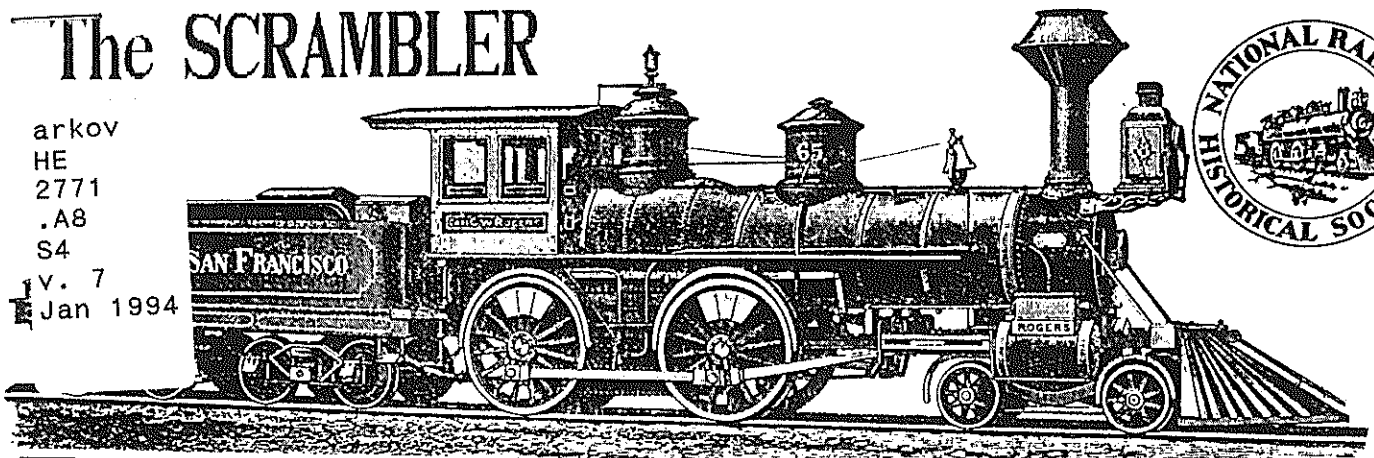


The SCRAMBLER

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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 7, NUMBER 5

JANUARY 1994

MINUTES OF THE LAST MEETING:

MINUTES OF MEETING

DECEMBER 9, 1993

The CHAPTER Met December 9th, 1993 at St. Thomas Episcopal Church for the annual Christmas dinner and meeting. After a wonderful dinner a short business meeting was held. In the report from officers, National Director Bob Oswald advised everyone who had not done so to pay their 1994 dues. The treasurer's report was read by Treasurer Bill Ussery, and a copy of the report is on file in the secretary's file. Secretary Ron Allen told of a recent visit to Bob Winn. Bill Ussery showed the books that have been purchased by the chapter. The books were written by Mr. James Burke, and are entitled, "THE IRON HORSE AND I and THE IRON HORSE AND I-2." The books will be available for members to take out and read. Mr. Burke is the man who sent us the print of the Union Pacific Fast Mail that has been framed and hung in the General Store at the Shiloh Museum.

The annual election of officers was held and George Alison, President; Don Knisey, Vice-President; Ron Allen, Secretary; Bill Ussery, Treasurer; Bob Oswald, National Director were re-elected to the same offices. Russ Hauser was elected to the director's position formerly held by Bob Lundeen.

The meeting was adjourned and several members presented videos for the program.

