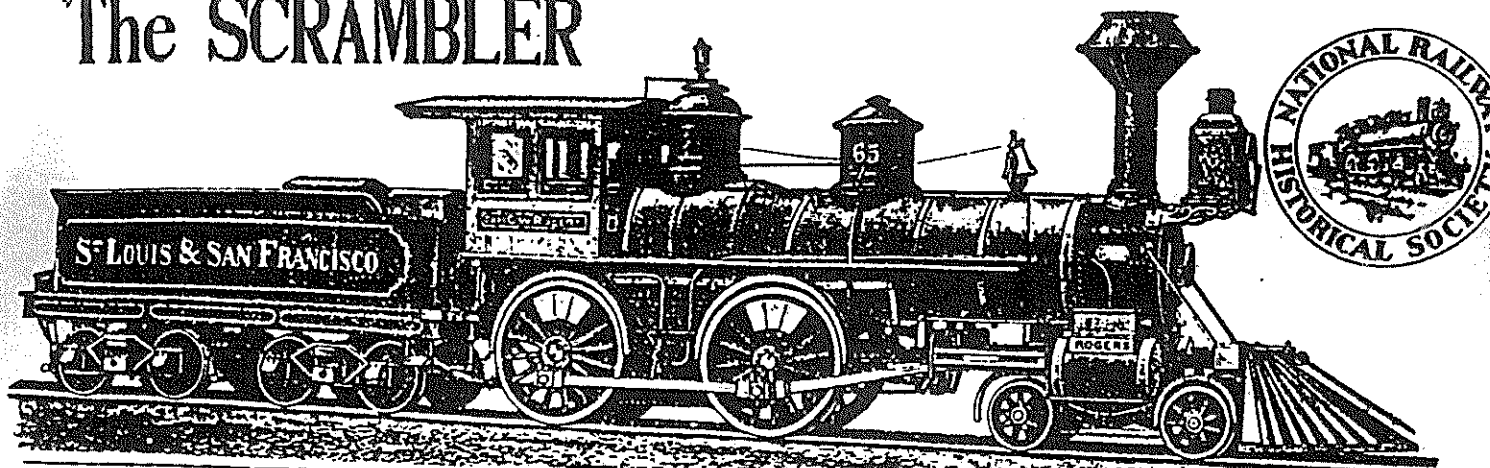
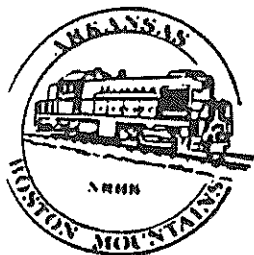


The SCRAMBLER



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 7 NUMBER 8

APRIL 1994



ARKANSAS-BOSTON MOUNTAINS CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1303

Springdale, AR 72765
MINUTES OF MEETING

MARCH 17, 1994

The "CHAPTER" met for the regular monthly meeting on March 17, 1994 at the Shiloh Museum's "Old General Store." The meeting was called to order at 7:05 P.M. by President George Alison, and the members and guests were welcomed to the meeting.

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

The report from officers: Bob Oswald, National director reported on the National director's meeting in April and that some of the members have not renewed their membership. Director Ray Toler reported for Vice-President Don Kincy on the need for programs, he has a program lined up for May, and Ron Allen will have a program for June and July. Bill Ussery, Treasurer read the Treasurer's report and a letter from Ed Emery, our Canadian member.

Under new business a board of directors meeting is scheduled for 6:00 P.M. on April 21st, just before the regular meeting.

Bill Schmidt suggested buying video tapes to keep on file for back-up programs for months when we do not have a regular program scheduled. Martin post mentioned that the National has video tapes in a lending library that we can order and that Bill Ussery has the catalogue for ordering the tapes.

President Alison ask about the "CHAPTER'S" copy of the video tape of the Arkansas & Missouri Railroad, if anyone knows where the tape is, please let return it or let someone know where it is.

Ray Toler announced an antique engine show "Tired Iron of The Ozarks-Crank Up and Swap" at the city park in Tontitown. It was decided to set up a booth at the meet.

There was some general discussion on the up-coming Arkansas railroad club show and sale, plans for a joint meeting with the Kansas City Chapter at the Frisco Museum at Springfield.

George read a letter from a man in Topeka, who is looking for photos and information on heavyweight Pullman, sleepers, diners lounge cars and parlor cars for a article he is doing.

Martin is putting together a list of all members, past and present. He needs the date of death of members who have died or any other information that anyone can give him.

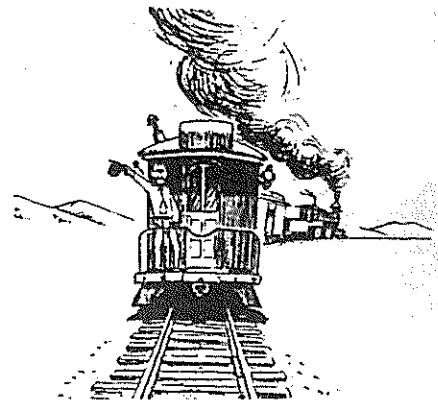
Next month's program will be a home video on local railroads by Rick Miller.

The business meeting was adjourned and Ray Toler presented an interesting video on steam in Cuba.

Ron Allen,
Secretary



THE PRESIDENT'S OBSERVATION



The St. Patrick's Day leprechuans were kind to Don as we filled several monthes worth of programming at our March 17th meeting.

Mary Bales was the most shining leprechuan present being adorned from head to toe with green including earrings.

We enjoyed an interesting look at what steam rail-roading might have looked like in the early days from a video on Cuban railroads. The video was shot a few years ago. One particular I got from the video was that oxen looked to be the second most used power source after the steam engines.

A video like this showed some good steam footage and also reminded us how good we've got it.

We've got a board meeting planned for April 21st at six o'clock.

