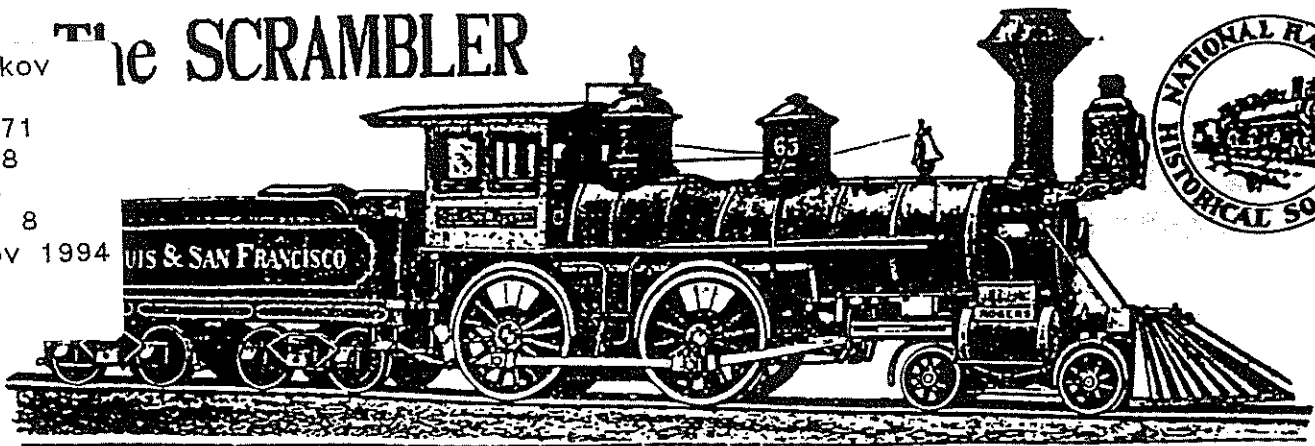


arkov
HE
2771
.A8
S4
V. 8
Nov 1994

The SCRAMBLER



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 8 NUMBER 3 NOVEMBER 1994

OUR TOWN

Richard Allin

Arkansas Democrat-Gazette

Trolley idea: Get on board

We lamented last week that an idea was being advanced to remove the railroad track that edges Riverfront Park.

If our reputation as a lover of conveyances that run on rails has tainted us, so be it. We still think our judgment is clear in urging that those tracks, now owned and used by the Union Pacific, can be converted into a useful and valuable trolley-car system that can connect all of a growing tourist and entertainment district in downtown Little Rock.

We chided U.S. Rep. Ray Thornton a few days ago for revealing that federal money is available to aid in ripping up those tracks. No doubt he thought he was saying what people wanted to hear. In fact, it was a very short-sighted revelation. We hope the congressman can be persuaded to realize that he got bad advice from someone equally short-sighted.

In order to polish his image in his district (assuming that he is re-elected), we urge that he do

a bit of research to find if it is not possible to find federal funds to convert those tracks into a trolley system that would put Little Rock on the tourist map.

THE TRACKS, as we have pointed out, would connect the Riverfront Park with Union Station and possibly the state Capitol on the western end, and the new museum, library and proposed entertainment district on the east end. A trolley car using those tracks would wander along the edge of the Arkansas River, providing a scenic ride.

We feel that there is hope for downtown Little Rock if it can be made attractive and interesting things can be put into it. Little Rock once had one of the most beautiful and used trolley-car systems of any city in the United States. Many older residents still remember how it could deliver them to any part of town.

In the future we look to light-rail vehicles to tie the city together. But downtown, if money could be found, a midtown trolley system could connect with the line through Riverfront Park. It might run down Main Street to Capitol Avenue and westward to the Capitol building, where it could tie in with the western end of the Riverfront trolley.

Dreams don't cost money, to be sure. But dreams can become visions, and visions can become reality.

The beautiful thing about a trolley system through Riverfront Park is that the tracks are

already there. And they might even be donated to the city by the Union Pacific, a railroad of amazingly generous disposition.

LET'S THINK positively about this, instead of destructively. Why destroy something so useful and valuable?

Look at the successes of cities who have used abandoned railroad tracks or who have installed new tracks for new systems: Dallas, Memphis, San Diego, Portland, San Francisco, Los Angeles, Boston and Philadelphia.