Ron Allen
Secretary

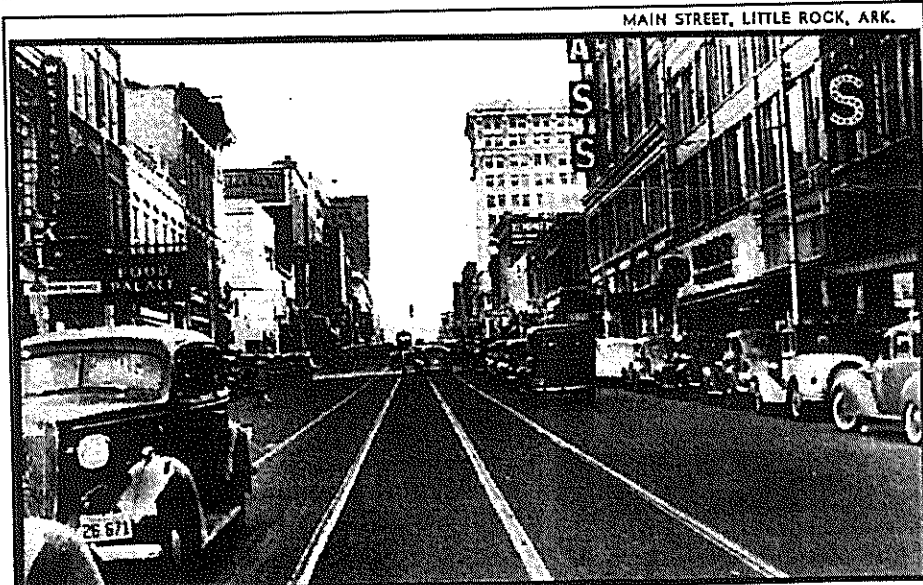
Arkansas Democrat  Gazette

WEDNESDAY, DECEMBER 15, 1993

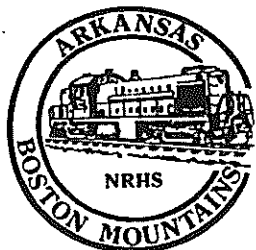
Arkansas Postcard Past

By Steven Hanley

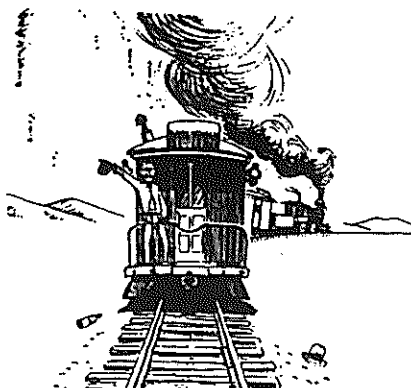
LITTLE ROCK, circa 1945 — What would someday be University Avenue was still a distant gravel road named Hayes Street, and the center of Arkansas commerce was the capital city's Main Street. The many automobiles shared the thoroughfare with streetcars carrying shoppers to such landmark retailers as Kempners, M.M. Cohn and Haverty's.



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



THE PRESIDENT'S OBSERVATION



I've got to say right off that there can be no busier month than December, but with the Christmas dinner held earlier in the month I believe I'll get this letter in on time.

Speaking of the Christmas dinner, for those who missed it we had an excellent turnout, and we enjoyed a delicious meal provided by Ed Tolle, his wife, and daughter.

We had a good program which in Jeopardy lingo would have been Hodge Podge for \$400. It is always interesting to see what some members have tucked away.

We also had a grandiose retirement ceremony for Dick Keegan, only to find out he will stay until August, no complaints from this corner, and you can keep the knife to boot Dick.* (See "From the Editor")

I think he had to stay on so he could get his chronological history of railroading put to print.

Speaking seriously of the editor's job, Dick has been put to great expense, out of his pocket, to keep things going and I'll address this at the January meeting.

Bill Ussery presented "Iron Horse I and II" to the chapter, Ron Allen got first dibs. The set will be available for your perusal sometime in the future.

The elections went off without a hitch, and we welcome Russ Hauser as a new Director.

Broadway Bob is off the show circuit and will have the January program. We got a preview at the Christmas dinner and it should be a good one.

Don't forget that dues are due.

See you next year...

Your President George Alison

P.S. Dick my New Year resolution is to get this letter out to you directly after the meeting.

FROM THE EDITOR:

OK so I am borrowing a prerogative from the fairer sex and have decided my original idea was a good one. In other words, this is the final **SCRAMBLER** by the current editor. I appreciate the little pen knife given me for two years service as editor, as this is my issue number 41, wonder what's in store for the other 17 issues. Ray Toler received a very nice plaque for his wall for being president for 2 years, in Ray's own words, "It's easier to get presidents than editors." For my successor, try to get the "Minutes" a week or so earlier. Our last meeting was Dec. 9 and still no minutes as of January 8. Hopefully the mailperson will have them from Ron today. Once again, and this cannot be said too often, my deepest thanks to Erv Lewis, Ray Toler, and sometimes Bob Oswald (trying to get his goat for the two year thing.), for supplying the SCRAMBLER with news articles and so on. This certainly made my job a lot easier. The thought of those members who have never helped at all keeps flashing through my mind, surely these members have had some experience with things of a rail nature, we'd really like to hear about it, so think about doing something for my successor in the way of a story about your rail happenings. 73's to all of you, this is 30 for me. Dick

AMERICAN RAIL CHRONOLOGY;

1807 Silas Whitney operated a gravity and horse-drawn wooden tramway on Beacon Hill in Boston; it was a form of rail-roading and the first in this country.

1809 Thomas Leiper built a wooden tramway, powered by horses, to connect quarries in Delaware County, Pa., with tidewater.

