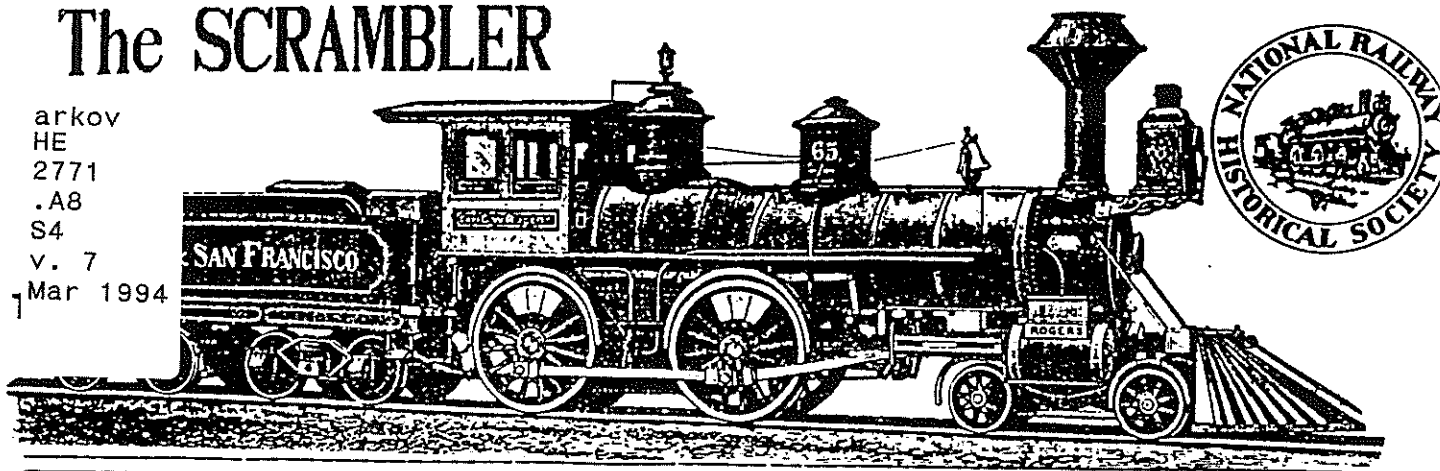


The SCRAMBLER

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Mar 1994



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

MINUTES OF MEETING

FEBRUARY 17, 1994

The "Chapter" met for the regular monthly meeting at the Shiloh Museum's "Old General Store" at 7:00 P.M. on February 17th. The meeting was called to order and the guests were welcomed. Bob Oswald brought Adriano De Araujo, an exchange student from Brazil. Andriano's father is a railroad engineer in Brazil. He is staying with one of Bob's neighbors. Ralph Landers and Son of Rogers were also guests at the meeting.

The minutes of last month's meeting were approved as published in the SCRAMBLER.

National director Bob Oswald reported that he will attend the spring director's meeting in St. Louis but will not be able to attend the annual meeting in Atlanta. He will be in Alaska at that time. Another delegate may attend in Bob's place.

As membership director Bob requested that anyone who has not paid their dues for 1994 to please do so.

Vice-President Don Kincy reported on the need for programs for the remainder of the year.

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

Under new business, Ery Lewis suggested that the Chapter help Bob Oswald with some of his expenses when traveling for the club. The idea was tabled until a later meeting.

Ray Toler and Bob Oswald discussed the need for a board of director's meeting. It was decided that a meeting will be held before the April meeting.

President George Alison read some items from the National News letter.

The business meeting was concluded and interesting and informative program was presented by member Tony Hanold, President of the Arkansas & Missouri Railroad.

The Arkansas Railroad Club

Presents its 14th annual

**RAILROAD
ANTIQUES &
COLLECTIBLES
SHOW & SALE**

SATURDAY, APRIL 30, 1994 - LITTLE ROCK, ARKANSAS
HALL OF INDUSTRY, ARKANSAS STATE FAIRGROUNDS

9am - 5pm

Admission: \$3 (children under 12 \$1)

Come and enjoy RAILROAD ARTIFACTS of all descriptions, including Dining Car China, Timetables, Lanterns, Photographs, Videos, Books, Magazines, Insulators, even Model Trains, EVERYTHING related to the Golden Age of Railroading! Buy that once in a lifetime gadget for the railroad enthusiast in your life! DOOR PRIZES WILL BE AWARDED!!

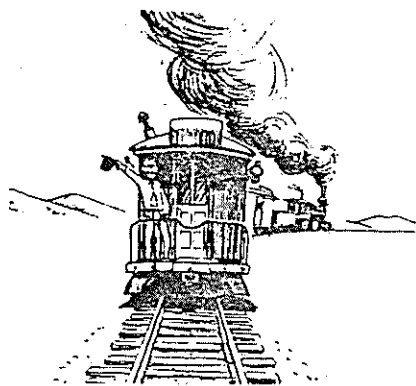
For more information, or if you'd like to know how you could rent a table, write to:

RAIL SHOW
ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119





THE PRESIDENT'S OBSERVATION



It was a beautiful spring evening to hold our February meeting on, and a good thing as we were locked out for a while.

Once going we had a good crowd. One of our guests had the distinction of being the farthest traveled, all the way from Brazil. He was an exchange student that came with Bob.

A suggestion from Erv to try and offset some of Bob's expenses was well received and will be taken up at an upcoming Board meeting.

A short business meeting led to an inside look on how our local A&M Railroad was run past, present, and future, also a good look at some old steam.

We appreciate Tony giving us an excellent program.

Ray Toler is up for the March meeting so come early and bring a friend.

We picked up a few programs, but keep thinking about giving one in the future.

Your President George Alison

P.S. A thanks to Martin, who did an excellent job on our membership roster.