CONGRESSMAN, TODAY is election day, and you have an opponent. You might spend the day in your inimitable smiling style by telling voters that you have decided to help create instead of destroy. If the trolley tracks are torn up by money that you found for that purpose, you will be reminded many times in the future of the potential that you helped destroy.

Fortunately, it is not too late. Why don't you rethink the matter and advise the voters that maybe there still is some use that could be made out of those old tracks?

Think of the great day when the trolley system is finally opened and you are one of its first riders along the river! Think of the photo opportunities. A smiling congressman in a motorman's cap at the controls of the street car.

Think of the headlines: **THORNTON HELPS DOWNTOWN DREAM COME TRUE.**

Oct. 20, 1944

Scraps Howard News Service

The Missouri and Arkansas railway will file an application with the Arkansas Corporation Commission at Little Rock for authority to discontinue passenger train service on the M and A line, said the line's president L.A. Watkins.

Watkins said the line has been operating passenger service at a substantial loss for more than three years and that it can't stand the financial drain much longer.

Staff writer Sandra Cox contributed to this article.

● Fayetteville won approval for a \$141,000 project to preserve abandoned railway corridors around the city for future use as bike and walking paths. Fayetteville eventually hopes to incorporate the routes into a network of trails for walkers and bicycle riders.

In addition, Prairie Grove won funding for a project to acquire and restore additional historic properties adjacent to Prairie Grove Battlefield Park.

The Highway Commission awards the money for "transportation enhancements" under a program established by the federal highway bill of 1991. The program funds non-traditional highway projects such as bike paths, landscaping and historic preservation.

TRAIN TRAVEL RECORD? - (Booneville) - Mona Tippins of Booneville will set out to break the Guinness Book of World Records for the most unduplicated miles of train travel, hoping to surpass 80,000 miles. She will leave the first week of October on a trip to Europe, then travel across the U.S. and Canada by train. Tippins was a travel agent who loves train travel. (Booneville Democrat, August 24 by William Landrum) **ARKANSAS RAILROADER.**

I regret to pass along news of the death of Mildred Oswald, Bob's mother. Without her help we wouldn't have the fine National Director we have. Our thoughts and prayers are for his family.

61157	40" WHEELS 6 1/2" X 12" J.M.S.	244090 LBS (215)	NPS 205 210 215
	BUILDER-BLW. REBLT-EMD	DIESEL ENG. EMD-12-567-C	
	HORSE POWER	1000	ENGINE SPEED 275 TO 800
	TREFF STARTING	61000 LBS	FUEL OIL CAP. 700 GALS
	T.E CONTIN. 83MPH	34000 LBS	LUB. OIL 165 GALS
	MAIN GEN. (210E 215) = 480-B	RADIATOR WATER	223 GALS
	MAIN GEN. (205) = 487-E	SANDERS GRAHAM-WHITE	
	TR. MOTORS (4)	362-D	SAND CAPACITY 27 CU.FT.
	BATTERY 56 CELL 120VOLTS	TRUCK WHEEL BASE	8'-0"
	BRAKES AIR	14 EL	
	AIR COMPRESSOR	WXO	
	AIR RES. CAP	62650 CU. IN	
	GEAR RATIO	14:68	NEGOTIABLE CURVE 130' RAD.

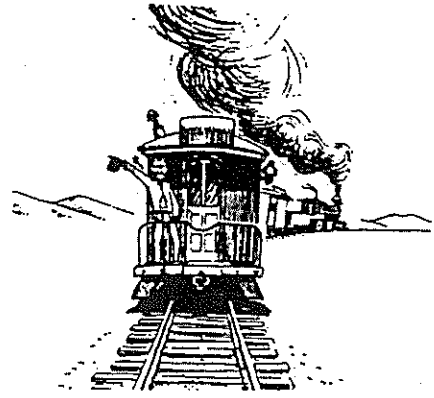
Locomotive Museums

Bear Creek Scenic R.R.
Route 3
Rebbsville, N. C. 28771
Steamtown U.S.A.
Bellows Falls, Vt. 05101
Edaville R.R.
So. Carver, Mass. 02556
Strasburg Railroad
Rt. 74, Strasburg
Lancaster Co., Pa. 17579
Magee Transportation Museum
RD 4 Millville Rd.
Bloomsburg, Pa. 17815
Illinois Railway Museum
Union, Ill. 60108
Indiana Museum of Transportation
Noblesville, Indiana 46060

Indiana Railway Museum
Westport, Indiana 47283
National Capital Historical
Museum of Transportation Inc.
Rockville, Md. 20850
National Museum of Transportation
"Barrett Station"
St. Louis, Missouri 63100
Texas Transportation Museum
San Antonio, Texas 78200
Ohio Railway Museum
Warthington, Ohio 43085
Trinity Valley Museum
Weatherford, Texas 76086
Tennessee Valley R.R. Museum
Chattanooga, Tenn. 37400



THE PRESIDENT'S OBSERVATION



It was cool and rainy at the start of our November board meeting and I was afraid it would scare members away from the regular meeting later in the evening. As the rain slacked off more people arrived and we had a good turnout.

