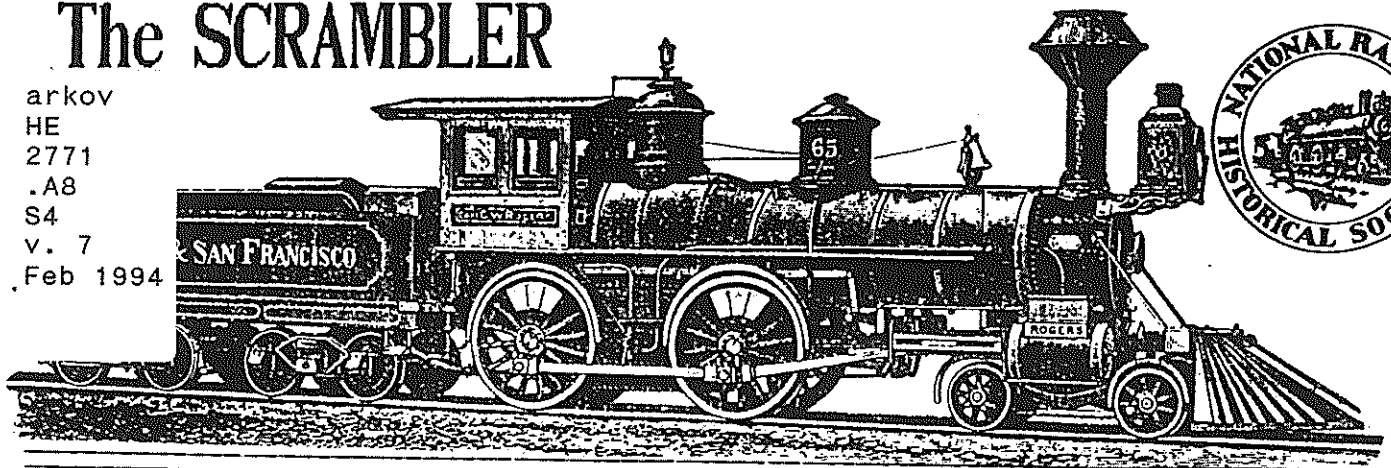


The SCRAMBLER

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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 7, NUMBER 6
FEBRUARY 1994

MINUTES OF THE LAST MEETING:



ARKANSAS-BOSTON MOUNTAINS CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1303

Springdale, AR 72765

MINUTES OF MEETING

JANUARY 20, 1994

The chapter met for the regular monthly meeting at the Shiloh Museum's "Old General Store" at 7:00 pm on January 20th 1994. There were no guests present. The minutes of last month's meeting were approved as published in the "SCRAMBLER."

Membership chairman Bob Oswald presented the application of James Hager of White House Station, New Jersey for chapter only membership. The application was accepted by voice vote.

Vice President Don Kincy announced that we need programs from March through December, Mr. Tony Hannold, President of the Arkansas & Missouri Railroad is to present a program in February.

Treasurer Bill Ussery gave the treasurer's report and a copy of the report is on file in the secretary's records.

There was discussion on the need for someone to act as editor for the "Scrambler." President George Alison agreed to act as temporary editor. The chapter voted to repay Dick Keegan for repairs to his copier. There was also a discussion on what to do with some of the money in the treasury. A motion was made by Ray Toler to purchase a five thousand dollar certificate of deposit. The motion was voted on and passed.

Irv Lewis introduced a book that is being added to our archives, "Railroad History No. 169." He also proposed that the CHAPTER give a donation to help the earthquake victims of Southern California. There was some discussion on the possibility of giving a donation to a rail interest to help with rebuilding damaged equipment or structures. The matter was tabled until next meeting.

Don Kincy spoke briefly on computer networking on railroad subjects.

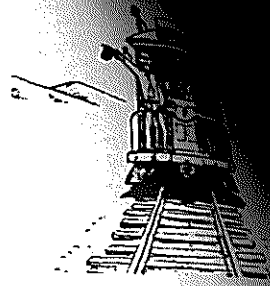
President George Alison read a letter from Richard Allin of the Arkansas Democrat-Gazette.

The business meeting was adjourned and Bob Oswald presented an interesting program on the recent movie being filmed in Northwest Arkansas, and on the history on railroads in the early movies.