HIGH SPEED WORLD OF STEEL RAILS

+ An expansion of Amtrak services between Seattle and Portland in the United States could occur as early as spring of 1994. It shows promise of growing into a high-speed rail project in the region covering the Pacific Northwest and southwestern British Columbia, as airports and highways are congested with little room for expansion.

+ Three major American companies have joined ABB to develop the X2000 tilting train for the US market. They are Raytheon, GE Transportation Systems, and General Dynamics Land Systems Division.

+ Florida revives plans for a high speed line. First proposals failed to receive enough backing in the 1980s but authorities in the congested and populous state are actively pursuing the Tampa-Orlando-Miami corridor, one of five new high-speed routes designated by the Department of Transportation. Plans call for a new electrified 86-mile high-speed line estimated to cost \$1.6 billion.

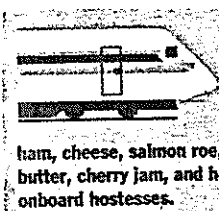
+ The French have approved two more TGV lines - Est European and TGV Mediterranean - providing a high-speed rail link between Paris and Frankfurt, and Paris and Stuttgart and Munich, links which will also serve Metz, Nancy, and Strasbourg. The other line is a continuation of the extension of the Paris-Sud-Est line to Valence which opens in 1994. It will split in the Avignon area with one line to Marseille and the other towards Montpellier. Both lines may be subsequently extended, one to Nice and the Italian border, the other to the Spanish border.

+ Italy's high-speed rail project has received a setback with a demand from the Environment Ministry for routes to be changed to lessen the impact on major urban areas.

+ The steady expansion of InterCity Express [ICE] in Germany since its introduction in June 1991 has increased rail's market share. While revenue is growing strongly, ICE services have yet to make a profit. German Federal Railway [DB] is now pressing ahead with plans for future generations of ICE.

+ The initial segment of the first purpose-built high-speed railway in Russia is under construction between St. Petersburg and Novgorod. New trains are being developed by a grouping of companies, some of which are converting from defense-related industries. The whole line should be finished by the beginning of the 21st century by which time a new VSM-350 super-train should be ready.

+ Korea could start construction of a second high-speed line within in two or three years. The line will serve the southwestern portion of the country. Reviving an old plan which never got off the drawing boards because of a lack of finance, is seen by some government officials as vital for the balanced development of the nation. [International Railway Journal - Novemebr, 1993]



The X2000, Sweden.
Top operating speed: 124 miles per hour. Comments: First-class fare included breakfast of orange juice,

ham, cheese, salmon roe, hard-boiled egg, rolls, butter, cherry jam, and hot coffee. Very helpful onboard hostesses.



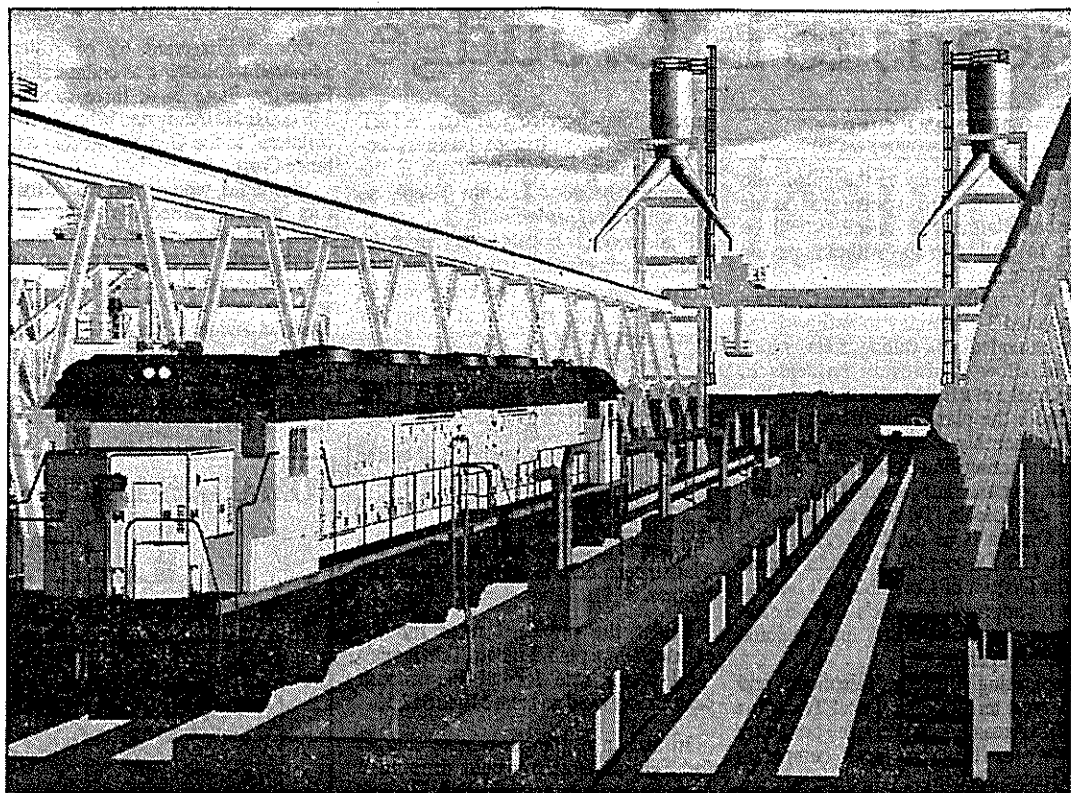
TGV (Train à Grande Vitesse), France. Top operating speed: 186 miles per hour. Comments: I was

served an elegant dinner at my seat while traveling at nearly 180 miles per hour—*terrine de ris de veau, colin au gingembre, magret de canard grillé, fromages, patisserie, and café* (\$52, including a half bottle of wine).