Several topics were discussed and many were settled with no further action being necessary on them, but coming into the holiday season seems to put things in high gear and with that we'll move ahead covering a lot of ground.

Dick Davis of the Little Rock Chapter will visit our chapter meeting in January. He has been very active with that chapter for several years and it will be a privilege to have him visit.

Brad Martin of the Fort Smith Trolley Museum gave us an overview of the past, present, and future of the museum. Part of the immediate future is putting weatherproof signs on buildings, rolling stock, and other various items giving a concise history as well as the various applications a building or piece of equipment might have had.

I was pleased that the chapter was able to donate \$500.⁰⁰ to the Fort Smith Trolley Museum to go towards this project. Though I haven't been down myself I've heard it's a very interesting museum as well as a good trolley ride, so I encourage you to make this trip.

A bookshelf for our extensive collection is on hold pending further information, but I'm hopeful to know more in November.

Juanita Toler and Mary Bales are collaborating on a Christmas dinner and will have something definite by our November meeting. The date has been set for December 8, at 6:00 PM at the First United Methodist Church, in Springdale. Make plans to be there.

The nominating committee consisting of Riley Cushman, Wilbert Bales, and myself have been working diligently throughout the past month to come up with a list of nominees to fill the ballot at the elections held at the Christmas dinner. This list will be presented at the November meeting and any further nominations from the chapter will be taken then.

Yukon Bob had our October program with a look at Alaska railroading. He will continue his narrative in November wrapping up a splendid double header.

Our December program is a hodge podge of slides and videos from different members. Please hold to fifteen minutes or less.

Bill Ussery will cover the January program with highlights from his recent trip to England. He should have an update on Charles and Di as well as some great train coverage.

Tom Duggan is working up a flyer for local libraries to generate interest in the chapter. Contact him if you know of somewhere to hang one.

I worked the Caboose gift shop a couple of weeks ago and had a really good time talking to different passengers about their train experiences. I believe Ray has everything taken care of to the end of the season, and I appreciate the work he did in coordinating the running of the caboose (might even make him engineer of a whole train someday).

I had better go 'cause the whistle is blowin' and the wheels are rollin'.

See you in November.

Your President George Alison

SHORT-SHORT LINE - (Crawford, Nebraska) - The Nebkota Railway, operating over the west end of Chicago & North Western's abandoned Cowboy Line between Crawford and Gordon, Nebraska, started service on March 9, 1994 with hopes of excursion and dinner trains and seasonal freight service. The line shut down on April 7. (*Diamond Newsletter, Great Plains Chapter, May 7, via the Gateway Railletter*)

Save December 8 for our ABMT Chapter meeting of NRHS. We'll meet at 6:00 PM for dinner at First United Methodist Church, Springdale, in Ivey Hall. The church is located just west of Shiloh Museum. After dinner we'll have our usual program of slide and video selections by members. Presentations should be limited to ten minutes per member.

MENU FOR CHRISTMAS DINNER -- CHEF, DAN PPICE

- Tomato Juice Cocktail
- Ham
- Waldorf Salad
- Cranberry Salad
- Green Beans
- Sweet Potatoes
- Corn
- Bread
- Pie
- Coffee or Tea

Reservations need to be in by December 1 -- call 751-7810. If no answer, please leave your message.

Pardon me, boy, is that the bougainvillea choo-choo?

by Betsa Marsh

After humbling the mountains, bridging the rivers and uniting continents, the railroad has come home, chugging its way right into America's back yard.

The garden railway is gathering steam in homespun landscapes. For some aficionados, there isn't a dainty Japanese maple or a dramatic weeping cedar that couldn't be improved by a few twists of track and a lilliputian train station.

One garden railroader created a 45-foot panorama of Swiss Alps; another re-created the New River Gorge in West Virginia.