A joint meeting with Kansas City Chapter was discussed briefly with Springfield as a possible location.

Ray Toler's group, "Tired Iron of the Ozarks", is having a show at the Tontitown Park April 23rd and 24th. We plan to have a table with a few of our members offering water and casual conversation on railroads and the chapter. It will be a show you don't want to miss.

Rick Miller has the April program with a collection of videos he has shot in the last year.

See you at the April meeting.

Your President George Alison

FROM Erv Lewis, to All Members of A/BMt Chapter: Most of us have long been aware of the services performed by our chapter's national director, Robert C. Oswald. Bob has traveled thousands of miles and spent innumerable hours and dollars in our behalf to attend directors' meetings and conventions, not to mention search trips here in Arkansas for verifying historic sites, contributing his historic and unique calendar to The Scrambler, and even addressing and mailing that monthly bulletin to members and other recipients.

For all these dedicated activities he has not received so much as compensation for his actual out-of-pocket expenses, including travel, lodging, food, tips and incidentals.

The subject has long been on my mind, and probably the mind of others, but it was at the urging of my wife Ruth that I spoke briefly at the February 17 chapter meeting. My proposal was that our officers consider some kind of long overdue plan for using funds from the chapter treasury to lighten Bob's self-imposed burden. It would seem that, at the very least, fully half of his expenses should be repaid, and if feasible his entire costs be returned to him. No plan, of course, could compensate for his time and expertise, not to mention for his absences from home and from his wife Annie, who has given scores of hours and great effort on her own part to the benefit of the chapter.

Whatever plan might be devised by the officers could be submitted to the membership as soon as possible, so that the burden of Bob Oswald's years-long and continuing monetary expenditures would be shared by all of us, and not borne solely by this one devoted man.

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BABYSITTING FEE PAID - (Riverside, California) - Union Pacific will pay a \$346 babysitting fee to the city of Riverside as a result of a train crew "dying on the law" and being picked up without tying the train down. The loaded coal train was left unattended by UP for over seven hours in a residential area. Neighbors complained to the police department of the noise and when police arrived, they found kids playing inside the cab. City personnel kept watch over the train until a relief crew arrived, resulting in the payment of the \$346. UP has apologized for the mistake. (*Riverside Press-Enterprise via Ed Von Nordeck in Flimsies, January 1*)

Conductor, passengers escaped murder attempt

RITCHEY, Mo. — Last week, hours after a passenger train plunged off a trestle in Alabama, killing dozens of people, old-time railroaders were on the radio saying that a train doing what Amtrak's Sunset Limited did was beyond their comprehension.

Bridges, said one, are built extra strong. Why, the oldtimer said, three generations of engineers in his family had never mentioned anything like it.

Never? Well, the same thing almost happened here in Newton County 101 years ago.

But then it wasn't a barge hitting a trestle. It was planned, premeditated murder. Bad guys set the trestle on fire, hoping that a racing passenger train wouldn't be able to stop.

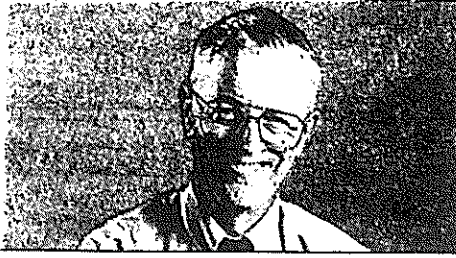
The story is this, courtesy of *Trainman's News* of June 19, 1892:

In 1891, a Frisco conductor named Ellis was taking tickets on a train out of Monett, Mo. Ellis' first name, unfortunately, has been lost to history. *Trainman's News* simply called him "Conductor Ellis."

In the end car, Ellis noticed a disturbance. One man had another pinned against the wall of the car.

Then the assailant, "with a catlike motion," drew a four-shot derringer, placed it against his struggling victim's forehead and fired.

The victim, Jack Majors, immediately crashed dead to the floor. Ellis, however, charged. The killer fired at him twice and missed.



JAMES J. FISHER

Women fainted and men dove under seats. Ellis got in several good licks as the struggle moved toward the rear, open door of the car.

Finally, Ellis landed a "haymaker" and knocked the man out of the car and off the train. *Trainman's News* gushed that "the glassy-eyed killer tumbled backward out of the coach . . . to the cinders like a broken doll, head over heels along the tracks."

Ellis, cut and bleeding, didn't stop the train, figuring that the fall probably was fatal to the killer. At the next station, his wounds were treated, Majors' body was carted off to the undertaker and a posse hurried back along the tracks to bring in the remains of the killer.

Surprise. The killer, looking like he had done 20 rounds with John L. Sullivan but still alive, was found in the brush along the tracks.

Identified as Bud Blunt, a local tough, he was locked up, charged with murder and bound over for trial.

At the trial, Ellis testified. Onlookers noticed that a bunch of men no one would mistake as choirboys attended every session, muttering, looking sullen, glaring at Ellis when he said that, yes, Blunt was the man who shot Majors.

Blunt was convicted and sentenced to hang, since murder back then was considered more than something you got your wrist slapped for.

But with the verdict and sentence, the sullen men in the courtroom became more vocal, telling Ellis that he was a dead man.

Ellis went about his business. "He was not a man to worry," said *Trainman's News*.

There were hints that all was not well. One night, while Ellis was preparing for a run, a bullet was fired at him, just missing his head. A week later, another shot zinged over his head.

The Frisco demanded protection for its employee. The sheriff scoured the countryside. Yet the betting was that Ellis was doomed.

He should have received police protection, said *Trainman's News*, "but in 1891 the law often kept away from anyone who might attract flying lead."

The climax came shortly after Bud Blunt was dropped through a trap door to eternity in the spring of 1892. Ellis was taking tickets on the westbound passenger train in Monett. As the train sped toward Ritchey, just inside Newton County, a trestle to the east was set afire.

