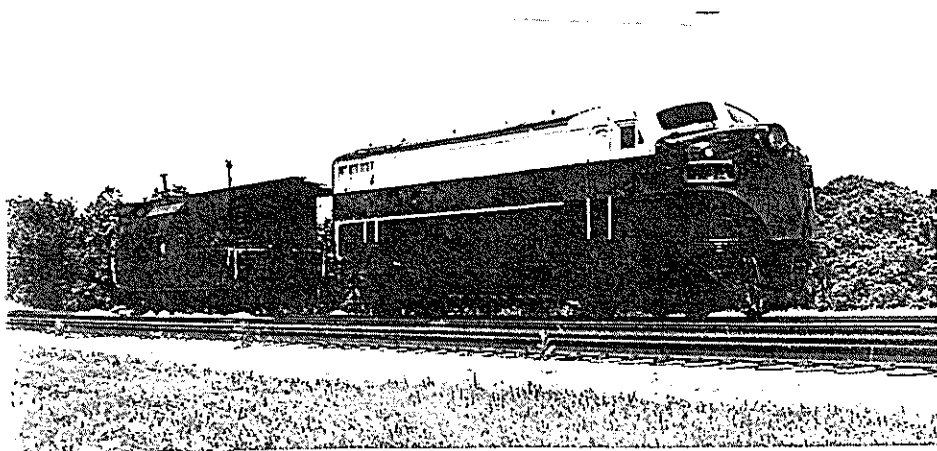
IF OWNEY'S TRAVELS HAD ALL BEEN AROUND THE WORLD, HOW MANY TIMES WOULD HE HAVE CIRCLED IT?



The Earth is about 25,000 miles around at the middle.



The National Postal Museum is part of a group of museums called the Smithsonian Institution.



EMD F-3 A unit before lettering, at KCS station in Decatur, AR. The station, shown below is the subject of an article in this issue of the Scrambler. Photos by Rick Miller.



Mason City & Clear Lake
 Electric Railway Historical Society
 P.O. Box 956, Mason City, Iowa 50401-0956

September 23, 1993

Dear Friends of America's Historic Railways:

**HELP SAVE "AMERICA'S LAST CONTINUOUSLY
 OPERATING ELECTRIC RAILWAY!"**

When abandonment of the historic electric railway between Mason City and Clear Lake, Iowa appeared imminent in 1987, a group of railway enthusiasts formed the Mason City Clear Lake Electric Railway Historical Society (MCCLERHS). The original purpose of the society was preservation of "America's Last Continuously Operating Electric Railway" as identified by the Interstate Commerce Commission. This purpose remains as the focal point today however, new challenges are presenting themselves which could affect the preservation of this operating historic railway.

Since 1987 membership in the society has grown and currently stands at 350. Our goal is to increase this to 800 by October 31, 1993. Over 10,000 visitors and railway preservationists have visited Iowa Trolley Park in the past 3 years. This is amazing when you consider the society has only operated on weekends and holidays during the summer months. Future plans call for building an on site demonstration track allowing the society to operate daily in addition to the mainline runs currently established between Mason City and Clear Lake. The primary reason for the membership goal is creation of the financial base through memberships that will cover the overhead operations of the Iowa Trolley Park by the MCCLERHS therefore freeing up additional resources for development of the demonstration track and ancillary projects.

If the goal to attain 800 members or \$20,000 is not reached by October 31, 1993, the MCCLERHS Board of Directors could face the tough decision of having to dissolve the Iowa Trolley Park assets and the opportunity to preserve this valuable historic transportation resource.