One Ohio homeowner designed her own version of the Old West from a little girl eating watermelon in a log cabin to a hobo at the train station. Her dual trains chug in the shade of an angel crab apple, becoming what she calls "living sculpture."

Paul Busse, owner of Applied Imagination in Cincinnati, gets these miniature worlds on track. A landscape architect, he combines his affection for trains -- begun when his grandfather took him as a boy to the St. Louis rail yards -- with horticultural expertise.

His garden railroad depicting a miniature New York village was a hit at the New York Botanic Garden show last year.

"Working with three dimensions really brings the illusion of miniatures to life," he says. "When you're working with a garden railway instead of a tabletop layout, all the plants are real, and you can create the illusion of a whole forest with just a cluster of hemlock, or the impression of a train winding through the Swiss Alps just by putting the tracks in a whole field of white impatiens.

"The philosophy is very similar to a Japanese garden where a stone can represent an island; it's the feeling of

The Oklahoma City Train Show

at the Oklahoma State Fairgrounds
in the Transportation Building (where else?!)

December 3rd & 4th

Saturday: 9am - 5pm

Sunday: 11am - 5pm

Oklahoma's largest train show with over 90,000 square feet!

ADMISSION FREE
CHILDREN UNDER 12 FREE



- | | | |
|-------------------------|-------------------|-----------------|
| Operating Layouts | Railroad Exhibits | Swap Tables |
| Raffles and door prizes | Test Track | Dealer Displays |
| Memorabilia | Contests | Clinics |
| | Antique Trains | Videos |

PARKING FREE

FOOD SERVICE

Sponsored by the Central Oklahoma Railfan Club,
A Chapter of the National Railway Historical society

creating a large-scale landscape in miniature."

For Don Oeters of Cincinnati, his terraced garden railway is a natural extension, fanciful and practical, of his model railroad hobby.

The garden railroader has been fascinated by model trains since his parents circled the Christmas tree with Oeters' first set.

On the practical side, his basement is bulging with HO, American Flyer and LGB rail layouts.

Just like Commodore Vanderbilt before him, Oeters looked for new land to conquer with track and train.

He found the perfect challenge just beyond his deck and pool: a sloping woodland with a good stand of oaks and maples, bisected by a natural rivulet.

"It seemed like the perfect setting," Oeters says of the woods that now shelter his miniature village, train station, bridges, tunnels and creek bed. "As the

plants grow, it's amazing how realistic it looks."

Oeters and designer Busse used LGB trains and buildings to create the illusion. Although the trains, scaled at one-half inch to the foot, are crafted in Germany, Oeters selected those with U.S. designs and names to give the scene an American flavor.

Oeters even included some Denver Rio Grande passenger cars like the ones he and wife, Gayle, rode during their honeymoon.

"I'm not trying to create any real place," Oeters says, "just a place in the mind."

Some families like to further personalize their railways, imaginatively naming the lines and cars. Plus, garden railroads often become integral to a family's entertainment style.

"I think part of the appeal of garden railroads is their color and texture, and the fun of bringing the family into it," Busse says.

The Costa Rican Railway system serves a West Virginia-sized country with a population equal to that of Connecticut. Costa Rica, located south of Nicaragua and north of Panama, is a mixture of mountains (some with volcanic activity), tropical rain forest and highland plateaus. The railroad system is narrow gauge (3 1/2 feet) and is administered by the government entity Instituto Costarricense de Ferrocarriles (INCOFER).

The system today is composed of two systems with separate terminals in the capital city of San Jose. The city and its environs account for one third of Costa Rica's population. The newer railroad system is the Ferrocarril del Pacifico which operates a single track line for 68 miles between San Jose and the Pacific ports of Punta Arenas and the newer Puerta Caldera. The Pacific line was government sponsored, was completed in 1910 and electrified in 1930. Traffic on this line is largely restricted to freight coming off of container ships docked at Puerto Caldera in the form of 20 foot single stacked containers. Traffic on the line has decreased in recent years with daily service approximating one trip a day. Motive power consists of Siemens electric motors of 1986 vintage operating at 15.5Kv 20 H and small Romanian origin 875 HP diesel switchers. Passenger service to Punta Arenas, a dreary and polluted port of much faded glory, ceased some years ago following losses of traffic due to the opening of the Inter-American Highway. The trip from San Jose to Punta Arenas takes 90 minutes by road and three hours by train.