1815, Feb. 6th. John Stevens of Hoboken, NJ, granted first railroad charter in America, by New Jersey legislature, but did not undertake construction.

1825, February. First locomotive to run on rails in America, built by John Stevens, operated experimentally on a half mile of circular track.

1826, Oct. 7. Gridley Bryant's three mile long granite railway opened at Quincy, Mass., to transport granite used in building the Bunker Hill Monument, later operated as a steam railroad, line still in use.

1827, Feb. 28. Maryland charter granted to Baltimore and Ohio, making it the oldest railroad in continuous existence. The book was written before Chessie System and now CSX Transportation. First stone for construction laid 7/4/1828.

1829. Aug. 8. Locomotive Stourbridge Lion imported from England, put on track at Honesdale, Pa., as first steam engine to run on commercial railroad tracks in this country. It operated three miles with Horatio Allen as engineer.

1829, Dec. 21. First large railroad bridge in United States opened near Baltimore, still in use.

1830, Aug. 25. Trial trip made by Peter Cooper's locomotive, Tom Thumb, from Baltimore to Ellicott's Mills, Md., and return.

1830, Dec. 25. First scheduled passenger service inaugurated at Charleston, SC, using American built locomotive, Best Friend of Charleston; marked the first use in America of steam power in regular service.

1830. Robert L. Stevens designed forerunner of 'T' rail used today; first iron rails of American design rolled in 1844. Bessemer steel rails first rolled at North Chicago rolling mills on May 25, 1865.

1831, Aug. 9. First steam train ran in New York State ran from Albany to Schenectady, pulled by locomotive DeWitt Clinton. (any relation to Bill??)

1831, Nov. 12. Locomotive John Bull placed in service at Bordentown, NJ, inaugurating rail-water link between Philadelphia and New York City.

1831, November. U. S. Mail carried for the first time-in South Carolina.

1831. A pine knot fire on an open platform car in South Carolina served as the first locomotive headlight; 1830's to 1850's candles and whale oil were used in reflector lamps; 1859 kerosene lamps, followed by gas; 1881 electricity; 1936 figure 8 oscillating headlight (Mars light); 1944, oscillating light that flashes red or white for safety purposes; 1946 sealed beam headlight.

1832, November 23. Old Ironsides. Mathias Baldwin's first locomotive, made initial run from Philadelphia toward Germantown.

1833, June 6. Andrew Jackson became first U.S. President to ride on a railroad train-between Ellicotts Mills, Md and Baltimore.

1835, July 4. Stone arch railroad viaduct opened at Relay, Md; the oldest such bridge in use in the US.

1835, Aug. 25. First railroad to Washington, DC opened from Baltimore.

1836-Feb 5. Henry R. Campbell of Philadelphia, patented an 8 wheeled engine (4-4-0) subsequently termed American type; engine was completed May 8, 1837; with numerous modifications it remained popular until 1895. (4-4-0's were in use on the Frisco and Katy well into the 1930's-Ed)

1836-April. First rail car ferry, the Susquehanna was placed in service on the Susquehanna River between Havre de Grace and Perryville, Md.

1836, July 13. John Ruggles, U. S. Senator from Maine and "Father of the US Patent office," issued patent number 1- first in the numbered series-for a device to increase power of railway locomotives and to prevent wheels from slipping.

1836. First two locomotives known to have been equipped with whistles built at Lowell, Mass., under supervision of George Washington Whistler; the Hicksville put in service at Jamaica, L. I. was reported to make "a shrill, wild unearthly sound"; the Susquehanna tried out at Wilmington, Del., travelling at 35 or 40 miles and hour, was said "to give awful notice of its approach."

1837. World's first sleeping car operated between Harrisburg and Chambersburg, Pa.- a remodeled day coach, crudely built.

1838-January. New York (South Amboy) and Washington, DC linked by a chain of railroads, with ferry service across major rivers and omnibus service through principal cities.

1838, July 7. Act of Congress making every railroad a mail route signed by president Martin Van Buren.

1839, March 4. America's first long distance railway express service started by William F. Harnden, former railroad conductor, between Boston and New York.

1842, January 1. First important railway consolidation completed by merger of four railway companies in New Hampshire, Massachusetts and Maine to form the present Boston and Maine RR Co.

1848, Oct. 24. Chicago's first locomotive, the Pioneer placed on tracks, first run the next day.

1848, Dec. 29. First direct route between Boston and New York completed.