Ron Allen,
Secretary



THE PRESIDENT'S OBSERVATION



As I stated a few Scramblers ago we will certainly miss Dick Keegan as editor, but we will still enjoy his support.

It is the first meeting I can recall in some time without visitors. Hopefully this is just a slow start to a soon to be good year.

It is very hard to believe that the movies of yesterday have become what they are now. Bob's program took us way back to a rowdier time on the railroad. It was fun trying to spot the inaccuracies. It was also nice to take a look behind the scenes as a movie was being made.

I appreciate Bill Schmidt's interest in helping with a member roster and possibly mailing labels for the Scrambler. We will work on this further.

As I'm dictating and editing at the same time I'll cut this short.

Look forward to Tony Hannold's February program.

Your President/Editor George Alison

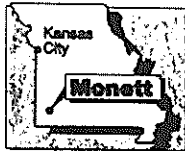
Mighty railroad wasn't so mighty next to her

K.C. STAR 10-1-93

MONETT, Mo. — This is a Missouri story. It happened in the Ozarks around the turn of the century.

Seems there was a Mrs. Ailger, a widow residing hard by the Frisco tracks where the railroad ran east and west of here.

In fact, the story goes, the Frisco cut right past Mrs. Ailger's place, a small acreage devoted to patch farming, a small crop of "taters" and the daily production from Mrs. Ailger's "old muley cow."



Workmen on the Frisco knew the place. It had a clear, cold spring, an occasional treat from Mrs. Ailger and shade trees cool enough to take the workers' minds off the steep grade that started right past the old woman's property line. More than one steam engine had stalled there on ice- or rain-slick tracks.

Then one day, Mrs. Ailger's old cow, hardly a prize winner but good enough to bring in a modicum of income, found the grass on the home place wanting, wandered onto the railroad right-of-way. A passing train turned her into a fine line of Guernsey steak stretching toward the horizon.

Mrs. Ailger filed a claim against the Frisco for \$23.

Naturally, the Frisco, being basically the same as government bureaucracy is today, was slow to pay. Paperwork, you know.

Three weeks passed. Mrs. Ailger, deprived of an animal that was her main support, became less happy.

The first to discover her changed attitude were some railroad section hands. Unaware of the cow's demise, they wandered into her yard to get a drink of water. Mrs. Ailger ran them off.

The foreman was having none of that. He re-entered her yard, and before he knew it the cool steel of a double-barreled shotgun was pressing against the back of his skull.



JAMES J. FISHER

"You get out of thar," Mrs. Ailger intoned. "You don't get no water out of my spring until you pay for my muley cow you killed."

Such arguments were news to the section hands. Being working folks, they found it hard to believe that Mrs. Ailger had lumped them into what she saw as a heartless and bloodless corporation that had splattered her cow over several hundred yards of trackage.

Quick as a wink the section hands reported the confrontation. That jolted the local bureaucracy into action. A \$23 check was issued.

"Not enough," said Mrs. Ailger. "I want \$62 now."

How Mrs. Ailger came up with her figures has never been determined.

What's obvious is her demands confounded the Frisco bean counters. More paperwork was initiated, memos circulated, reports written. But nobody thought to just write a check.

Time passed. Mrs. Ailger became more provoked, section crews avoided going within a mile of her place, and passing train crews reported an old woman trying to flag them down with a pair of red longjohns on an ax handle.

The Frisco decided to ignore the old woman, leastways until all the paperwork was done. That was a mistake.

Mrs. Ailger devised a plan. Being a self-sufficient Ozarks woman, she knew how to make soap.

Filling two buckets with soft, homemade soap, Mrs. Ailger applied the concoction to both rails on a quarter mil

of trackage. The first train by was a fast freight, headed downhill.

When the train hit that soap, a contemporary wrote, it "slid like a come rollicking through space, the big engine rocking dangerously from side to side as the engineer whistling frantically for 'down brakes' to the brakemen riding the tops."

The brakemen set the brakes. To no avail. The engine and cars, "like a demo steam calliope escaped from a mad circus," rocketed down the hill, soft soap squirting from beneath its wheels. Finally, after two miles, the train shuddered to a stop.