The Pacific line will be the beneficiary of a decision by the Costa Rican equivalent of the Supreme Court announced in September 1993. The Court upheld a Government plan to establish a new landfill in the town of Esparza to replace the existing and overloaded landfill serving the Central Valley. Garbage, estimated at 600 metric tons per day, will sent sixty miles from San Jose to Esparza using unit trains on the Pacific line. The new service was scheduled to start operations in January 1994 and should provide an interesting back-haul for a line which has ample unused haulage capacity.

The traffic clogged San Jose area, is the location of the newly established Intertren Service. INCOFER has established two short commuter type services between San Jose and Pavas and San Jose and Heredia. They operate daily except Saturday using locally manufactured stainless steel coaches. Because of the tropical weather the coaches do not have windows. The service to Heredia, which takes 45 minutes, began in April 1992 and now carries some 14,000 riders each month. The Pavas service takes 30 minutes and now carries more than 6,000 riders each month. The runs are used mainly by students attending the National University of Costa Rica and the one way fare in September 1993 was the equivalent of \$.35. Both runs are short and slow as there are unprotected crossings and street running.

In October 1993, INCOFER planned to re-establish train service between San Jose and the city of Cartago, a distance of 36 miles. The service will be on the Ferrocarril del Atlantico (FcA) line which used to link San Jose/ Alajuela and the banana port of Limon on the Caribbean. The Atlantic line was famous for the "Banana Train" which took six to seven hours to go 108 miles from Limon to San Jose while climbing up to 5,074 feet thru verdant jungle and highlands covered with small coffee farms. Through passenger service

on this 3 1/2 gauge line was discontinued in November 1990. Earthquakes in April 1991 also destroyed bridges and track. The Atlantic line dates to 1872 and was completed by U.S. and British interests when the Government ran out of funds. FcA discontinued steam operations in 1956 and today operates a mix of 25 Kv 60 H electric motors and 1979 vintage General Electric 1100 U-11B diesels.

FcA, which is run by the Government thru INCOFER, expanded in 1987 when the Ferrocarril del Sur system of 156 miles in southern Costa Rica was taken over. The Sur system is also narrow gauge and was used by a subsidiary of United Fruit Company to haul bananas to the Pacific coast port of Golfito. Much of the Sur system is no longer in use as the tropical plantations have shifted to palm oil production. The Atlantic line's major task is to provide transport for bananas shipped through the port of Limon. Bananas are the single most valuable export from Costa Rica and taxes on bananas have been an important source of revenues needed to maintain the railroad.

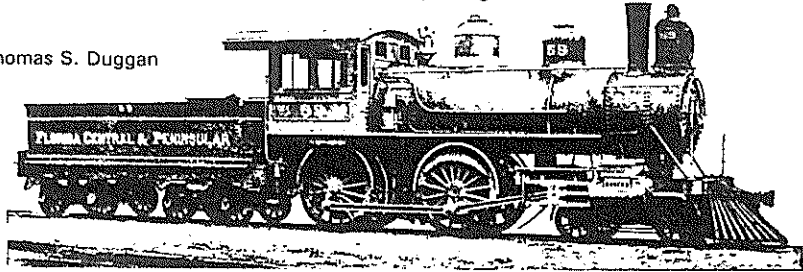
Damaged portions of the Atlantic line are being rebuilt. A railbus service was inaugurated between Limon and Valle de la Estrella in April 1993 using existing railcars of local manufacture. There is also an on demand service run by a travel agency which operates between Siquirres and Rio Frio. The train trip lasts about 30 minutes, costs \$62 per person and involves a lot of bus riding for a relatively short train ride. I felt it was overpriced and cannot report on this ersatz banana train.

The Pacific and Atlantic systems each maintain separate terminals separated by 1 1/2 miles of difficult street running. The Pacific terminal is the INCOFER headquarters and is housed in a 1927 Art Deco station. I particularly appreciated the Virgin Mary shrine which was illuminated by red railroad lantern globes. The Pacific terminal contains a repair facility and yard with COFC cars and passenger cars freshly painted in the national colors of blue, white and red. The terminal is also stop on the Intertren service

The Atlantic terminal is largely unused except for the Railroad Museum which also is an Intertren stop. The museum is housed in a restored 1908 station which contains an odd mixture of adding machines, switchstands, and photos past and present. The museum was established in 1992 and this may account for the odd display mix. On static display is a 1939 Baldwin 2-6-0 used until 1956. In both terminals there were piles of parts of US manufacture and I wouldn't be surprised if some of the open vestibule passenger cars once ran in the US. The museum keeper was very friendly but locked us in the train yard when he went off for the traditional two hour lunch break.