1850, Sept. 20. President Millard Fillmore signed the first railroad land grant act; last grant to aid in pioneer railroad development made in 1871; in return, railroads provided reduced rates on government traffic and mail until Oct. 1, 1946, resulting in savings to the Federal Government in more than 1 billion from time of first grants.

1850. Oil lamps introduced on trains for interior lighting; followed by gas light in 1860, Pintsch gas in 1883, electricity in 1885 and fluorescent lights in 1938.

1851, July 1. First refrigerator type car known to have been built in this country began service when 8 tons of butter were transported to Boston from Ogdensburg, NY.

1851, Aug. 16. First international railway link on North American continent opened between LaPrairie, Que, and Rouses Point, NY.; by international agreement, first of its kind in the world, rolling stock of foreign ownership was permitted free entry into Canada and the U. S. - a ruling still in effect.

1851, Sept. 22. First recorded use of telegraph for train dispatching took place at Turner (now Harriman) NY.

1852, May 21. First passenger train from the east (Detroit) entered Chicago.

1852, Dec. 9. First train to operate west of the Mississippi River made its initial run from St. Louis to Cheltenham, a distance of five miles, and return; powered by locomotive, the Pacific.

1852, Dec. 10. Philadelphia linked by rail with Ohio River at Pittsburgh; 10 incline planes used.

1852, Dec. 24. Railroad from Baltimore completed to the Ohio River at Wheeling, WVa.

1853, Jan. 24. All rail route completed between eastern cities and Chicago, several changes of cars were necessary.

1853, June. Passenger train equipped for the first time with flexible connections providing enclosed passageways (vestibules) between cars.

1854, Feb, 22. Railroad completed from Chicago to Rock Island, IL, opening first rail route from eastern seaboard to Mississippi River.

1854. Adjustable, reclining seat coaches—"night seats," as they were called—placed in service between Philadelphia and Baltimore.

1855, February. Susan Morningstar of Baltimore, MD, recorded as first woman railroad employee.

1855, March. Niagara suspension bridge completed, opening another rail route between east and west.

1856, April 21. First bridge to span the Mississippi River opened between Davenport, IA and Rock Island, IL; partially burned on May 6 following collision by steamer Effie Afton; rebuilt and reopened Sept. 8, 1856.

1856, Dec. 2. First sleeping car patents issued to T. I. Woodruff.

1857, April 1. First southern rail route between atlantic seaboard and Mississippi River completed, Charleston to Memphis.

1859, Sept. 1. First sleeping car left Bloomington, IL, on overnight trip to Chicago; first Pullman conductor was Jonathan L. Barnes.

1860. Chicago, with 11 railroads, had become the nation's leading rail center.

1862, July 1. President Lincoln signed act authorizing construction of a line of railroads from the Missouri River to the Pacific Coast.

1862, July 28. Experimental Post Office car for sorting mail en route placed in service between Hannibal and St. Joseph, MO.

1863, March 3. President Lincoln signed act to establish the gauge of the Pacific Railroad at 4' 8 1/2" in.; gauge was virtually standardized by 1886 when some 13,000 miles of track in the South were changed from 5' to 4'9"; American Railway Association (a predecessor of AAR) officially fixed gauge of 4' 8 1/2" as standard for the US, in 1897 and 1907 as standard for the North American continent.

1863. Dining cars introduced; ran between Philadelphia and Baltimore.

1864, Aug. 28. First permanent Railway Post Office car for picking up, sorting and distributing mail en route placed in operation on run from Chicago to Clinton, IA. (Clinton again)

1865, Nov. 1. Tank car especially built for transporting oil took on first load at Titusville, PA.

1865- Block signal system, through telegraphic communication, introduced by Ashbel Welsh.

1866, April 20. First code of rules to govern interchange of freight cars adopted at meeting of fast freight lines held in Buffalo.

1866. Automatic block signals introduced.

1868, April 21. Eli H. Janney obtained patent for automatic coupler; second patent issued April 29, 1873 for basic car coupler design generally in use today; standard, interchangeable, automatic car couplers introduced in 1887, following extensive experiments; further advance improvements made and standardized in subsequent years.

1868. First Pullman-built dining car, the Delmonico placed in service.

1869, Jan. 23. George Westinghouse applied for air brake patent.

1869-May 10. Golden Spike ceremony at Promontory Point, UT, signaled completion of first transcontinental rail route: Union Pacific had built from the east, Central Pacific RR of California (now SP) had built from the west.

1869-July 4. First bridge to span the Missouri opened at Kansas City, thus establishing a through route from Chicago.