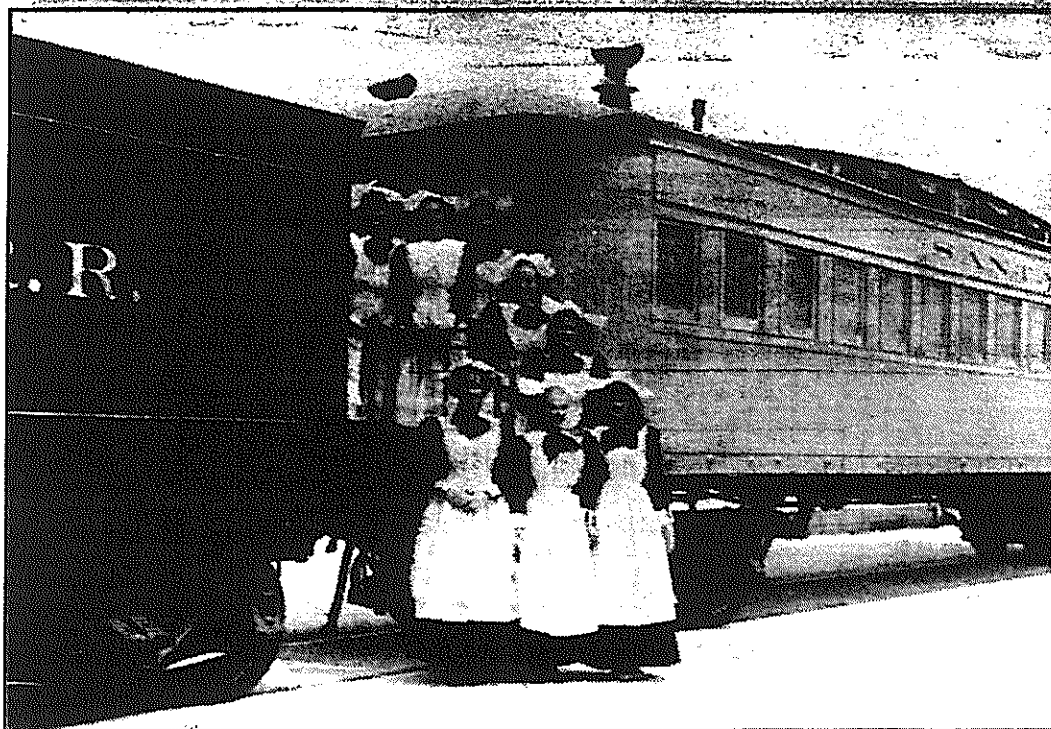
That was Mrs. Ailger's first shot across the bow. The second came two hours later when a passenger train, with a full head steam, tried to make it up the grade, hit her second application of soap and stopped almost immediately.

Mrs. Ailger had shut down the line.

Trainmen got off to investigate. A voice came from the darkness. "Now will you pay me for my old muley cow?" said Mrs. Ailger. "If you don't, you'll never run your darned train no more."

Mrs. Ailger was paid on the spot, in cash.

And nobody said a word about her price having risen to \$87.



— The Kansas State Historical Society

Rail travelers could look forward to exceptional service from the Harvey Girls.

Harvey Girls: Changing the West

by Nancy B. Peterson

When Fred Harvey made an unannounced visit to one of his railroad restaurants in Raton, New Mexico, he was disappointed to learn the waiters were involved in a brawl and unable to provide the best service to customers the next day.

Harvey fired the scappers and decided to hire women, who wouldn't brawl.

He advertised for young women from 18 to 30, who were intelligent and of good character. Being attractive wasn't required, but it didn't hurt.

His decision may have changed the West.

Many young ladies — especially immigrants — applied for the jobs as a means of support. Others with adventurous spirits who wanted to get away from home also applied.

Harvey was a perfectionist and provided extensive training for each employee. He required the women to sign an employment contract for a year.

Housemothers kept an eye on "the Girls" and enforced strict 10 p.m. curfews.

Makeup was not allowed, and the women were required to wear crisp black uniforms.

"By dressing the girls alike, their personalities shined," says George H. Foster, co-author of *The Harvey House Cookbook*.

"They were so fresh and eager, it was almost like introducing a new breed of cattle to the West."

Even though the restaurants were originally established to serve railroad customers, they also became popular with residents, especially men.

They were known for excellent food, but local jokes sometimes suggested that the best "dishes" were really the Harvey Girls. With so few women in the West, the young waitresses were wooed and won by an eager male population.