Fortunately, a slow freight came upon the burning trestle first. It stopped. One of its brakemen, frantically waving a lantern, raced back up the tracks and got the passenger train stopped in time.

"Bud Blunt's friends," editorialized *Trainman's News* "had showed a cowardly distaste to kill Ellis alone and had planned a mass murder."

And Conductor Ellis? That's unclear. Some said he disappeared soon afterward. Some said he died in bed, an innocuous-looking conductor who, in his own way, was as tough as they came.

James J. Fisher's column appears Sundays, Wednesdays and Fridays in the Style section.

Tired Iron of the Ozarks is having their annual show at the Tontitown Park April 23rd and 24th.

Boardings derailed by Amtrak cutback

BY RANDY TARDY
Democrat-Gazette Business Writer

Ridership is down sharply on Amtrak's "Texas Eagle" since Nov. 4 when the daily Chicago-Arkansas-Texas train was reduced to three times a week south of St. Louis through Arkansas to San Antonio and Houston.

Figures obtained Friday from Amtrak showed the train handled 34,223 passengers from November through January, about 35 percent fewer than the 53,463 riders in the comparable period a year earlier when service was daily.

"On a per-train basis, ridership is excellent; the trains are practically full," said Dr. Bill Pollard, president of the Arkansas Association of Railroad Passengers, a rail travel advocacy group.

"But that's because seven days' worth of trains are being crammed into three days now,"

he added.

The Eagle, which stops at Walnut Ridge, Newport, Little Rock, Malvern, Arkadelphia and Texarkana, is scheduled for two service improvements in the coming months, Amtrak spokesman Debbie Hare in Chicago said Friday.

- New bi-level Superliner II equipment, similar in size to the older ones used now on the train, will begin showing "as we take delivery of the new cars," Hare said. "We'll be mixing our older and newer cars ..."

- Dining car china and linens will replace paper and plastic now used in on-board food service. "We're expanding our china and linen service on our long-distance trains," Hare said.

"That will be extended to the Texas Eagle in the spring, as soon as we are able to establish a watering point. It's anticipated that watering point will be Little Rock."

She also confirmed that additional Superliner equipment once used in daily service on the Texas Eagle is now seeing service on the "City of New Orleans." That train runs daily between Chicago and New Orleans via Memphis.

"We had planned to put Superliner equipment on the City of New Orleans anyway, but reduction in the daily operation of the Texas Eagle enabled us to accelerate the schedule," Hare said.

As many as four eight-car train sets were once needed to operate the Texas Eagle on a daily basis; around half that many are required to maintain the three-times-a-week schedule.

About the possibility of daily train service through Arkansas again, Hare said, "We don't have any present plans to do that, nor do we anticipate our funding level in the near future to allow us to do that. I wish I could be more optimistic."

Amtrak in November cited a \$30 million budget shortfall when it reduced daily service on the Eagle and the "Pioneer," a Denver-Portland train, and made other cuts elsewhere on its system.

Cabooses

by Henry J. Pratt

The little caboose, a 160-year-old friendly fixture on the tail end of America's freight trains, is clackety-clacking down the railroad tracks into our history books.

During the past few years, most of the nation's 11,000 train cabooses began a phase-out as the latest victims of high-tech electronics and railroad progress. But if we look hard, we can still see a caboose on a few freight trains.

The first major railroad to eliminate cabooses was the Florida East Coast Railway, which began dropping them more than 20 years ago. By the fall of 1982, the country's other big railroads and the United Transportation Union started eliminating them.

Earlier studies concluded cabooses could be safely dropped. The board estimated railroads would save approximately \$400 million if cabooses were completely phased out.

The caboose's origin dates back to the late 1830s when a conductor named Nat Williams on the old Auburn and Syracuse line in New York state set up shop in the last boxcar of his freight train. Caboose comes from a Dutch term "kabuis," meaning "cabin house."

It was in the freight train's last boxcar that Williams shined and stored his railroad lanterns, safety flags and tools, as well as wrote out his daily reports. He used a barrel for a desk.

Other conductors and brakemen liked Williams' idea and by the 1870s, the caboose evolved into a rolling train-staff dormitory. Homey, yet spartan, it had a small office, bunk beds, a kitchen, oil heater and a toilet.

A freight train conductor's "crummy," as some termed it, the little caboose was virtually a train crew's castle on wheels. But it was hotter than blazes in summer, drafty and cold in winter and noisy all year long.

Many conductors decorated the interiors of their cabooses with touches from home, including curtains, family photos and a rolling kitchen cabinet.

In the 1990s, we won't see many cabooses on the end of freight trains. But we can still enjoy them on display in railroad museums, city parks and as used in various businesses.

We'll all miss this poignant slice of Americana. Missed also will be the long-remembered waves from its cupola by the conductor and brakeman.

The Union Pacific Railroad, with headquarters in Omaha, Nebraska, purchased the last of its 1,500 cabooses in 1979 for \$63,500 apiece. However, by the end of 1992, the UP had only 200 cabooses still actively rolling.

Cabooses once performed an important safety task because freight trains need eyes and ears at both ends to ensure proper functioning of the freight cars. Now, high-tech computer sensors accomplish this vital monitoring and safety responsibility.

installed, the freight conductor kept track of documents for each boxcar on the train. The brakeman and flagman eyeballed the wheels and doors of the boxcars ahead for overheated brakes and hotboxes, broken door hinges and other mechanical problems.

In the 1880s, the spread of the automatic air brake system reduced the need for brakemen to set brakes manually.

Now, electronic hotboxes and equipment detectors have been installed along main railroad lines, which can check moving trains more efficiently and reliably than caboose crews.