1873-Dec. 24. First through passenger train ran between Chicago and New Orleans, using ferry across Ohio River; car trucks changed at Cairo, IL because of different gauge.

1876-July 1. Great Hoosac tunnel in western Massachusetts officially opened for traffic.

1877-May 21. Tests at Altoona, PA., marked the first use of telephone communication for railroad purposes.

1881-March 8. First rail route to Southern California completed via New Mexico and Arizona.

1881. Railway mileage in the United States exceeded 100,000 route miles for the first time.

1881. Steam heating system first installed in passenger trains, replacing stoves and hot water heaters.

1883-Jan 12. Direct rail route completed from California to New Orleans.

1883-Sept. 8. Entrance of first rail route from Great Lakes into Washington Territory celebrated; many American and foreign notables attended spike-driving ceremony; extended to Puget Sound via Cascade mountains July 1, 1887.

1883-Nov. 18. Trains began operating on railroad-conceived "standard time," which was generally adopted by the rest of the country and which was ultimately made official by Congress with the passage of the Standard Time Act on March 19, 1918.

1884 Nov. 25. Middle transcontinental route from Chicago to Pacific Northwest joined at Huntington, Oregon; through traffic commenced Dec. 1, 1884.

1887-Feb. 4. Interstate Commerce Act creating Interstate Commerce Commission, signed by President Grover Cleveland.

1887-Apr. 14. General time convention, a predecessor of Association of American Railroads, adopted first standard code of train rules.

1887-April. First train with solidly built vestibules connecting passenger cars, placed in service between New York and Chicago.

1887-June 17-18. Successful test runs made by passenger train pulled by oil burning locomotive, Altoona to Pittsburgh and return.

1887-December. Completion of direct rail route that linked Seattle and Portland to California.

1887-. Extensive air-brake tests conducted during 1886-1887 on 50 car freight trains at Burlington, Iowa, led to adoption of quick-action, triple valve brake for freight service.

1887-. First passenger trains fully equipped with electric lights, placed in service.

1888-. Number of freight cars on U.S. railroads reached one million for the first time; rose to a peak of 2.7 million with average capacity of 45.1 tons in 1926; by 1974 fleet reduced to 1.7 million with an offsetting increase in average capacity to 72.8 tons. 1926 total tons 121,770,000,000
1974 total tons 123,760,000,000

1893, May 10-. NYC locomotive 999 made first 100 MPH run.

1895-. First electrification of a section of a steam railroad in the U.S. completed in Massachusetts, New Jersey and Maryland.

1896, April 15-. Miami, Fla reached by rail from Jacksonville and north.

1898-. First railroad opened in Alaska, from Skagway to White Pass City, British Columbia; line opened through to Whitehorse, Aug. 15, 1900.

1900-. Total investment in railroad properties exceeded 10 Billion for the first time; figure stood at about 37 Billion by end of 1974.

1901-. Mechanical stokers for locomotives introduced.

1902-. Railroad route mileage in the U. S. passes 200,000 mile mark and reached a peak of 254,037 by 1916. Gradually reduced thereafter as we all can see.

1904-. All steel passenger cars placed in service.

1907-. Number of line-haul operating railroads reached a peak of 1,564; consolidations and mergers reduced the number to around 332 by the end of 1974.

1914-. Tests looking to use radio in railroad communications.

1917, December 28-. Federal Government took control of railroads as wartime emergency measure; fiscal control became effective Jan 1, 1918; returned to owners March 1, 1920.

1920, Aug. 26-. Motion pictures shown on trains between Atlanta, Ga. and Montgomery, Ala. with musical accompaniment (pixie?) by Edison phonograph, showings continued for several months.

1925, October 20-. First diesel-electric locomotive (a switcher) installed in railroad service.

1927, July 25-. System of centralized traffic control installed on 40 mile route near Berwick, Ohio. "CTC" has since been installed on over 47,000 miles of track. (1974)

1928, Feb. 26-. In formal opening, first train passed through the 6.2 mile Moffat Tunnel, west of Denver, then the longest in the U. S.

1928, Dec. 7-. Railway Express Agency organized (now REA Express) to handle nationwide express business.

1929, Jan. 12-. Cascade Tunnel 7.79 miles in length, now longest in Western Hemisphere handling normal railroad operations, opened in Washington State.

1929, Sept. 9-. First airconditioned Pullman car operated between Chicago and Los Angeles.

1931, May 24-. World's first completely airconditioned passenger train placed in service between Washington and New York.

1934, May 26-. First diesel-electric powered streamliner ran non-stop 1,015 miles, Denver to Chicago at average speed of 77.6 miles per hour, breaking existing speed and distance records. This was Burlington's Zephyr, later to become the Nebraska Zephyr.