ICE (InterCity Express), Germany. Top operating speed: 174 miles per hour. Comments: The

longest ICE run, between Hamburg and Munich, takes six hours for the 512 miles, including stops. Television monitors are built into the seat backs. Each car has free lockers to safeguard valuables while you dine or wander.



UNION PACIFIC RAILROAD

FILL 'ER UP: Union Pacific plans to spend \$16 million in 1994 on a new locomotive servicing facility, shown in this architect's drawing, to speed maintenance in its North Platte, Neb., yard.

Railroads Enhance Operations

U.P., BN Plan to Spend Near-Record \$1.5 Billion This Year

BY JOHN TAYLOR
WORLD-HERALD STAFF WRITER

Union Pacific and Burlington Northern — the two railroads with major operations in Nebraska — will spend near-record amounts of money in 1994 to improve and expand their operations.

The two railroads said they plan to spend more than \$1.5 billion for locomotives, tracks and other capital improvements throughout their systems this year.

For Union Pacific, capital improvement spending will amount to \$743 million, the third-highest total in the railroad's history, said Ed Trandahl, a spokesman.

Capital expenditures for Burlington Northern are expected to be about \$800 million, although precise spending figures haven't been announced yet, said spokesman Jim Sabourin from B.N. headquarters in Fort Worth, Texas.

The Burlington spending comes on top of its announcement in March of the largest investment in locomotives in history, Sabourin said.

The railroad said that from 1994 through 1997 it would spend \$675 million for 350 locomotives.

Sabourin said that he didn't immediately know Burlington's capital im-

provement spending record but that the railroad has averaged spending \$600 million to \$675 million over the past five years.

While Burlington hasn't announced its specific spending plans, U.P. said its 1994 capital improvement program will emphasize programs to build its capacity.

The 1994 U.P. budget includes \$369 million for track work, \$75 million for locomotives, \$60 million for freight cars and \$29 million for telecommunications and computer equipment.

The railroad expects to spend another \$210 million for expansion of facilities at Memphis, Tenn.; Stockton, Calif.; and Seattle. The facilities are used to load and unload trailers and containers from trains.

Only the \$805 million capital improvement budget of 1993 and the \$766 million spending plan of 1992 exceed 1994's total.

Parts of Union Pacific's capital improvement program, such as an expansion project in the Blue Mountains of eastern Oregon, also were announced earlier. The railroad said in March that it would spend more than \$100 million over the next decade to build a second track along its main line through the mountains.

Other U.P. projects include track expansion and terminal improve-

ments between Chicago and the Mexican border in anticipation of increased business resulting from the North American Free Trade Agreement.

Trandahl said that because of increased traffic at North Platte the railroad will add a third track along 14 miles of right-of-way east of the rail yard, U.P.'s first three-track section in the state.

More than 100 trains travel through the Bailey Yard every day, making the stretch between North Platte and Gibbon, Neb., the heaviest traveled section of rail line in the world, Trandahl said.

Also as a result of that heavy use, he said, the region will receive some of the 200,000 concrete ties U.P. plans to put in place in 1994. The railroad also plans to install 1.3 million wood ties throughout its system.

Another \$16 million will be spent at the Bailey Yard for fuel and servicing facilities.

The railroad's spending plan also calls for buying nearly 800 racks for hauling automobiles. The overall plan, said U.P. Chairman Dick Davidson, reflects the railroad's commitment to growth and its confidence in business next year.

Davidson has projected a 4 percent to 5 percent gain in traffic for 1994 over 1993.

Just Ask



By Endy Kaye

Arkansas-Missouri Railroad starts again in April

QUESTION: When does the train start again from Springdale to Van Buren? What is the schedule, and how much does it cost? — J.A.C.

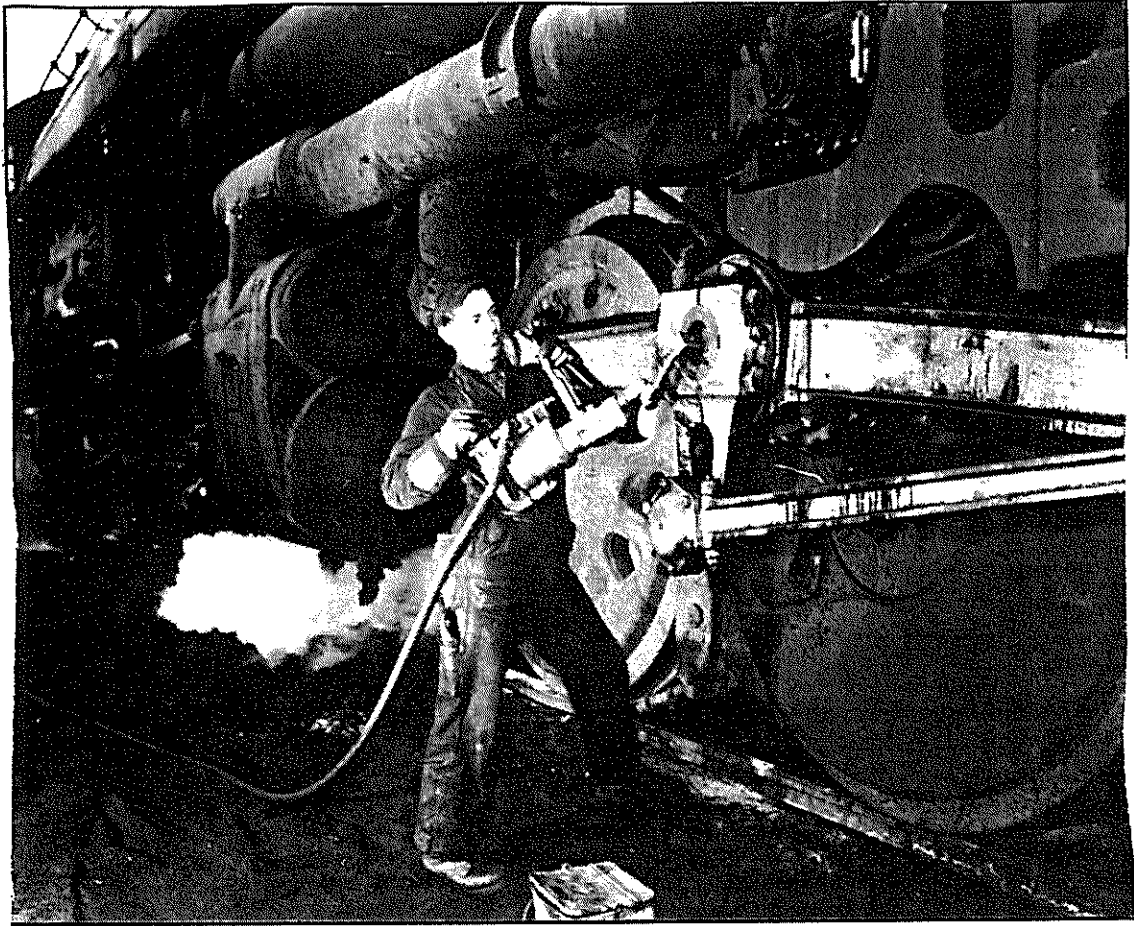
ANSWER: The representative at the Arkansas and Missouri Railroad says the first trip will be April 2. Trips are scheduled every Wednesday and Saturday after that so that folks can enjoy the dogwood and wildflowers on the way. As summer approaches, they'll add Friday trips to the schedule. The train departs