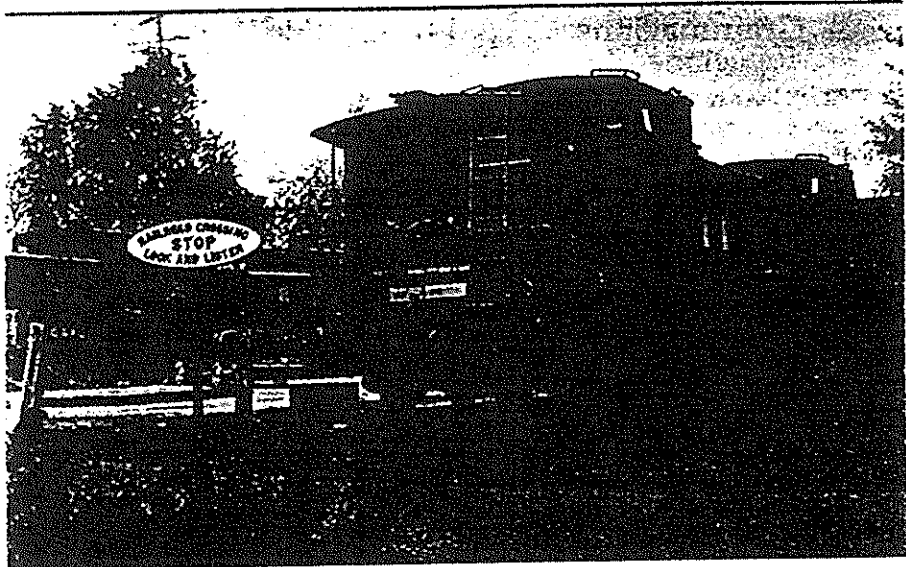
The railroads' move to high-tech has all but abolished the conductor's paperwork. Electronic spotters help detect problems, crew members communicate via radio, and rail yard employees clear signals and set switches with computers.

A few cabooses, like the 200 still active on the UP, will be retained in areas where the railroads haven't yet installed modern end-of-train braking equipment or where major boxcar switching is involved.

The old cabooses are being shined up and remodeled into retail shops, hunter lodging, guest houses, ice cream parlors, restaurants and even banks. You can set one up in your own backyard for \$6,000 to \$10,000, plus the cost to get it there.

Wave farewell fondly to the disappearing freight train caboose for with its passing goes a host of happy memories. ■

Henry J. Pratt is a free-lance writer from Lakewood, Colorado.



Wake up on the right track

It began as a joke. In 1971, Don Denlinger attended an auction. Up for sale were 13 cabooses. A friend dared Denlinger to bid — which he did — and the next thing Denlinger knew, he was going home with 13 cabooses.

Denlinger decided to turn the cabooses into the Red Caboose Restaurant and Motel — the first of its kind.

Located next to the Strasburg Steam Rail Road, America's oldest short-line, in Strasburg, Pennsylvania, the Red Caboose today features 36 cars (40 rooms) over seven acres in the heart of Pennsylvania Dutch country.

Denlinger sold the business a year ago to Kevin Cavanaugh and Peter Botta. Cavanaugh credits its success and popularity in part to the resurgence in trains. "The attraction of sleeping in an actual caboose really appeals to people. And the kids love it," he says.

"Don had a tremendous idea, we just stepped in and took it over. I can't stop giving the guy credit."

Four types of cabooses are available: couple cars, family cars, suites and efficiency cars. All are modern with carpet, full baths, heat, air conditioning, electric lanterns and televisions in pot belly stoves. Prices of each vary seasonally, with summer the busiest and most expensive.

■ The couple car is the least expensive. It is a half of a caboose with one double bed, plus all of the normal amenities for about \$60 per night.

■ The family car is a full caboose with a double bed and four bunk beds for the kids. It costs approximately \$70 per night.

■ Efficiency cars also feature a small stove and refrigerator.

■ Suites are full-size cabooses with a queen bed, a sleeper sofa and an open cupola. In addition to the regular amenities, suites also offer small refrigerators and microwaves. Suites cost approximately \$90 per night.

A baggage car, which is divided in half and sleeps 18 easily in each side, is available for groups. Plus the amenities and refrigerator, one side has a microwave and the other a stove.

For newlyweds, a honeymoon suite is available. The full caboose has a queen bed, love seat, refrigerator, microwave, Jacuzzi and deck.

The restaurant comprises plush Victorian dining coaches, featuring Pennsylvania Dutch dishes. As an added flair of originality, the coaches are simulated to shake like real trains.

Cavanaugh says he hasn't had a displeased guest, except once — sort of.

A California couple was eating dinner when the car began shaking. The couple thought it was an earthquake and ran outside. After a brief explanation, the calmed couple returned to their table and finished dinner.

For reservations or more information about the Red Caboose Restaurant and Motel, call (717) 687-6646.

— Dawn J. Grubb



RAILROAD MUSEUM INC.
543 E. Commercial St.
Springfield, MO 65803

1-417-866-7573 1-800-637-4726

• The Frisco Railroad Museum Inc. is the only such facility in the U.S. devoted exclusively to the Frisco Railway.

• The Museum is a registered not-for-profit, Federal tax exempt, corporation organized for the stated purpose of *preserving, displaying, and educating citizens about, the history and memorabilia of the Frisco Railway.* It is governed by a Board of Directors and operated according to a stringent set of By-Laws.

• The Museum is supported solely by the contributions of visitors, friends, and members, and 100% of all monies donated are used for operating expenses and memorabilia acquisition.

• You can be an important part of preserving Frisco history by becoming a member of our



ACTION LINE

Diesel Railroad Engines Are Electric Hybrids

The other day I met a train that I would swear was not "diesel-engine noisy." The engine side was painted "electro-motive." What car you tell us about this? Is there any hope electric power could replace diesels commercially? Was the engine I saw a prototype? Or are some already in commercial use on standard rails? — C.M.V., Inola

We sent your inquiry to the Transportation Research Board, Railroad Research Information Service of the National Academy of Sciences and got back a train load of information. TRB's Jerome Maddock put our request on "Internet," a computer information roundtable for members of the railroad industry, rail fans and railroad hobbyists.