1934, Oct. 12-. Association of American Railroads formed by consolidation of various railroad associations, some dating to 1867.

1938, March 1-. Anti-telescoping tight-lock couplers adopted as alternative standard for passenger train cars, became standard in 1946 after years of service tests.

1941- First diesel-electric road freight locomotives placed in service. EMD's FT model.

1944-. Passenger travel reached a peak of 95.6 billion passenger miles; under pressure of airline and automobile competition, rail travel declined to a low of 8.6 billion passenger miles in 1972.

1945, July 23-. First modern domed observation car introduced, operating between Chicago and Minneapolis.

1945, Sept. 2-. U-J Day ended World War II; during 45 months of war, railroads moved 90 percent of all Army and Navy freight and more than 97 percent of all military personnel in organized groups within the U.S.; including operation of 113,891 special troop trains.

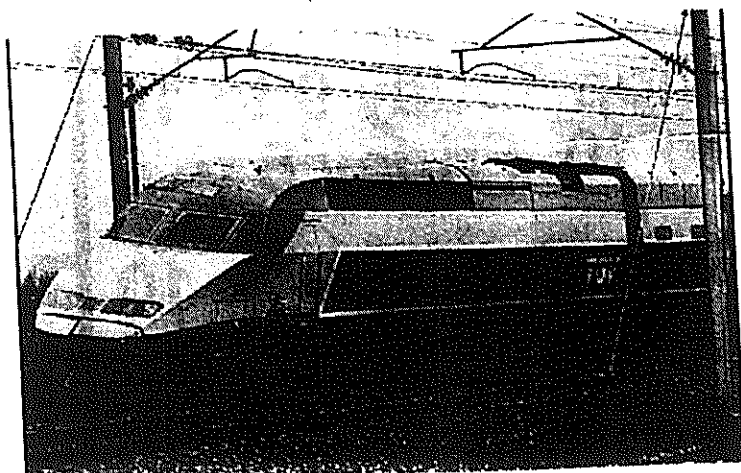
1952, May-. Diesel ownership, as expressed in power units, exceeded ownership of steam locomotives for the first time- 19,082 diesel-electric units to 18,489 steam locomotives, by 1974 there were only 11 steam locomotives left in service.

1955, Sept. 30-. President Johnson signed legislation authorizing joint railroad-Government high-speed program in the Northeast Corridor; high speed Metroliner rail service inaugurated between Washington and New York and Turbo Train from New York to Boston in 1965

1970, Oct. 30-. President Nixon signed bill creating National Railroad Passenger Corporation (Amtrak), which took over most U. S. intercity passenger trains beginning May 1, 1971.

1973-. Freight traffic on Class 1 Railroads in the U. S. reached an all-time high of 852 billion revenue ton-miles.

1976, April 1-. Consolidated Rail Corporation (ConRail) began operations. Considered the largest corporate reorganization in history, ConRail took over the properties of six bankrupt railroads in the Northeast and Midwest as part of a restructuring mandated by Congress. PRR, NYC, NYNH&H, E-L, READING, LEHIGH VALLEY - also electric switching line 'Niagara Det.'



180-mph train jumps tracks in France

AMIENS, France — A high-speed train running at 180 mph jumped the tracks in northern France on Tuesday, causing two minor injuries.

Three others on the train from Valenciennes to Paris were treated for shock after the early morning accident, officials said. It was only the second derailment for the 12-year-old system and the first to cause injuries.

The derailment of the TGV, for Train a Grande Vitesse (high speed train), was apparently caused by a dip that developed in the ground underneath the track after heavy rain, officials said. (AP)

Arkansas Democrat-Gazette 12/22/92

Railroad industry on the rise again

KC STAR 12-30-93
Orders surge this year as companies upgrade equipment.

The New York Times

In another sign of the resurgence of the nation's railroad industry, CSX Transportation said Wednesday that it had ordered 300 locomotives from the Transportation Systems division of the General Electric Co.

The sale, the terms of which were not disclosed, adds to the year's lengthy list of orders from railroads upgrading their

equipment and investing in new technology.

The announcement was also significant because 250 of the locomotives that CSX is buying from General Electric have motors that run on alternating instead of direct current.

Such locomotives require less maintenance because their motors do not require the brushes found in direct-current motors, which transfer the electrical power from the locomotive's alternator to the motor's core. They also can haul 33 percent more freight than direct-current locomotives, offer sav-

See RAILROADS, B-7

Continued from B-1

industry include Southern Pacific Lines' announcements that it would buy 133 reconditioned locomotives from Morrison Knudsen, and 50 new locomotives from General Motors. In November, the Chicago and North Western Transportation Co. said it would buy 65 locomotives from GE.