The Harvey Girls were trained to provide pleasant yet efficient food service. Train crews blew their whistles to alert the Girls, and some say telegraphers wired ahead to predict customer requests. Guests were seated and served in minutes.


In 1907, the *Santa Fe Employes' Magazine* noted that in a year the Harvey Girls served more than 6 million eggs, more

than 300,000 pounds of coffee and more than 2,000,000 pounds of beef.

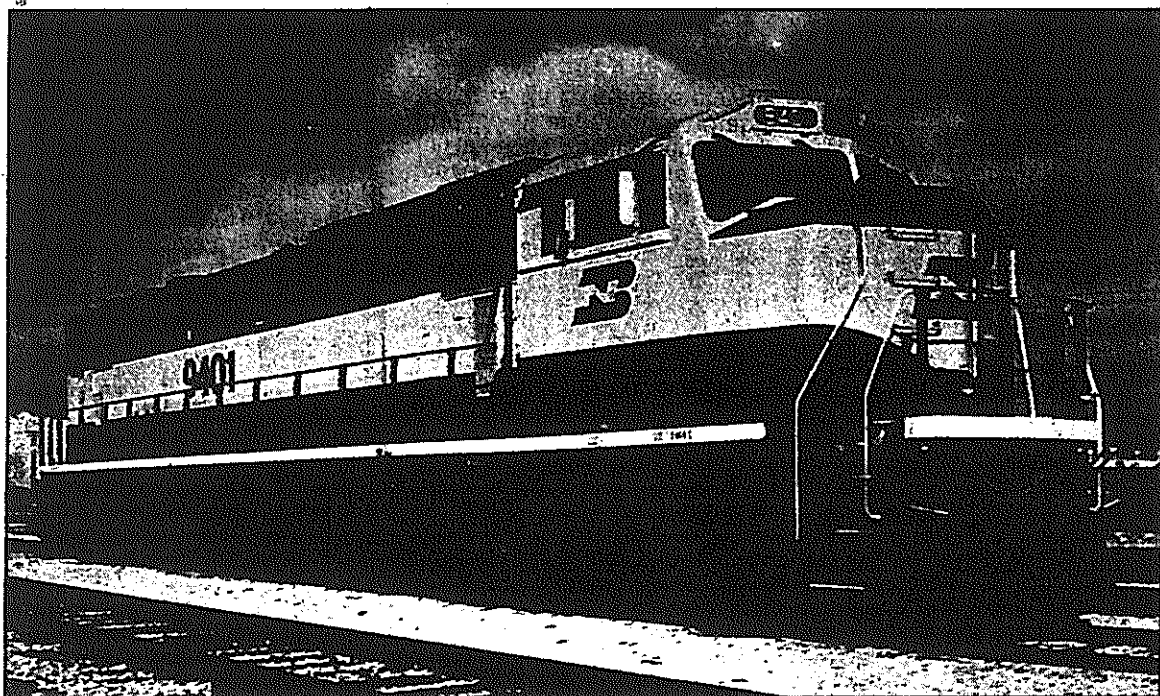
Fred Harvey became known as an exceptional restaurateur, serving good food fast. His restaurants made traveling on the frontier a more pleasant experience, but students of Western history suggest that he also supplied the most wives.

Harvey Girls usually settled in the West and raised families. They brought diverse interests and heritages. Their personalities and their Harvey House training brought a "civilized" side to a new society.

Today, although the automobile has changed the way Americans travel, a Fred Harvey restaurant and hotel, El Tovar at the Grand Canyon, still operates.

Though different in style from Harvey's other restaurants, the courteous service and ambiance that reflect a more genteel lifestyle are still management goals. The hotel, named for an officer in Coronado's army, opened in 1905. For hotel information, call (602) 638-2631. 

Nancy B. Peterson is an associate editor for GRIT.



ALTERNATIVE POWER — Burlington Northern has unveiled the nation's first locomotive using alternating current traction instead of direct current, which has been the standard diesel technology for decades.

High-tech locomotives pull 2 rail giants toward future

BY RANDY TARDY
Democrat-Gazette Business Writer

Union Pacific and Burlington Northern, two rail transportation giants serving Arkansas, have taken delivery of brand new but vastly different types of state-of-the-art locomotives.

• BN on Jan. 10 unveiled the nation's first locomotive using alternating current traction instead of direct current, which has been the standard diesel technology for decades.