Springdale at 8 a.m., and the trip includes a complimentary buffet breakfast. Arrival in Van Buren is 11 a.m. There is time for lunch and shopping, or even a ride on the frontier Belle river boat. The return trip leaves Van Buren at 2 p.m. with complimentary soft drinks served on the train, arriving in Springdale at 5 p.m.

The round trip ticket is \$32.50 on Wednesdays, and \$38 on Saturdays. There are also special group rates. Call the station for reservations. They say they've tak-

en quite a few reservations already. Tickets can be charged to your credit card over the telephone, or you can pick them up at the train station in Springdale. Their number is 751-8600. Look for a coupon in the newspaper from time to time while the train is running for a 10 percent discount.

St. Louis offers entertainment, educational variety



Courtesy photo

A man works on the wheel of a steam locomotive in the late 1930s at St. Louis Union Station in St. Louis, Mo.

Museum preserves transportation history

By JOHN H. WALKER

Times Managing Editor

There are obvious places to visit in St. Louis: the Arch and the St. Louis Zoo, just to name two.

Another place to check out in the National Museum of Transport. Founded in 1944 when it acquired an 1880 mule-drawn streetcar named "Bellefontaine," the museum continued to grow through the 1940s.

During that period, according to a promotional brochure, the museum acquired the historic Barretts tunnels constructed between 1851 and 1853 by the Pacific Railroad. Additionally, 39 acres of land was acquired that allowed the museum the space to develop its collection.

The museum, despite its "national" moniker, is actually a part of the St. Louis County Parks and Recreation Department.

That came about in 1979 when the parks department acquired a lease to operate and develop the museum. The collection includes 65 locomotives and covers 150

years of rail transportation history. The museum collection also includes automobiles, buses, streetcars, aircraft, horse-drawn vehicles and river boat materials.

The locomotive collection includes the entire Purdue Collection, which includes an old Baltimore & Ohio "Davis Ten Wheeler."

The Abbott Railroad offers free rides around the museum grounds on a miniature train.

The air transportation section of the museum includes a Douglas DC-3 in its C-47 Air Force colors. Museum literature says the DC-3 was selected because it was the airplane that most helped develop the air-travel industry. The auto-

motive collection includes the Bobby Darin "Dream Car" and the "Chrysler Turbine Car."

About the museum:

The museum is open from 9:5 seven days a week. It is closed on Thanksgiving, Christmas and New Year's days. Admission is \$3 for ages 13-64 and \$1.50 for 5-12 and over 65. Group tours are available with discounts for groups of 20 or more. Access is off I-270. Northbound vehicles exit Dougherty Ferry Road and turn left on Barrett Station Road. Southbound vehicles exit Big Bend Road and turn right on Barrett Station Road.

For more information, call (314) 965-7998.



The Pendolino, Italy.
Top operating speed: 155 miles per hour. Comments: Tilting, all-first-class train is striking, with

its snub nose and bold horizontal swath of scarlet on a brilliant white background. Complimentary snack of peanuts, mineral water, and a shot glass of sparkling Spumante, followed later by a silver-dollar-size minipizza stuffed with spinach, and later still by a fruit cocktail and a choice of Pepsi-Cola, juice, or espresso.



AVE (Alta Velocidad Española), Spain. Top operating speed: 196 miles per hour. Comments: Runs the 295 miles between

Madrid and Seville in two hours 25 minutes. No fast train that I have ridden surpasses it for luxury. In club class, I drank 12-year-old Chivas Regal and had a "snack" of cheese, pâté, crème brûlée, and Marquis Arienza Rioja wine, all included in the fare.

All aboard for

Times Staff

ST. LOUIS, Mo. — St. Louis Union Station has something for every member of the family. From an array of shopping and dining choices, to colorful entertainment, kids-oriented recreation and a rich history, this "gem" of St. Louis is an unbeatable family destination.

All summer long this year — the station's centennial birthday — a number of special amenities and events, including free concerts, train exhibitions and special kids shows, will enhance every family's visit to St. Louis Union Station.