Richard Hosker, with Tennessee Technological University at Cookeville, Tenn., writes: "If (C.M.V.) saw that in Tulsa, Oklahoma, I bet he saw an Oakway Leasing unit on the BN (Burlington Northern?). These are Electro-Motive Division (GM) SD60s and they are indeed diesel-powered. They're painted in EMD's corporate paint scheme, with the 'Electro-Motive' name on the hood and a GM logo on the nose.

"SD60s are quieter than older units, all right, because they're equipped with exhaust mufflers and quieter radiator fans. Now, as far as BN is concerned, these are 'electric' locomotives — they're equipped with electric meters between their alternators and traction motors, and BN is charged for the amount of power they actually use. Oakway does all the maintenance in their own shop. The units can be found anywhere on BN, but mostly on the Powder River coal lines.

"There are pure electric locomotives in service, and have been for years, but only in a few areas. The stumbling blocks for railway electrification in the U.S. are the high cost of building and maintaining the power distribution wires along the entire right-of-way and the political problems associated with building any type of central electric generating station. Only Amtrak's Northeast Corridor between Washington and New York and a few specialized lines elsewhere are electrified at this time."

John Balogh, systems engineer with Pennsylvania State University at University Park, Pa., responds: "Note that the federal government has been leaning hard on locomotive manufacturers to make their equipment quieter for some time. Some of the current high-tech locos are so quiet, you hear the noise from the track before you hear the engine itself. This is a blessing and a curse. A blessing for those mothers who want their children to sleep through the train passings. A curse for those who are used to listening for the train before crossing the tracks. Remember: Stop, Look and Listen."

The Electro-Motive Division locomotive "uses diesel fuel to run an internal combustion diesel engine which drives an electric generator. The electricity from the generator is used to power electric motors connected to the axles of the locomotive. Thus, the term 'diesel-electric.' It is more efficient to run the diesel unit at a constant speed, easier to transfer the energy to the wheels through wires (rather than mechanical couplings) and the electric motors have their highest torque at near-stall speeds. All this adds up to an efficient machine. This is what killed steam locomotives (external-combustion) with steam expansion coupled to in-line drivers."

OLDEST RAIL-TRAIL - (Aiken, South Carolina) - The Cathedral Aisle Trail in Aiken, South Carolina, has been publicly used since 1939, but rails weren't there since the 1850s. This was the line of the South Carolina Canal and Railroad Company in 1833, which extended from Hamburg to Charleston, the longest railroad in the world at that time. This rail corridor remained open for less than 25 years and the country's first steam engine, "The Best Friend Express," used to run along it until the engine exploded in the 1850s. The corridor was privately owned until 1939, when the Hitchcock Foundation was formed to manage the trail. (*Trailblazer, newsletter of the Rails-To-Trails Conservancy*)



Train robbers unleash 2 runaway locomotives

APG 1-13-93
Kansas City Star

WICHITA, Kan. — Suffice to say, it wasn't a great train robbery.

Two locomotives were stolen early Monday from a rail yard in north-central Wichita. They then were sent rocking driverless through Wichita's downtown after the thief or thieves apparently tired of joyriding and hopped off.

Just before 5 a.m., the connected locomotives, which were traveling about 40 mph, jumped the tracks and crashed into a street in the heart of downtown. No one was injured, but the damage could exceed \$100,000.

Because of the cold weather, the unattended diesel locomotives were left running through

the night, Wichita Police Lt. Ron Harris said.

Apparently, someone happening by in the wee hours Monday saw the two connected engines and managed to overcome the train's safety devices designed to prevent such thefts.

"To steal a train and drive it you either have to be very lucky or know what you're doing," Union Pacific spokesman Alex Tice said. "It looks like these people got lucky and pushed the right buttons. But aside from that, not much thinking went on here. Instead of the great train robbery, you can call this the stupid train robbery."

The \$1 million locomotives went about seven miles after being stolen.

UP Gets First Natural Gas Engine

BOISE, Idaho — Morrison Knudsen Corp. said Thursday it delivered the Union Pacific Railroad the first locomotive built to run on liquefied natural gas.

The locomotive is powered by a 1,200 horsepower engine made by Caterpillar Inc. and is the first of two leased to Union Pacific for tests in rail yard-switching operations in Los Angeles.

Morrison Knudsen and Caterpillar announced plans in March 1992 to manufacture the MK1200G locomotives.



■ Eugene Schmitz was named the man of the hour recently when he was honored by Beta Rho Chapter of Alpha Phi Omega, the National Service Fraternity. Schmitz, who was a professor of invertebrate zoology at the University of Arkansas until he retired in December, was given a clock for more than 40 years of service to the fraternity, which he joined as an undergraduate at the University of Kansas. The clock was presented to him by Chapter President Adam Bolain. Among the other members of Alpha Phi Omega are President Bill Clinton, Arkansas architect E. Fay Jones, and the late UA professor emeritus of botany and forestry Dwight M. Moore.



Schmitz



Real steam drives dreams

by Mike Hall

Ever get a cinder in your eye? An honest-to-goodness coal cinder from the smokestack of the locomotive up ahead?

It could happen - in a rare moment that brings back the old days - through live steam model railroading, a mixture of realism and play.

The equipment that live steam model enthusiasts play on is so lifelike it often is difficult to tell whether a photograph of an engine is a model or the real thing, as long as no 8-foot-long human foot is in the photo to give it away.

Some indoor model railroaders go to great lengths to operate their railroads the way actual railroads run. They make up timetables and write out train orders.