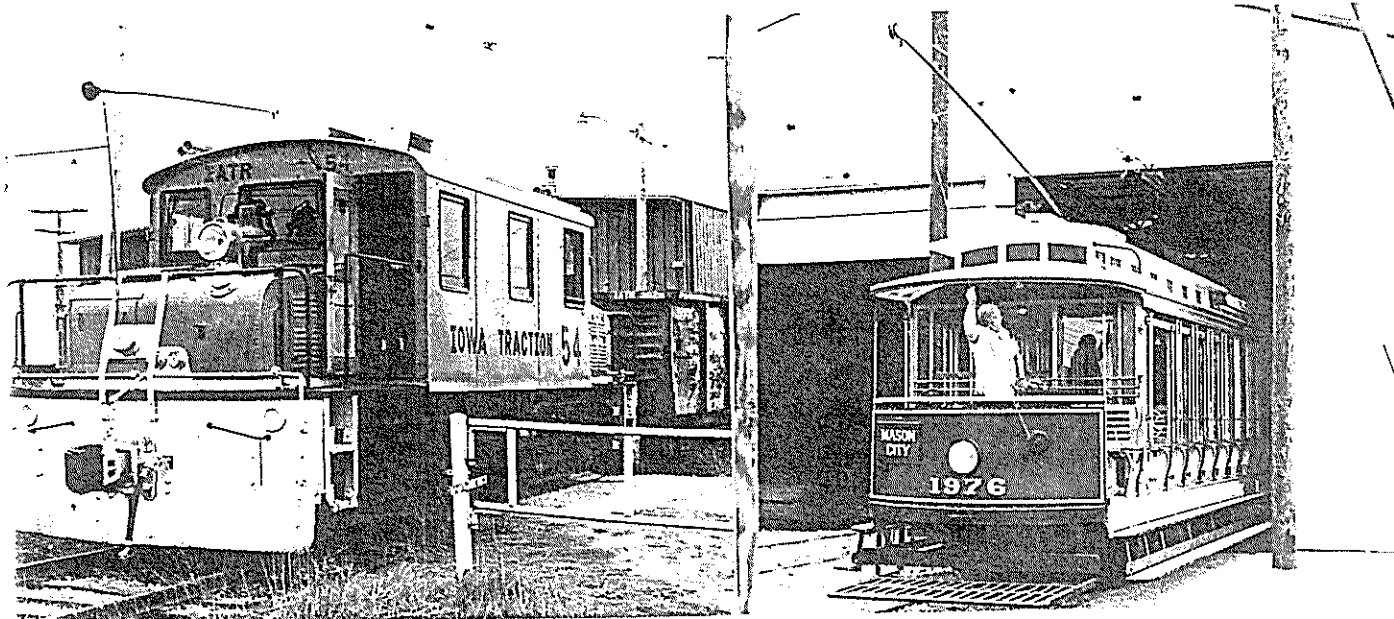
Sincerely,

Charles Thrans'
 Charles Thrans, President

Gregg Bacon
 Gregg Bacon, Treasurer

Looks like an excellent place for a contribution by ABMT Chapter Ed.

Help Bring Back Iowa Trolleys Between Mason City & Clear Lake



Iowa Traction 54 at Emery, Ia (halfway between Mason City + Clear Lake) Ex Kansas City + Kew Valley loco.

Iowa Trolley Park, Clear Lake, IA. They also have a North Shore Line coach & San Francisco PCC + other equip't.