Family Shopping

St. Louis Union Station provides the atmosphere for a fun and exciting shopping experience. While mom and dad browse through Banana Republic, Eddie Bauer and Brookstone, the kids will find plenty to occupy the time in stores such as The Nature Company, The Disney Store, The Great Train Store and National Parks. The Pullman Market, an eclectic neighborhood of small free-standing shops, colorful pushcarts and market stalls, offers an ever-changing array of unique items from rain forest treasures and personalized clothing to antique dolls and boomerangs.

Family Dining

Kids can't resist the fun — and parents can't resist the food — at family oriented dining establishments like Houlihan's Old Place, Brett Hulls Restaurant and Casa Gallardo. Visitors always enjoy the delectable chocolate treats at the Fudgery, where on-site fudge-makers entertain throngs of onlookers with songs and stories. During pleasant weather, many of the restaurants have seating in spacious outdoor areas, allowing guests to eat while overlooking the Station's lake (complete with paddle boats and giant goldfish), as well as frequent concerts and shows.

In addition, "Picnic Express" features 13 theme restaurants and cafes that offer regional, ethnic and international specialty foods, set in a picnic seating area where guests can relax.

Family Entertainment

There's never a dull moment at St. Louis Union Station. Clowns, jugglers, "balloon sculptors," mimes, strolling musicians — the list goes on — are always on hand to entertain kids of all ages. There is also a 10-screen cinema, a comedy club, free concerts on the Plaza and paddle boat rides on the lake.

At different points in the year unique trains chug into the Station turning the area into a sort of "train museum." Families are invited to

1994 SPECIAL EVENTS SCHEDULE

Model Train Show

11 a.m.-6 p.m. April 30 — May 1 (Admission to be announced)

ARTRAIN: The Romance of Transportation

10 a.m.-5 p.m. May 14-15 & May 19-22, \$1 per person

100th Birthday Kick-Off Weekend

5-9 p.m. May 27
11 a.m.-6 p.m. May 28-30

Guided Historical Tours

11 a.m., 1 and 3 p.m. May 28, 29, 30.

June 4, 5, 11, 12, 18, 19, 25, 26

July 2, 3, 4, 9, 10, 17, 23, 24, 30, 31

Aug. 6, 7, 13, 14, 20, 21, 27, 28

Sept. 2, 3, 4, 5
\$2 per person

Memories Theater

11 a.m.-4 p.m. daily, May 27-Sept. 5

\$1 per person, children 5 and under free.

"Centennial Stories"

Presented by the Holy Roman Repertory Theater
Noon, 2 and 4 p.m. May 26, June 25, July 30, Aug.

27 and Sept. 3

"A Long Hard Journey: The Story of The Pullman Porter"

Presented by the St. Louis Black Repertory Theater

2 and 4 p.m. May 29, June 26, July 31 and Aug. 28.

Historic Train Displays

Steam Locomotive — Frisco 1522 and Diesel-Electric Locomotive — Silver Charger 10 a.m.-5 p.m., June 11-12

Heavyweight Passenger Car — Dover Harbor

Dining Car — Gadsby's Tavern, 10 a.m.-5 p.m. July 9-10

"City of St. Louis" — Union Pacific Streamliner Train

10 a.m.-5 p.m. Sept. 2-5

\$2 per person

AMTRAK Train Display

10 a.m.-5 p.m. June 4-5

St. Louis Showcase

Best of St. Louis Ragtime, June 12

Best of St. Louis Gospel, June 18-19

Best of St. Louis Blues, July 16-17

Best of St. Louis Jazz, Aug. 6-7

Happy Hour On The Lakeshore

5:30-8 p.m. every Friday, May through September

Blues & Boogie Happy Hour Concert Series

5-8 p.m. May 13 & 27 and June 10 & 24

Oldies, Classic and Contemporary Concerts

7 p.m. for all of the following:

Classic Rock Concerts — June 9, 16, 23, 30

Contemporary Rock Concerts — July 7, 14, 21, 28

Oldies Rock 'n Roll Concerts — Aug. 4, 11, 18, 25

Classic Car Weekend

Saturday — Jaguar Show 10 a.m.-5 p.m. Aug. 13

Sunday — Super Car Show 10 a.m.-5 p.m. Aug. 14

Budweiser Professional Beach Volleyball

10 a.m.-5 p.m. Aug. 20-21

Grand Finale Centennial Weekend

Sept. 2-5

(Admission to all events free unless otherwise noted.)

board and experience various types of rail travel, without ever leaving Union Station.

In addition, a carousel and Ferris wheel both operate seasonally in the rear of the Station, by the lake.

Rich History:

Great Architectural Beauty

A visit to St. Louis Union Station is also an opportunity to learn about another era: a time of rail travel, before airplanes and even cars. Families are invited to "See the Station by Rail," during a self-guided walking tour that tells the story of the architecture, the trains and the people who made Union Station a priceless treasure.

Twenty-two plaques with photos and text are mounted on railings throughout the Station. Some of the topics covered include "When the Trains Had Names," "Ushers with Red Caps," "Union Station's Rich and Famous," and "The Pleasures of Waiting."

A donated collection of memorabilia from the late 1800s to the mid-1960s is on display in cases throughout the station. Items such as a silver coffee pot from the Wabash Railroad and a "Harvey Girl" doll, modeled after the famous waitresses of Fred Harvey's restaurant chain.

Accommodations

With A Family Touch

The Hyatt Regency at St. Louis Union Station has been blended into the overall structure of the historic station. Reservations can be made through travel agents or by calling 800-233-1234 or 314-231-1234. St. Louis Union Station is located in the heart of downtown St. Louis on Market Street between 18th and 20th.

Union Station

Chunnel opening postponed again

LONDON — The opening of the Channel Tunnel has been postponed again with officials still uncertain when the first tourists can ride the 31-mile undersea rail link between Britain and France.