The order by CSX, which is the nation's largest railroad measured by revenues, will be filled during the next four years, beginning in 1994. In all, 250 alternating-current models and 50 direct-current engines will be produced.

Other orders this year from the

Graeme Anne Lidgerwood, an analyst at CS First Boston, noted that the new locomotives should improve CSX's chances of hitting its ambitious cost-cutting targets over the next few years. The benefits of the new locomotives will be particularly apparent in CSX's extensive coal-hauling operation.

Shares of CSX closed Wednesday at \$84.875, down 25 cents, on the New York Stock Exchange. GE's shares, meanwhile, were unchanged at \$106.50.

CSX said most of the new locomotives will be used to add to its current fleet of 2,965 lo-

comotives. But in many cases, one of the new locomotives can and will be used to replace two older models due to their greater efficiency, CSX said.

The investment by CSX is also further proof of its renewed focus on its core business. The company, based in Richmond, Va., long considered an unwieldy conglomerate. During the 1980s, it invested in a number of nontransportation businesses, including a fiber-optics joint venture and luxury hotels. It has since sold off many of those assets.

Next up is *Wires, Wings & Warriors-The Milwaukee Electrics*. Few people, outside rail-or railfan circles, seem to realize that electric power locomotives are not a new idea. The **Milwaukee Railroad** electrified its high pacific lines, before World War I. These vintage black & white *Blackhawk* films were shot in the silent film era, with sounds amazingly added via synthesizer, even the birds chirping! If one needed proof that "bigger doesn't necessarily mean better", a quick glance at **A & R Productions** would well make the point! **A & R** is a two man operation, but the quality video editing and sound synthesization are strictly "Big time-Pro" in quality. From boxcars to *Skytop Lounge*, the bygone days of **Milwaukee Electrics** are covered in *Wires, Wings & Warriors-The Milwaukee Electrics* from **A&R Productions**, P.O. Box 492, Kensington, CT 06037-0492. (203) 828-8312.

Next, two mainline videos of note: **Santa Fe's ARIZONA MAINLINE** and **Southern Pacific's SHASTA DIVISION** are both delights for those who are fans of either of these two big rail carriers. **Santa Fe's** double track main through Arizona features high mountains and deserts with plenty of action, including **Amtrak's Southwest Chief**. **SP's Shasta Division** is all mountain line amidst the spectacular scenery of Mount Shasta. Long Summer days, and the snow-capped mountains of Winter are both included in this captivating video. **Santa Fe's ARIZONA MAINLINE** and **Southern Pacific's SHASTA DIVISION** are from **Pentrex** [1 800 950-9333].

When traveling I enjoy seeing where I've been, and tracking progress along the way. A midwesterner named **John Swajkart** must have felt the same way. He's created *Train Watcher's Guide's to Chicago, Kansas City and St. Louis*. The Chicago one was first, and is now in its third edition. As this is the city he's covered that I've been in and out of several times via **Amtrak**, I'll focus on it. Each Guide has two parts, a thick paperback book that gives history, location, how to get to it by public transportation or car, things to see, photos, and in many cases track diagrams. It shows those "how to get there" facts for rail-fans who just want to watch the trains and take pictures. The second part of each guide is a large, fold-out map 24" by 36". One side has the Chicago southside and northwestern Indiana, the other has the lake front and Greater Chicago area with suburbs. The maps are printed in color, but mine is more colorful as I've highlighted the tracks used by various **Amtrak** runs in and out of the Windy City from the shadow of the **Sears Tower**. If I'm going through Chicago, this map and book are in my carry-on jump bag. I confess the map is beginning to show signs of lots of handling from past trips. The other two appear to be of the same high quality. Obviously such projects demand a lot of knowledge and research done on site, so I don't guess he'll be offering one for places like Washington, D.C. Too bad, it's our loss. *The Trains Watcher's Guide To Chicago, ...Kansas City, ...St.Louis* can be ordered directly from the author and publisher **John Swajkart**, P.O. Box#163, Brookfield, Il. 60513. The Kansas City Guide is \$15.25, Chicago \$15.50, and St. Louis \$11.50. All are postage paid. You can deduct \$2 off each additional guide ordered at the same time..