The SD70MAC is the first of a 350-unit order costing \$675 million, a record investment for motive power, according to BN. The units are being built by General Motors Corp.'s Electro-Motive Division in partnership with Siemens Transportation Systems.

• UP on Jan. 13 became the nation's first freight railroad to take delivery of a locomotive totally fueled by liquefied natural gas. It is the first of two 1,350-horsepower switch engines built by Morrison-Knudsen of Boise, Idaho, with Caterpillar of Peoria, Ill., providing the power.

As the high-tech locomotives are delivered, they will be put to tests elsewhere, but could see service in Arkansas someday,

spokesmen for the railroads said last week.

"They may, at some point, but not to a great extent," BN spokesman James W. Sabourin in Fort Worth, Texas, said about the DC-powered locomotives showing up on BN's route through Northeast Arkansas.

"Right now, the majority of them will be used in a big loop from the Powder River Basin in Wyoming to some of the electric utilities we serve around the middle part of the U.S. and back," he said.

"Most of our 110-car coal trains require five locomotives, and three of these new units will replace those five," Sabourin added.

"On top of that, each unit is more fuel-efficient than older locomotives, puts less emissions into the air and is more reliable because there are less moving parts."

UP's switch locomotives will be tested in rail yard switching operations, spokesman Alex Tice in Omaha, Neb., said.

The engines are powered by liquefied natural gas, he said, and are unlike four new gas/diesel "dual-fueled" road locomotives that UP also will be testing. The first of those four

units is expected to be delivered by the end of the first quarter, Tice said.

The railroad will "evaluate all aspects of LNG as an alternative locomotive fuel," Tice said, citing safety, emissions, performance and maintenance factors.

The railroad's Downing B. Jenks Shop complex in North Little Rock is the major heavy repair facility for UP's fleet of 3,065 locomotives, Tice said, so the technology may find use there, eventually.

BN unveiled its state-of-the-art locomotive in a ceremony at the Amtrak station in downtown Fort Worth, where Chairman and CEO Gerald Grinstein spoke.

"BN's introduction of AC traction into North American freight operations may very well represent the most dramatic step forward in locomotive technology since diesel replaced steam," he said.

While AC locomotives use the same diesel engines as do DC units, the AC traction motor "allows a locomotive to deliver 40 percent more power than a comparable DC model," said a news release provided by Sabourin.

HOW DO WE GET AMERICA MOVING AGAIN?

Association of American Railroads

Special to Chessie Mountain News

Washington, D.C.

Simple, *Train it!* Americans can alleviate highway congestion, decrease its dependence on foreign oil, reduce pollution, lessen road damage, improve highway safety, and relieve pressure on the public purse.

How? By the resurgence of America's engine of progress — the railroad.

TRAIN IT TO CLEAR UP TRAFFIC

Current highway delay, says the U. S. Government, exceeds two billion hours annually, costing tens of billions of dollars per year in lost wages and wasted fuel.

Building more highways is not the answer. Each new lane claims more scarce land, invites even more punishing traffic, wastes additional fuel, increases air pollution, contributes to accidents, and exhausts road maintenance budgets.

A single train can carry up to 280 trailers and containers that otherwise would travel over the highway.

By shifting more freight from truck to rail, highway congestion can be eased—and so can pressure to build new highways.

TRAIN IT TO CONSERVE FUEL

Shifting freight from highway to rail saves fuel.

One locomotive moves a ton of freight almost 300 miles on one gallon of fuel, while a truck moves a ton only about 100 miles per gallon.

If 10 percent more of the freight moving by highways were diverted to rail, the nation could save an additional 200 million gallons of fuel annually.

TRAIN IT TO FIGHT POLLUTION

Fuel efficiency pays an environmental dividend.

Compared with a truck, a railroad locomotive emits one-tenth the hydrocarbons and particulates for every billion ton-miles of transportation, and just one-third the nitrogen oxide and carbon monoxide.

The American Society of Mechanical Engineers reports that if an additional 10 percent of intercity freight now moving by highway were shifted to rail, 2.5 million fewer

tons of carbon dioxide would be emitted into the air annually.

TRAIN IT TO SAVE OUR HIGHWAYS

Reducing truck traffic limits pavement damage.

Each year, more and more trucking companies are discovering the speed and reliability of a rail service called "intermodal." Truck trailers and containers are placed upon rail cars to travel a couple of hundred miles or clear across the continent.