Eurotunnel pushed the deadline for the start of freight service from March 7 to sometime before May 6.

That's when Queen Elizabeth II and President Francois Mitterrand of France are to inaugurate the tunnel.

Passenger service was to start two days later, but Eurotunnel spokesman Chris Garnett said that's unlikely too. (AP)



The IC (InterCity) 225, Britain. Top operating speed: 140 miles per hour. Comments: As comfortable as advertised—

carpeted floors and walls, diffused ceiling lighting, adjustable seats. Although it is quiet, you will definitely feel vibrations.

Railroad Must Divulge Specifics of Financing

The Associated Press

OAK GROVE — The president of the proposed Ozark Mountain Railroad says it is reasonable to ask the railroad to divulge the source of about \$1 billion in financing.

March 21 is the Interstate Commerce Commission deadline for the information. The Ozark Property Rights Association, a citizens group, has raised questions about the financial feasibility of the project.

"This pacifies all those concerned," L.D. Stordahl, railroad president, said. "Technically, I don't have to disclose (financing) until I get a permit to construct ... but if it causes peace, it's OK. I don't know what excuse the opposition will have now."

The citizens group will have three weeks to respond to the railroad's submission of financial information.

The proposed railroad would affect 85 land parcels in Arkansas and 59 in Missouri. It would use Oak Grove as a junction, starting with a 21-mile line coming east from Eureka Springs, and splitting into two 27-mile lines to Harrison and Branson, Mo.

The ICC granted the railroad an exemption that allowed the company to bypass a lengthy application process.

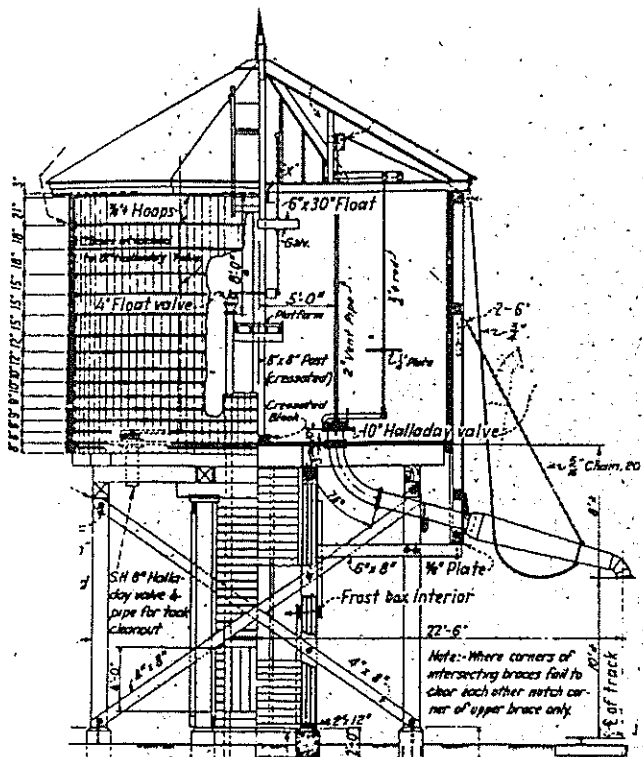
The Ozarks Property Rights Association says Stordahl is using the project to gain interstate rail carrier status. The group says that would give Stordahl power to invoke eminent domain, to buy land cheaply and use resale profits for other endeavors, such as three theme parks that accompany the plan.

Stordahl estimated rail construction at \$300 million. He has said the same source would fund the theme parks.

"We wanted to nip this thing," Kevin Robertson, Ozark Property Rights Association president, said Monday. "Meanwhile we can't be disappointed because the financial information is important.... When the information comes out, it will give the ICC more information to consider our point of view."

The ICC said it received more than 200 letters from property owners opposed to railroad construction. They cited safety hazards to people, automobiles, wildlife and livestock.

Meanwhile, an environmental impact study could last the rest of the year.



1939 DRGW RR Water Tank Plans

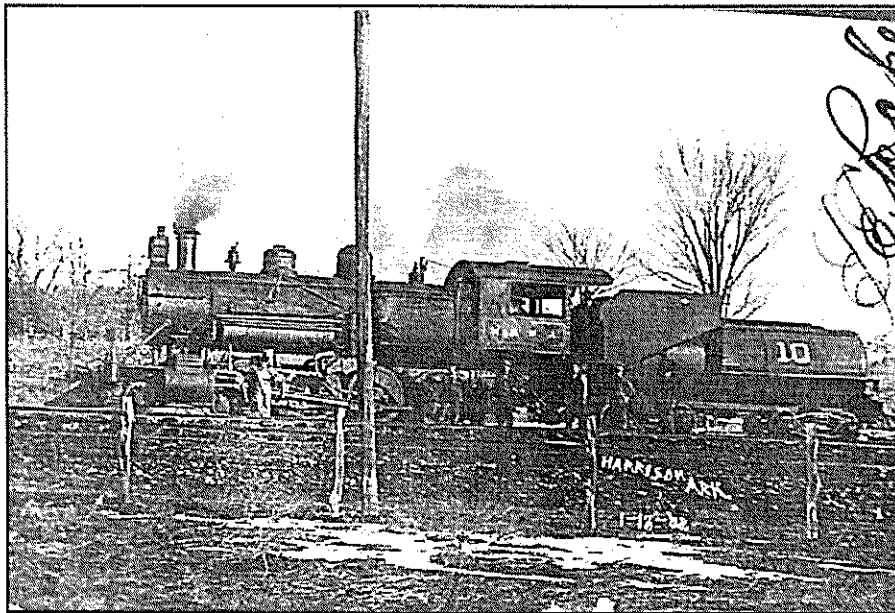
Build your own 50,000 or 65,000 gallon water tank or scale it to your own needs. Six pages of drawings.