PRESIDENT: GEORGE ALISON, Jr. 2061 No. 56th St. SPRINGDALE, AR 72764 751-4891
 VICE PRESIDENT: DON KINCY P. O. BOX 456 LOWELL, AR 72764 770-0018
 SECRETARY: RON ALLEN 2405 BACKUS SPRINGDALE, AR 72764 751-0761
 TREASURER: BILL USSERY 112 WILLELLA PL. SPRINGDALE, AR 72764 751-2873
 NAT'L DIRECTOR: BOB OSWALD 2511 ELIZABETH AV. FAYETTEVILLE, AR 72703 521-9714
 DIRECTOR: DICK KEEGAN 5 CAISTER LN. BELLA VISTA, AR. 72714 855-2077
 DIRECTOR: RAY TOLER P. O. BOX 6005 SPRINGDALE, AR 72766 751-7810
 DIRECTOR: RUSS HAUSER 38 SWANAGE DR. BELLA VISTA, AR 72714 855-1255

Railroad tradition reaches end of line

Santa Fe Railway will stop handing out collectible calendars to its customers.

By GENE MEYER
 Staff Writer

An 86-year-old tradition cherished by art lovers and railroad buffs will come to an end Friday.

The Santa Fe Railway decided this year to stop distributing free calendars featuring reprints of selected pieces of museum quality Southwestern art from its corporate collection.

Corporate officials say that the calendars have outlived their usefulness and that the railroad needs to watch its pennies to absorb about \$35 million in losses from the summer flooding.

Santa Fe has given customers along its thousands of miles of track free calendars since at least 1907, said Cathy Westphal, a spokeswoman for the railroad.

And although the early records are sketchy, the calendars have been a virtually unchanged blend of fine art and folksiness for at least 60 years, she estimated.

Each year since the early 1930s, the railroad would reproduce cal-

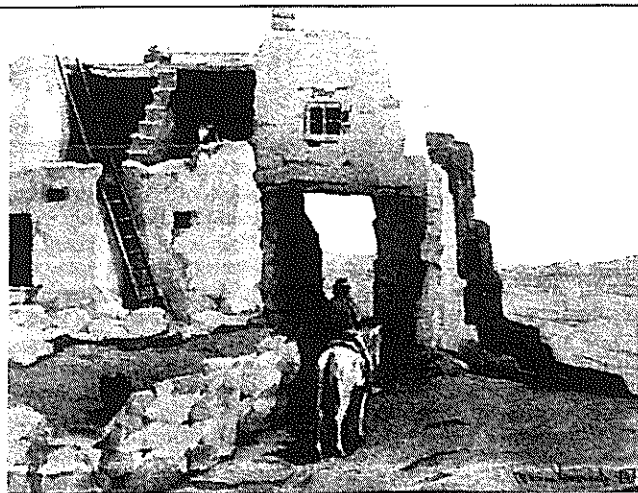
endar-sized copies of one picture from its extensive collection of paintings from the Taos Founders school of artists, who worked in New Mexico from the early 20th century well into the 1950s. Monthly pages were stapled to the bottom.

1993's selection, which becomes history Friday, is "Evening, Pueblo of Walpi," painted by Marion Kavanaugh Wachtel. It depicts the dusky blue colors of an early desert evening at one of the oldest continuously inhabited places in the United States.

Even though a small but vocal group of collectors has prized the calendars for years, company officials decided times had changed and circumstances were unusual enough to end the tradition now, Westphal said.

"Customers just aren't hanging up the calendars anymore," she said.

Ending the tradition will save Santa Fe about \$75,000, Westphal estimated.



| DECEMBER | | | | | | | 1993 | |
|----------|-----|-----|------|-----|-----|-----|---------|------|
| SUN | MON | TUE | WED | THU | FRI | SAT | | |
| ● | ● | ● | 1 | 2 | 3 | 4 | | |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 | | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | | |
| 19 | 20 | 21 | 22 | 23 | 24 | | | |
| 26 | 27 | 28 | 29 | 30 | 31 | | | |
| NOVEMBER | | | 1993 | | | | JANUARY | 1994 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | | |

Santa Fe's 1993 calendar featured "Evening, Pueblo of Walpi," painted by Marion Kavanaugh Wachtel.

Meetings...ARKANSAS BOSTON MOUNTAINS Chapter #158 (ARMI)...3rd Thursday each month...except December, annual dinner meeting. Place...Sulphur 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 (ARMI) of the National Railway Historical Society (NRHS) consists of two parts: a) ARMI plus b) NRHS Total annual dues \$26.00, family membership \$28.00.

ARKANSAS BOSTON MOUNTAINS CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 P. O. BOX 1303
 SPRINGDALE, AR 72764

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