But for the larger-scale models, most days on the model steam railroads are just undiluted fun with no great effort to create realism.

"The live steam models are smellier, dirtier and noisier," says Gene Allen, owner of Allen Models, Inc., Goleta, California.

And this is good?

"It is when you enjoy the image of

He believes it's the nostalgia that sparks interest in live model railroading.

"Trains make us feel good," says Tom Somers, owner of Railroad Supply Corp., Burbank, California.

"People like seeing them, listening to them, riding and playing with them."

Talking to model railroaders is like talking to addicts.

Ask them how they became interested and they tell about starting with harmless diversions and working their way to the hard stuff. It seems coal smoke can be addictive, and innocent bystanders are easily hooked on the fun.

"Man has been building models for thousands of years," Somers says.

... part of history. From the beginning, the first train was built as a model."

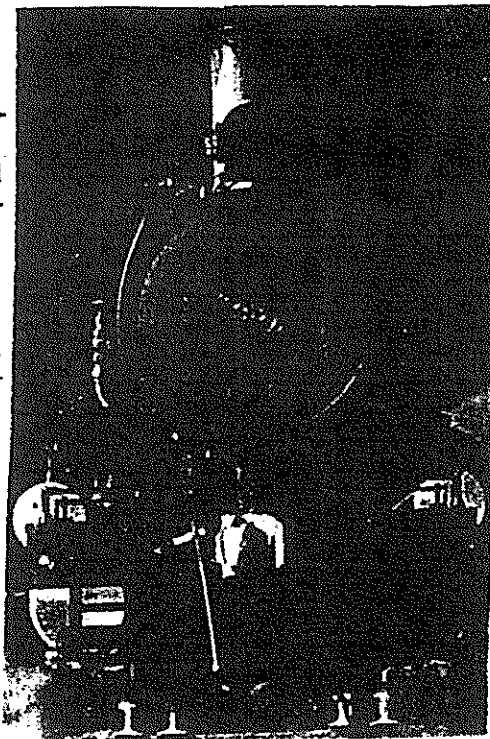
Engineers shovel coal into the firebox and pump water into the tender

(coal car) to produce the steam that drives the pistons.

Lettering on the rear of one hobbyist's 2-6-0 Mogul tender illustrates the whimsy. The tender clearly states its holding capacity as "Coal .004 tons; water 8 gallons."

The 2-6-0 refers to the wheel arrangement - two small wheels in front, followed by six big driving wheels, but no small trailing wheels under the cab.

Hobbyists pay dearly for their fun. Steam engines start at about \$15,000 for a ready-to-run model. Diesel locomotives are less. A model of the



Weekend engineers fulfill big dreams

GP-40 diesel seen on modern railroads is available for a little over \$7,000. A freight car can be ordered ready to run for less than \$1,000.

But the majority of enthusiasts don't buy engines and cars ready to run. Most are assembled by the owner from parts manufactured by a handful of suppliers.

Parts can be ordered as rough castings, which require the hobbyist assemble and machine finish them on a lathe. Or, parts can be ordered machine finished, requiring assembly only.

Somers suggests buying drawings and castings instead of assembled parts to save a little money.

"It's only expensive if everything is already done for you," he says.

Ordering parts has several advantages. An engine can be assembled from parts at a significant cost saving compared to an assembled engine.

Most companies sell the parts in groups so hobbyists can assemble one section while saving money to buy the next assembly group.

A third advantage is the satisfaction of doing the work themselves. Even someone who is not a professional

May 1994

ABMT CHAPTER NHRS

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																																		
1 Hawkesbury bridge (2900') opened in New South Wales, Aust. (1839)	2	3 Vandalism on Southern Railroad at Ruffin, N.C. results in wreck that left one dead (1933)	4 828 yard Tyler Hill tunnel on Cambridge & Whittable Ry. (Eng.) opened (1830) - closed 12/1/52	5	6	7																																																																																																		
8 Seaboard Air Line chartered (1832)	9 Western & Atlantic RR completed at Tunnel Hill, Ga. (1850)	10	11 German State Ry class G5 4-6-4 attained a maximum of 125 m.p.h. between Berlin and Hamburg (1936)	12	13 Baltimore and Ohio RR "Capitol Limited" inaugurated (1923)	14																																																																																																		
15	16	17 London & Greenwich Ry. incorporated (1st in London) (1833) Opened 2/8/36	18	19 ABMT 7:00 P.M.	20	21																																																																																																		
22	23 First passenger service on Virginia RR. Deepwater, WV to Roanoke, VA (1909)	24	25	26	27 Kilmarnock & Troon Ry. (Scotland) incorporated (1808) Horses drawn service began 4/6/12	28 AT & SF contracted with Fred Harvey to run all its hotels and restaurants (1893)																																																																																																		
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September 12, 1993 ■ GRIT ■

machinist can learn to do the machining.

Building a steam engine from parts takes a lot of time, but the maintenance work is not so bad, says Fred Shields, a Midwest hobbyist. Shields built his 2-6-0 from parts he ordered. It took him 2½ years of weekends to assemble it.

"This is the dream of my adult life: to have a real steam locomotive," he says.

Now that it is completed, the upkeep is not a time-consuming job.

"I spend more time polishing the brass than anything else," Shields says.

Somers has seen many hobbyists who become too involved in the work and begin to lose focus. Many become perfectionists and never finish, he says.

Allen reminds owners that 125 pounds of steam can push an awful lot of mistakes down the rail.

Somers suggests joining a club, where members pool equipment and work efforts.

Coast to coast, there are approximately 50 clubs. One of the largest organizations, the LA Live Steamers, can help locate a club in your area. Write 5202 Zoo Drive, P.O. Box 215 Los Angeles, CA 91610.