\$4.95 each (ORDER NO. WT-39)
See inside back cover for a special deal.

Arkansas Postcard Past

By Steven Hanley

HARRISON, 1908 — This steam locomotive was known as "No. 10" on the Missouri and North Arkansas Railroad. The message on the back of the card reads, "Hello Cuz, You will find the undersigned lass feeling all right. Have decided that Harrison needs me more than Fred."



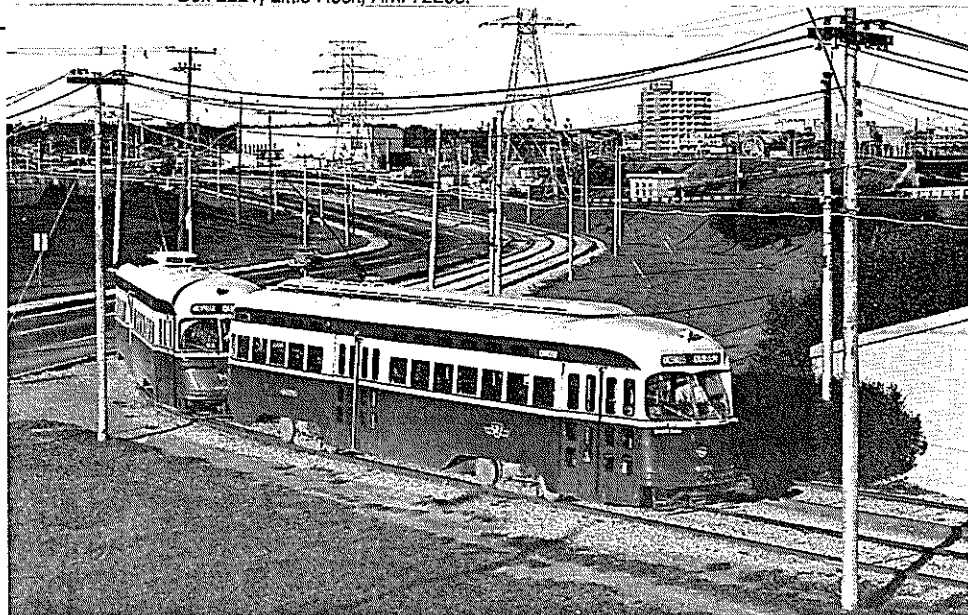
If you have questions or comments about Arkansas Postcard Past, write to: Arkansas Postcard Past, P.O. Box 2221, Little Rock, Ark. 72203.

Hot Springs railroad wants steam engine

HOT SPRINGS — It's steam (nothing for the Ouachita Scenic Railroad. "I'm not going to pull with diesel again," Jody Williams, vice president of operations for the railroad, said. "That's a commitment. "You let the sound of a steam whistle echo through this town and you'll bring some people." Jir Cherry, president of the Greater Hot Springs Chamber of Commerce, said.

Railroad officials also want to run the train to Mountain Pine this summer. The steam and the new route depend on lease negotiation in progress, Williams said. The train operated last summer and fall, the first train to leave Hot Springs depot in a generation. Arkansas Midland Railroad diesel engines pulled as many as four antique passenger cars between Hot Springs and Jones Mill. Williams said the contract for the Hot Springs-Jones Mill route expired last year. The railroad is negotiating with the Arkansas Midland Railroad to operate on track from Hot Springs to Mountain Pine.

"We have not gotten past the point of establishing a contract, to begin with," Williams said. He said that route is more beautiful and has mountain views. Only freight cars use the route and some improvements would be needed to allow passenger travel, he said. Williams also said a turnaround facility would be needed in Mountain Pine.



TOOT

The first two American locomotives known to have been equipped with whistles were built in the shops of the Boston & Lowell Railroad at Lowell, Massachusetts in 1836. These were erected under the supervision of its superintendent George Washington Whistler (what an appropriate name!), father of the more famous artist. The "Hicksville" was put in service at Jamaica, Long Island, and was reported to make "a shrill, wild unearthly sound something like drawing a saw flat across a bar of iron." The "Susquehanna" was tried out at Wilmington, Delaware, traveling at "35 or 40 miles an hour" and was said "to give awful notice of its approach at any point." In the next year Thomas Rogers (Rogers, Ketchum & Grosvenor of Patterson, New Jersey) outshopped his first home-built locomotive, the 4-2-0 "Sandusky," equipped with a "cup" whistle modelled after an English design.

Then in 1839, The United States Gazette (Philadelphia) reported that "Mr. Norris, of this city,....has applied a new instrument to steam locomotives, viz: a trombone...." It was made of a pipe of a single key, or with several pipes of different keys, "so that there may be a concert of steam instruments" (the forerunner of the later chime whistles) to be heard above the noise of the steam engine and cars.

As whistles grew larger, engineers found that they could vary their tones by controlling the amount of steam admitted to the cups, and with each cup responding to the admission of steam at a different intensity it became possible to play tunes upon them.

The story is told of a Louisville & Nashville runner, "Dutch" Eiford, who mastered this form of musicianship. One night a new preacher in Stearns, Kentucky, was midway through a sermon when Dutch drifted into the valley rendering a gospel hymn with great sensitivity. The parson stopped, and waited with upraised hand until the last note faded into the Cumberland hills, then cried, "Brothers and sisters, a devout man has just passed our way!" Sad to say, Dutch forgot himself a few Sundays later and clattered through town piping a bawdy air. The reverend sent a blistering note to the division superintendent, who reminded Eiford that steam was meant for pulling cars rather than entertaining the citizens of Stearns.