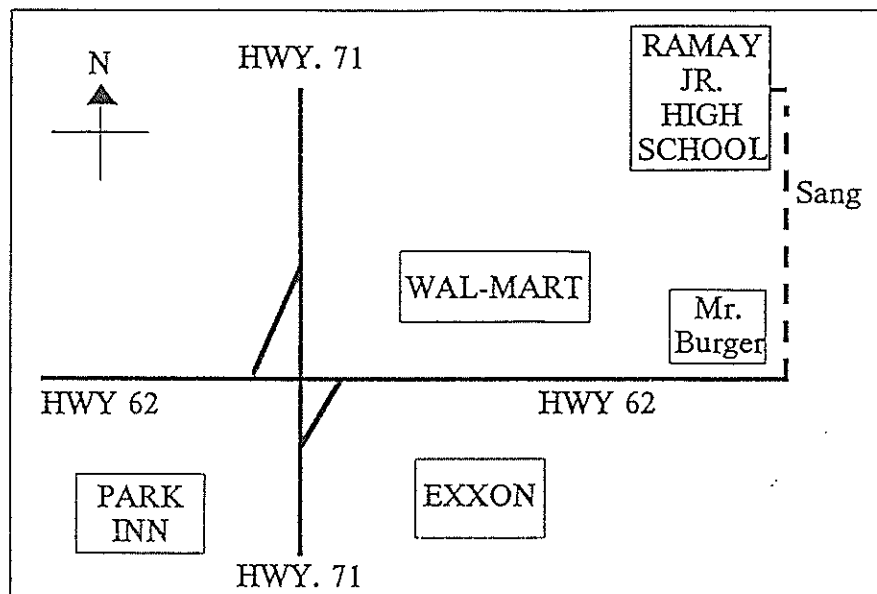
R. Keegan

Photos

NORTHWEST ARKANSAS MODEL RAILROAD AND TOY SHOW

Saturday, Nov. 13, 1993
8 am to 4 pm

Ramay Junior High School, Sang Ave., Fayetteville, Arkansas
Admission \$3.00 - Under 16 FREE
Doors open to dealers and sellers at 6 am
Door Prizes - Refreshments



MORE ANIMALS AND TRAINS

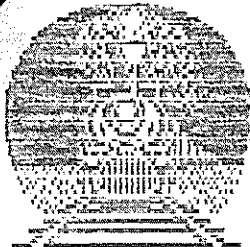
Railroad officials receive all sorts of letters from people with grievances. The following is a verbatim copy of a communication received at the St. Louis headquarters; it was written on fly leaves torn from a book, in lead pencil:

"Dear sir, did yur injinear tel you he has killed two couse belongin to me, he sed he wud tel you and the konductor, to, they killed them tonite as they cam across the rode at my place where I hav got a crosin and I put my crosin in you sed you was puttin up a fense an ache side of the rode that wud keep critters from gettin killed. You put a hel of fense, too caffs broke it to kindlin wood hour after yure fense gang wend down to the rode.

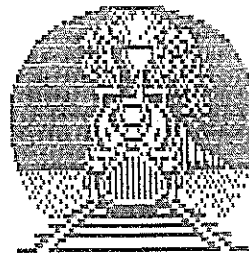
"Yor injinear ote to be fire, he knos there is a graid thare and he comes down thare hel bent every nite, the couse he killed was yearlin heffers branded bar J swallow fork on rite, and left ear hacked, I want the money for the couse and if yur injinear kills anuther one of my couse I will see that yur injinear aint long gettin to hel after the couse, you have killed more stock for me than yur dam rode is wurth, and you pay fur it, we got along befour the railrodes come and a dam site better than we do now, my critters is all I have on urth to live on and if yur injinear can kill one every time he gets drunk al I say is this unided stats has gone to the devvel, the couse will be 95 dolars, hope you are wel."

Taken from "FRISCO FOLKS" by William E. Bain, Copyrighted 1961 by William E. Bain, Published by Sage Books, Alan Swallow, Denver, CO

Please think about a new Editor for the Scrambler, current editor terminates in Dec. (Ed)



November 1993



SUN MON TUE WED THU FRI SAT

	1 Tokaido Line (Jap.) opened to scheduled service. (1965).	2	3	4	5 Otto Mears Incorporated the Rio Grande Southern RR (1889).	6
7 New York & Erie began construction at Deposit NY (1835).	8	9 Nothing happened on this date.	10	11	12 Wreck on U.P. at Wyuta, WY left 17 dead (1951)	13 NW ARK. MODEL RR. & TOY SHOW
14	15	16	17 Electric power & interurban RR magnate Samuel Insull born (1859).	18 ABMT 7:00	19	20 First run of 2' gge Sandy River & Rangely Lakes RR (ME) (1870).
21	22	23	24	25 First run of SP's "Sunset Limited" New Orleans - San Francisco (1899) THANKSGIVING	26	27
28	29 Freight wreck at Altoona, PA (1925) immortalized in song by Vernon Dalhart.	30 First MILW electric powered train Three Forks - Deer Lodge, MT (1915).	<p>The "Bullet Trains" of Japan's Tokaido Line covered the 321 miles between Tokyo and Osaka in 3hr. 10min., an average speed of 101.3 miles per hour with a maximum of 130 (first schedule: 1965) At that rate the A+M shoppers' trains could travel from Springdale to Van Buren in under 40 minutes.</p>			

WHAT'S IN A NAME?