Armed security guards were in evidence at the Pacific terminal yard in San Jose and at the port of Puerta Caldera. I sought admittance to Puerta Caldera but was denied admission due to concerns about drug trafficking. Railroad personnel generally do not speak English and some Spanish will go a long way. It might be difficult to chase trains as there are no signals, no ETT's and the roads are often filled with large potholes even on principal highways to say nothing of trucks passing on blind curves and hills!!

Thomas S. Duggan



An "American" type eight-wheel locomotive built by the Rogers Locomotive Co. in 1895. It was used exclusively for passenger service on the Florida Central and Peninsular Railroad.

Missing Link—Three clues point to the missing link in American transportation policy:

In the past 20 years, Chicago's land area has grown by 55 percent while its population grew by four percent.

At Chicago's O'Hare Airport, almost 20 percent of the flights are less than 200 miles, and more than a third cover less than 400 miles.

Nationwide, last year, the cost of air traffic delays leaped from \$5 billion to \$8.5 billion, and it will keep on climbing. The phenomenon is now bad enough to have acquired its own name. "Winglock" may soon be as familiar as gridlock.

Chicago, like other metropolitan areas has sprawled because of transportation and zoning policies that make the automobile—not people, and certainly not communities—the number one priority. O'Hare, necessarily way out in the suburbs, drew development away from downtown, becoming the city's largest employer. Notwithstanding its growth, O'Hare's delays, like other airports, are getting worse because so much of its traffic serves short distances.

What's missing in this picture? The answer, of course, is intercity rail.

Congress acted to save passenger rail service by creating Amtrak in 1971. But two decades of bold service mandates combined with starvation funding has made it impossible to reach economic takeoff. Rail funding was slashed in the '80s while highway funding rose and aviation funds nearly doubled. Intercity rail now claims just 3 percent of federal transport dollars.

The reason for this meager share is not that rail does not have a place in a spread-out country like ours. It is not that comfortable, high-speed trains will not attract customers. And it is not that rail is less economic than road or air travel.

The reason rail funding has never been adequate is that highways and airports are each fed by a dedicated trust fund. The more we drive and fly, the larger these funds grow and the greater becomes the road and airport infrastructure. That encourages us to use them more, and so on. The system keeps us chained to the least energy efficient and, in the case of driving, the highest social cost means of transportation.

The great canard about Amtrak is that it alone requires a subsidy while, in the words of Rep. Robert Carr (D-Mich.), chairman of the House Appropriations transportation subcommittee who, of all people, should know better, "the vast majority of Americans travel without subsidy".

Truth is, drivers pay less than two-thirds of the cost of building and maintaining roads. The remaining 530 billion comes from general funds and property taxes. And this funded subsidy is just the tip of the

iceberg. The unpaid social costs, borne equally by non-drivers, are 10 to 20 times greater. Even that amount, although it includes the costs of noise damage, congestion, accidents and air and water pollution, does not include the loss of farmland, the economic damage to cities or the splitting of neighborhoods by highways.

Rail's social costs are far lower. One two-track right of way can carry as much traffic as 16 lanes of highway. Per passenger mile, trains use one-third the energy of an airplane and one-sixth that of a driver-only auto. Air pollution is low. Stations, unlike airports, are no problem to locate. Instead of a 10-year siting battle and huge land costs the need is usually to rehabilitate an existing structure in the heart of downtown. Sixty million passengers use O'Hare each year; 150 million pass through Paris's Saint-Lazare station.

Rail's niche is the 100-500 mile range. At these distances, downtown-to-downtown travel times on a high-speed train are competitive with flying. (In the United States, for the foreseeable future, "high speed" means just 100-125 mph, reachable on upgraded existing track, not the much faster European and Japanese speeds.) There are plenty of high-density corridors crying out for such service: San Diego-Los Angeles-Sacramento; Houston-Austin-Dallas; Miami-Tampa-Orlando; Portland-Seattle-Vancouver; Boston-New York-Washington-Charlotte and, perhaps the most attractive demonstration case, a system stretching in four directions from Chicago to Detroit, Minneapolis, St. Louis and Cincinnati.