("A Chronology of American Railroads"--AAR, 1957, and The Iron Horse--Comstock, 1992)

GOOD NEWS--BAD NEWS

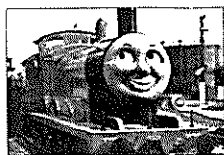
The BAD NEWS is:

In a sudden and unexpected move, the Southern Pacific Transportation Company has cancelled all excursion operations for 1994. This will effectively kill the operation of the Cotton Belt #819 out of Pine Bluff to Shreveport and Tyler. The engine may be able to operate over shortlines or another Class 1.

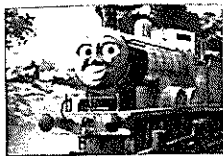
The GOOD NEWS is:

The St. Louis Steam Train Association's Frisco #1522 is scheduled to power a one-way excursion from St. Louis to Atlanta over former Frisco tracks. The train will utilize the NS tuscan red excursion equipment. On June 18th the train will travel from St. Louis' Union Station to Springfield, Missouri, and then depart from Springfield to Memphis on June 19th. June 20th the train travels from Memphis to Birmingham, with a June 21st arrival in Atlanta. The entire run, principally sponsored by the St. Louis Chapter NRHS, will be a "whistle-stop" tour, taking on and discharging revenue passengers at major towns along the way.

All this from Ties & Tracks, via The Semaphore (Sunbelt Railroad Historical Trust, Tulsa)



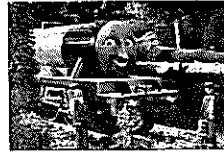
James is a splendid red engine



Kind Edward is nice to everyone



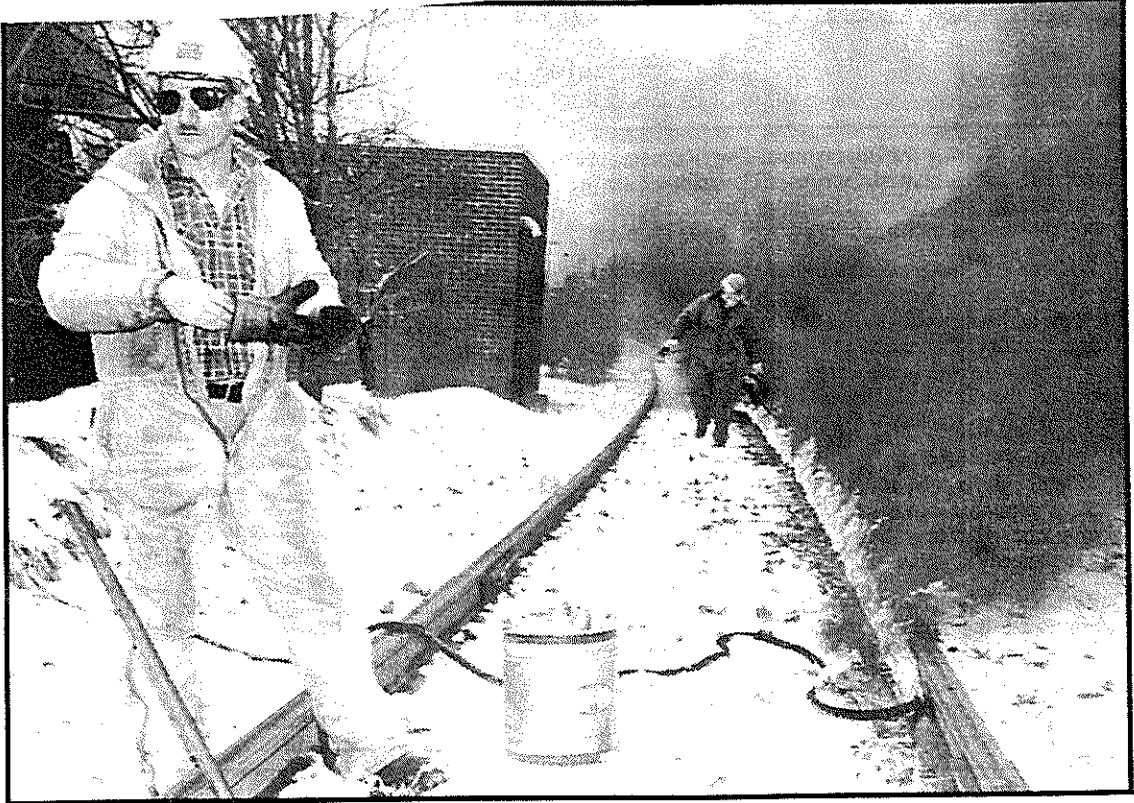
Thomas is a cheeky, fussy little engine



Happy Henry enjoys his work

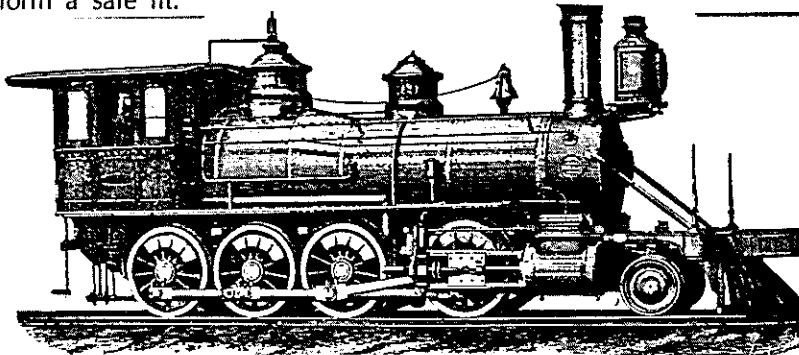
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AP Photostream

Healing Fire: Railroad workers Bill Sexton (left) and Sam Minter repair "pull-aparts" on a rail line along the flood wall at Huntington, W.Va., Thursday. In cold weather, rails contract and pull apart where they connect. By burning rope doused with diesel fuel along the tracks, they are heated and expand to form a safe fit.



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

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

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