For more information contact live steam model railroad contact:

Allen Models, Inc., 595 Cuesta Verde, Goleta, CA 93117. Or call (805) 967-2091. The catalog costs \$3.

Railroad Supply Corp., E. Orange Grove Ave., Burbank, CA 91502. Or call (818) 845-1727. The catalog \$8.50. ■

Some information in this story was contributed by Robin R. Jacobson, assistant editor for GRIT.

Mike Hall is a writer and an railroad fan from Topeka, Kan.

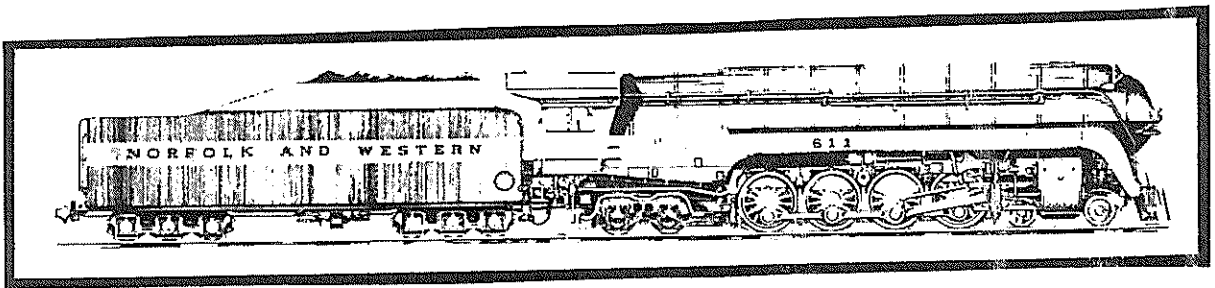
HOW MANY MICE WOULD IT TAKE TO PULL A TRAIN?

The definition of horsepower is the force required to raise 33,000 pounds a distance of one foot in one minute. But what about mouse power?

The average mouse weighs a little more than an ounce and can probably lift its own weight. Therefore, 15 mice should be able to raise one pound, one foot in one minute, so 495,000 able-bodied mice can probably exert as much power as a horse.

Steam locomotive No. 611 packs 5,200 horsepower. That means it would take 2,574,000,000 mice to equal 611 in horsepower! And where would Norfolk Southern put them? If you put the mice in 611's tender, which usually holds 30 tons of coal, one tender would only be large enough for 3.5 million mice. The railroad would need 727 tenders to hold enough mice to power the 611.

"Onboard Times" (Norfolk Southern Corporation), Edition No. 5



TRIVIA TIME WHO BUILT ALL THOSE ENGINES?

Question: What U. S. company built the most steam locomotives? Baldwin, you say? That's right if you qualify it to mean one company at a single location (Philadelphia, PA). Baldwin and its predecessors built about 59,000 steam locomotives between 1831 and 1949. But the American Locomotive Company and its several predecessors scattered all over the eastern United States built a total of 70,000, beginning with the Rogers Works of Patterson, NJ, in 1835. And this doesn't include the 3,600 from the Montreal Works, Alco's Canadian subsidiary founded in 1904.

So who was third in total output? Why, Lima, of course, the other one of the "Big Three." Wrong! Third place goes to the H. K. Porter Company of Pittsburgh, builder of about 8,200 (mostly small) engines. Lima follows with 2,800 geared and 4,800 rod engines, a total of 7,600. Then come Vulcan with 4,000, Davenport with 2,000, and a host of smaller builders, mostly in the 19th Century. These six locomotive builders are the only ones to survive World War II (Heisler, with 850 engines, folded in 1941).

In about 120 years of steam locomotive building, the 93 known builders put out about 162,000 engines. The railroad company shops erected about 13,000, making a grand total of 175,000 steam locomotives. It might be noted that the Canadian commercial and railroad shops built about 6,900.

Source: Bruce, Alfred W.: THE STEAM LOCOMOTIVE IN AMERICA. Bonanza Books, New York. 1952.

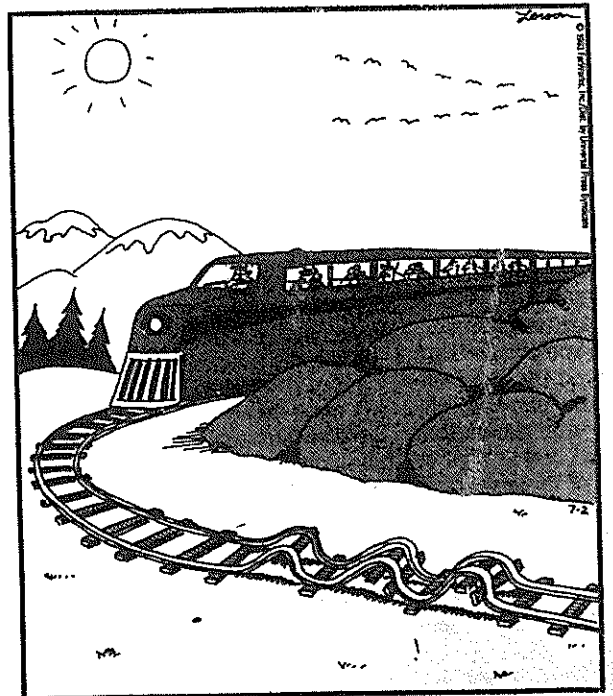
DIRECTORS

DON'T FORGET THE BOARD MEETING AT
6:00 PM ON APRIL 21ST. PLEASE BE
ON TIME. THERE'S LOTS TO TALK ABOUT.

Bob O.