Is it affordable? Detroit-Chicago-Milwaukee-St. Louis service would cost \$1.2 billion. Resurfacing nine miles of Chicago's Kennedy Expressway is costing one-third that amount.

Congress is toying with high-speed rail, scrounging a few million here and there for planning. Construction is unlikely to happen until Congress corrects the fatal flaw of separate trust funds. The three modes of intercity travel compete in the same market. They are different means to the same end. The only funding mechanism that makes sense is one unified transportation trust fund.

Instead of beginning with a certain amount of money for a particular mode of travel, decision-making could then begin with a region's needs. Congestion, local air pollution and competing land uses would all be assigned costs. A region might choose to assign a value (a negative cost) to rejuvenating its cities, or to any other community choice. Full costs would be compared; least cost gets built.

After 40 years, the lesson of trying to serve a highly mobile economy without rail is clear enough: It can't be done - no matter how much is spent on roads and airports. How much longer will we keep trying?

The writer, Jessica Mathews, is a senior fellow at the Council on Foreign Relations. The story appeared in the August 15th Washington Post.



A NEW FAD? Kansas City Chapter

About 9 p.m. on September 12, four young friends stood across the Kansas City Southern tracks in Belton, daring each other to wait until the last moment to jump. One didn't jump soon enough and was killed in a game of "chicken". The train was traveling about 39 mph. The other three teen-agers, 17 & 18 years old, told the police they had played the game several times at the same site. (Reported in the K. C. Star on 9-14-94.) The September issue of FLIMSIES carries a story of two boys, ages 11 and 14, who were playing "chicken" in California on the Santa Fe tracks. Neither one was injured by the train but a member of the train crew is in trouble because, in an effort to scare the boys off the track, he threw a glass bottle at them, striking one of the boys in the head. The bottle fractured his skull and the gash required several stitches. The father stated that he wants the crew member tried for attempted murder. No mention of concern from the parents about their son playing on the railroad tracks.

Two days after the Belton, Missouri fatality, another young man, an 18-year old from Independence was struck and killed while he was walking across the railroad bridge over I-70, just west of Noland Road. The young man was alone and apparently tried to get out of the way of the train, so the "chicken" game was probably not responsible.

Let's hope that the "chicken game" fad is one that will quickly die out before any more fatalities.

'Short lines' fill the gaps in America's rail map

BY FRANK FISHER
Associated Press Writer

MARION, Ill. — Hugh Crane believes in the power of his Crab Orchard and Egyptian Railroad, even though it only has 15 miles of track and four engines.

When Illinois Central announced in 1976 it wanted to abandon the small length of track, Crane and some investors got permission to run it. Today, the diesel-electric locomotives sporting white pyramid logos are a vital link for more than a dozen industries — and hundreds of jobs.

C.O. & E. was one of the pioneers in an explosion of small railroads nationwide that was sparked by the relaxation of federal regulations that made it easier for major carriers to shed less lucrative routes.

The number of "short line" and regional railroads has more than doubled to greater than 500 since 1980, the American Short Line Railroad Association says.

"There are people ... who have jobs only because they're able to tie into the enormity of the North American continent," Crane said.

Last year, short line and regional railroads accounted for \$2.8 billion in revenue, or 9 percent of the railroad industry's total, the short line association says. They operated 43,000 miles of track — 25 percent of the total — and accounted for 11 percent of railroad jobs.

Short lines are defined as railroads having \$20 million or less in annual railroad operating revenue. Regionals fall between \$20 million and \$250 million.

Major railroads don't see their smaller brethren as competition. Rather, they realize short lines and regionals keep

track in use that otherwise might be abandoned: nearly 30,000 miles since 1980, by the short line association's reckoning.

The big freight carriers, however, are quite competitive among themselves.

Union Pacific Corp., the nation's biggest railroad company, on Wednesday offered \$3.4 billion for Santa Fe Pacific Corp., hoping to block a pending merger between Santa Fe and Burlington Northern Inc. Santa Fe rejected Union Pacific's offer a day later.

Burlington Northern and Union Pacific, aside from their designs on Santa Fe, have something else in common, too: little C.O. & E.

With tracks in Marion and Herrin, two towns about 330 miles south of Chicago, Crane's railroad hands off and receives cars from the two big carriers.

He won't release any financial figures for his six-employee company but would say the railroad ran 166 loaded cars last month, up from four cars a month when it started hauling freight in 1977.

Crane, who serves as president and chief engineer of C.O. & E., deflects attempts to credit his railroad with boosting the area's economy. But some clients disagree.