Intermodal is the fastest growing segment of railroad business. Almost seven million trailers and containers rode the rails in 1992. And when highway trailers and containers travel by rail, they never leave a pothole.

TRAIN TO IMPROVE SAFETY

Railroads are the safe way to move freight.

Railroads operate on a private right-of-way. The U.S. Government reports that railroads have a fatality rate one-third that of the trucking industry.

According to the U.S. Department of Labor, railroads are one of the safest industries in America.

TRAIN IT TO MOVE HAZARDOUS MATERIALS

Almost two million freight cars of hazardous materials are shipped annually by railroad, which is equivalent to almost six million trucks.

But accidents involving a release of hazardous materials are rare — just 47 in 1991 and only 35 in 1990.

Over the past decade, there has been only one hazardous material rail-related death, but highway accidents involving hazardous materials have claimed 106 lives since 1982.

TRAIN IT TO SAVE ON TAXES

Railroads are taxpayer friendly.

Railroads build and maintain track using private funds, plus they pay \$300 million in property taxes annually on their rights-of-way.

According to the Federal Highway Administration, trucks underpay by one-third their road-damage cost responsibility. The result is that other highway users and general taxpayers must make up the difference.

TRAIN IT AMERICA

America's railroads, which can handle triple their current volume of freight, offer an environmentally preferable alternative to the highway.

Shifting freight from highway to rail will reduce highway congestion, save fuel, benefit the environment, eliminate many potholes, improve safety, and lower taxes. *CMN* (For more write information Association of American Railroads, 50 F St., N.W., Washington, D.C. 20001 or call 1-800-US TRAIN.)

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18-mile Metrolink light rail system open in St. Lou

ST. LOUIS — Visitors here can now see many of the city's cultural and historic sites by means of a new light rail system.

Among the train's 20 stops are the St. Louis riverfront and Laclede's Landing, a historic area within a two-minute walk of the Gateway Arch and the Museum of

Westward Expansion. There is also a stop in Forest Park, site of the 1904 World's Fair; Busch Stadium, home field of the St. Louis Cardinals; the University of Missouri at St. Louis; and the Central West End neighborhood, an area near Forest Park known for its antique shops, galleries, bookstores and cafes.

Visitors can buy a one-day pass for \$3 on the 18-mile route, which is called Metrolink and was inaugurated in the summer. There is also free travel between any of six downtown stations, Monday through Friday from 10 a.m. to 3 p.m.

Passengers may travel be-

tween any two points on the Metrolink for \$1, or buy three-day, unlimited use pass for \$7. An extension of the rail system to the Lambert-St. Louis International Airport is scheduled to be completed by midyear. For information, call (800) 883-861.

ARKANSAS & MISSOURI RR CO - (Springdale) - The Arkansas & Missouri Railroad, owned by club member TONY HANNOLD, continues to make money in its freight AND passenger service. It runs excursions on weekends and some weekdays from Springdale to Van Buren and return. The train, using vintage 1899 and early 1900's cars, leaves Springdale at 8 am, returning about 5 pm. The trip, round-trip, is 134 miles. Price is \$29.50 on weekdays and \$34.50 weekends. Breakfast is included. A few hours are allotted in historic Van Buren for shopping the various shops.

In 1991, when excursions began, 7,500 passengers rode the trains. In 1992, 15,000 rode this excursion and Mr. Hannold expects to double that in 1993. Lee Zachary, president of the Springdale Chamber of Commerce, says these trips bring in tourists by the busloads and helps Springdale's economy.

Freight revenues in 1992 was \$7.5 million, a 3.6 percent increase from 1991. The A&M operates five freight trains daily and originates or terminates 25,000 carloads of grain, sand, feed, fertilizer and other commodities each year. Hannold said the A&M lost money its first two years (1987-1988) but that was generally how long it took to make a profit when starting up new lines. Passenger service helped the carrier turn the corner.

For more information, write to the Arkansas & Missouri Railroad, 107 N Commercial, Springdale AR 72764. (*Arkansas DEMOCRAT-GAZETTE, March 28, by D. R. Stewart*)

Meetings...ARKANSAS BOSTON MOUNTAINS Chapter #158 (AIME)...3rd Thursday each month...except December, annual dinner meeting. Place...Shilch 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.

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