The Central Pacific Railroad, like many other mid-nineteenth century lines, assigned both numbers and names to its locomotives. Here are some that, in later years, carried entirely different connotations to the railroad men:

No.	Name	Type	Builder, date
2	PACIFIC	4-4-0	Mason, 9/63
5	ATLANTIC	4-4-0	Mason, 11/63
51	CLIMAX	4-4-0	McKay & Aldus, 10/67
65	MIKADO	4-4-0	McKay & Aldus, 2/68
69	VULCAN	4-6-0	McKay & Aldus, 4/68
72	NIAGARA	4-6-0	Danforth, 3/68
122	WILLAMETTE	4-4-0	Globe, 1865

ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY: OFFICERS

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Group endorses light rail — maybe

Kansas City Star 8/10/93

By ELAINE ADAMS
Staff Writer

Light-rail transit can make Kansas City healthier and more competitive, an area business group says, but only if political and civic leaders are willing to do what is necessary to make it a success.

In a conditional endorsement of light rail, the Greater Kansas City Chamber of Commerce said a fully constructed system would cost close to \$1 billion. That means efficient land-use policies are necessary to protect the investment and encourage nearby development, the chamber said.

The chamber's conclusions resulted from an 18-month study by a special task force, which looked at light-rail systems elsewhere and consulted transportation and development specialists.

A key finding was that rail is most likely to be justified on its ability to foster development. Since Kansas City is relatively uncongested and free of pollution, the chamber said, it would be difficult to justify building a rail system solely to move people.

"If it develops the city economically, we're in favor of it," said Eugene Novorr, a task force member. "If it doesn't, we're not. Just to put light rail in, we don't need that."

The chamber also cautioned civic leaders not to pursue light rail simply because the federal government will pay for most of it. St. Louis went after federal money, the report said, and is now searching for cash to keep the trains running beyond next spring.

"I think most people around here say we would be better off not to have it at all than ... to play that kind of brinkmanship," said Drue Jennings, the chamber's chairman.

Still, at least two experts mentioned in the report suggested that Kansas City eventually would be unable to compete economically with other metropolitan areas unless it developed some kind of rail transit.

But the chamber concluded that the city should not pursue light rail unless:

■ The system is part of a broader regional planning effort that takes into account Downtown, the riverfront and Mid-

town.

■ Support is strong from the political and business communities, bringing financial commitments and a willingness to invest along the rail corridors.

■ The city is certain it will have enough money for both construction and operation of the trains.

■ The system is marketed adequately.

"At this time," the report said, "these conditions have not been fully resolved in greater Kansas City, although ... progress is being made."

The Kansas City Area Transportation Authority, which operates the Metro bus system, is planning the rail system. The ATA is conducting a federally required study that should help civic leaders decide whether rail is worth the investment.

Jim Pritchett, director of rail planning for the ATA, said he welcomed a statement by the chamber because Missouri lawmakers will need to know how the business community feels as the General Assembly considers funding for rail.

"And it's a positive statement," he said.

Pritchett said ATA fully agreed with the conditions set forth in the chamber report.

"There has to be a commitment and an effort to make light rail work," Pritchett said. "It's not just a simple matter of 'Build it and they will come.'"

The chamber report said light rail — done correctly — would offer several advantages that an improved bus system would not. It would:

- Focus planning efforts.
- Link economic centers such as Downtown, the Country Club Plaza and Brookside and broaden their customer base.
- Offer more potential than buses to attract people to transit.
- Help to redevelop central cities.
- Help to relieve congestion and curb air pollution.

Businessman Ollie Gates, who headed the chamber task force, said he hopes the political and business leadership now will act to meet the conditions outlined in the chamber report.

"I think light rail is almost a necessity in the next 25 to 30 years," Gates said in an interview.

SPEED RECORD - A new speed record was set recently for a train in Germany - 27.6 mph. That's right, 27.6 mph. It was set during a speed competition for toy trains. The locomotive, by Maerklin, had a high powered electric racing motor and was 1½ feet long and 4 inches high. (*The Dispatcher, July 1993 by Carl Webb*) *From the Arkansas Railroader*

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
NATIONAL RAILWAY Historical Society
THE SCRAMBLER
5 Caister Ln. Bella Vista, AR 72714

University of Arkansas
Libraries, Fayetteville
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