Far Side

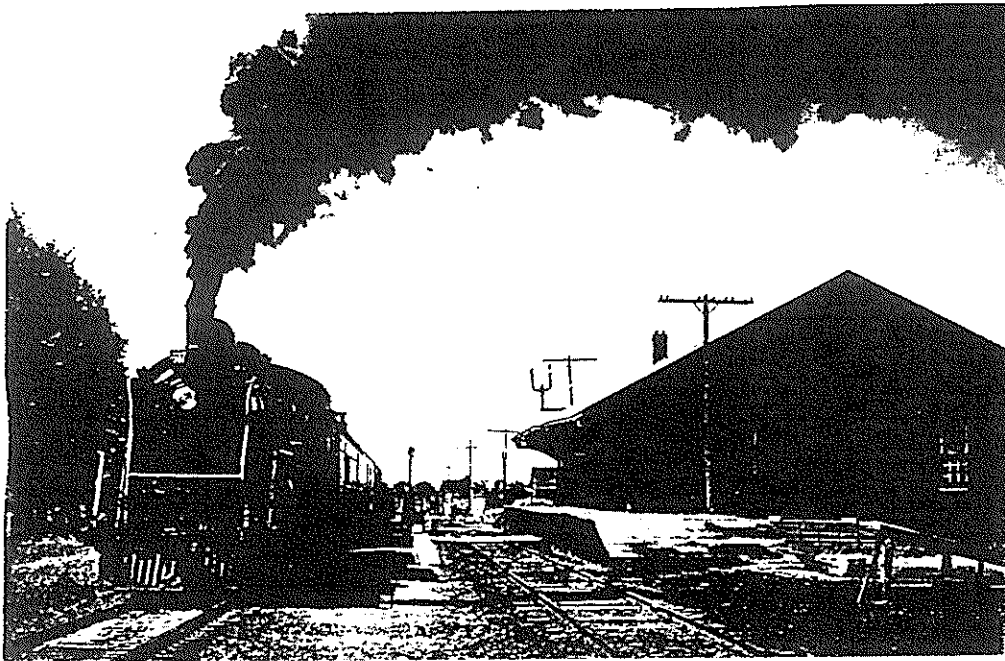
...by Gary Larson



"Hello, ladies and gentlemen, Engineer Mathews here.
... Better take your seats and put them drinks down
'cause around this corner we always hit some
pretty bad traculence."

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Postcard of CNR, No-5607, 4-6-2 enclosed, fired on this engine, rode like an "ice wagon", had any loose fillings in your teeth, I guarantee at the end of the run you would have vacant spaces.

Interested in trading steam photos? Black and white? How about color slides of diesels? Mainline and short lines.

Need from your area color slides of stations, towers and diesel slides of Arkansas & Missouri Arkansas & Louisiana Missouri and Delta Valley & Southern, oh yes, Prescott & Northwestern. Will buy or trade.

Best Regards,

Meetings...ARKANSAS BOSTON MOUNTAINS Chapter #158 (AEMT)...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 (AEMT) of the National Railway Historical Society (NRHS) consists of two parts: a) AEMT 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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 The Scrambler

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Trains are very busy in summer, but special rates are usually offered beginning in late September. These can range from greatly reduced return-trip tickets to special pricing for unlimited travel within one geographical section of the country.

For information about schedules, services and special fares, call (800) USA RAIL.

-RJP

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ITEMS FOR
ABMT BOARD MEETING 4-21-94

arkov
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S4
v. 7
Apr 1994

1. I believe the Board meetings should be conducted on a formal basis and will insist that the Secretary keep written minutes. I also believe the arrival of club members during the Board meeting is disruptive and recommend that future Board meeting be held at another time and/or place.

2. Because of a major change in the railroad's sales procedure, I think that the returns to the club from souvenir sales will be substantially less than last year.

3. I am somewhat taken aback by Irv Lewis' letter in the Scrambler regarding reimbursement for my expenses. However under certain circumstances I would consider accepting. The Spring and Fall Directors' meetings are of short (two day) duration. I anticipate that those I do attend will be alone and for that purpose only. Any expenses incurred are totally deductible from Federal and State Income tax returns and I will not accept any reimbursement for these. The annual membership meeting in summer is longer (four to six days) and Annie and I often combine this with a vacation trip. Such expenses are not legally deductible. I would consider reimbursement for a hypothetical trip for me alone for just the business sessions and including no more than mileage, lodging and registration costs. I am not going to the 1994 meeting in Atlanta. We will likely go to the 1995 meeting in Lancaster, PA. Thus I request the entire subject be withdrawn from consideration until 1995.

4. For some months the club has dithered or done nothing over the disposition of our not inconsiderable funds. We are supposed to be a non-profit organization, yet all we have done is put money in the bank. I recommend allocating a portion of our money reserve to any or all of the following;

- a. The Shiloh Museum, our host since our chartering.
- b. The Orphan Train Historical Society, per a recent newspaper plea.
- c. The Frisco Museum in Springfield, MO, surely the major railroad museum with which we ought to be concerned and a possible location for a future club meeting.
- d. A small "tent pavilion" for use at local town and county fairs. This could include some displays of railroadiana, membership information, free ice water, and chairs for people (especially ex-railroaders) to sit down, rest their feet and swap yarns.

5. Member Bob Winn is preparing to do another railroad book, this being a collection from his "Recollections" column in the Washington County Observer. He is seeking someone, some non-profit, historically oriented organization, more specifically ours, to underwrite the publishing expenses and then reap the return from the sales. This may be a big-ticket item: \$5,000 to \$10,000! At his request I am bringing this to the board. If we even consider it, there are many question to be answered before any commitment, such as: a better fix on the dollars, critically reading all of the material, an estimate of the salability and rate of return, etc. If we wish to pursue this, a committee should investigate all the ramifications of getting into the publishing business (not me! I am too close to Bob).

6. I have an unused television with a 19" screen which I would be willing to donate to the club. We would have to purchase a VCR to use with our tape programs (monaural, inexpensive). This would give a bigger picture than the one we now use.

7. I will have a brief report on the Spring NRHS Board meeting in St. Louis.

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