"If we have to choose between moving to a location that has rail and a location that doesn't, we'll choose the one that has it," said Rudy Bond, president of 21-worker Perma-Treat Lumber Co., which came to Marion in 1982.

C.O. & E. began in 1973 when Crane and two others invested \$5,000 in an old steam locomotive to shuttle tourists through Crab Orchard National Wildlife Refuge.

THE MEMPHIS BUFF

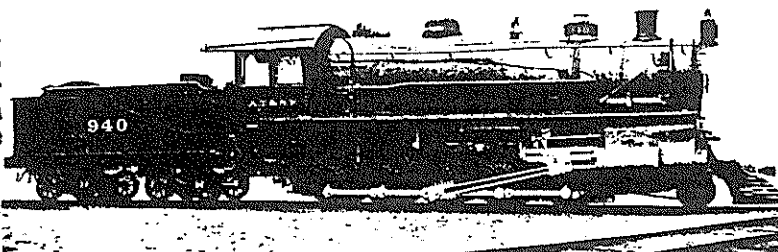
RAILYARD ALE

WYNKOOP BREWING COMPANY

BREWED AND BOTTLED BY WYNKOOP BREWING COMPANY AND BROADWAY BREWING LLC, DENVER, COLORADO
1 PINT 6 FLUID OZ.

In our relentless pursuit of brews named after railroad subjects, we have a new label to add. RAILYARD ALE has come to my attention and causes me to revise statements made in February 1992 issue of The Buff, namely, there is another malt beverage made in the United States with a rail theme, RAILYARD ALE. Russ Schehrer of Broadway Brewing of Denver kindly supplied several labels. They are very colorful, and we wish we could do them justice instead of reproducing in black and white. Background color is deep purplish red while locomotives are silver.

Do you recognize the locomotives? Foreground finds a streamlined Hudson of New York Central used on the Twentieth Century, while the other is a Pennsylvania T-1, 4-4-4-4 used on the Broadway. This might have been a scene at Englewood Station in Chicago, except that the position of engines would be reversed.



In May 1902,

the largest and heaviest locomotive ever built was turned out by the Baldwin Locomotive Works. This massive, but shapely, engine was of the "Decapod" type, and built for the Atchison, Topeka, & Santa Fe Railway. The weight of the ten driving wheels, alone, was 238,000 lbs.

COTTON BELT #336 MOVED - (Lewisville) - On August 13, SSW 2-6-0 #336 was finally moved from Lewisville to the Arkansas Railroad Museum in Pine Bluff by volunteers of the Cotton Belt Rail Historical Society. The locomotive, built in 1909, had been on display in a Lewisville park for years, and is one of only two Cotton Belt steam engines still in existence, the other being the 819. The 336 had to be taken apart extensively to be hauled by truck from Lewisville to Pine Bluff. At 8 p.m. on August 13, the engine was on the engine track at the museum, and on August 20 it was moved inside the museum, next to the 819. It will be cosmetically restored over the years.

The 336 operated on the Cotton Belt until the late 1940s, when it was sold to the Meriwether Gravel Company and ran about 7 miles outside of Lewisville at the gravel pits. The locomotive and its tender (also in Pine Bluff) was donated to the Lewisville park in the early 1960s. Robert McClanahan, president of the CBRHS, said they'll look at getting steam in the engine should it be feasible someday, but they want to get it cleaned up first. (*Cotton Belt Star, the Texarkana Gazette, August 15 via P. B. Wooldridge, and Bill Bailey. A 1950 photo of the 336 at Lewisville by Harold K. Vollrath - on previous page - was sent in by P. B. Wooldridge*)

KCS STARTS NEW SPEED LIMIT - (Ashdown) - Kansas City Southern has raised the speed limit on its main lines through Arkansas up to 45 mph. However, KCS will still only go 20 mph through Ashdown. (*Little River News, Ashdown, August 4, 1994*) **ARKANSAS RAILROADER**

JANUARY, 1909

SANS BOIS ROUTE

Ft. Smith & Western R. R.
St. Louis, El Reno & Western Ry.

THE NEW LINE THROUGH
THE NEW STATE OF

OKLAHOMA

TIME TABLES Subject to Change and Correction
without notice

A. C. DUSTIN, W. M. BUSHNELL,
President. General Manager.

J. J. GIBSON,
Gen'l Frt. and Pass. Agt.

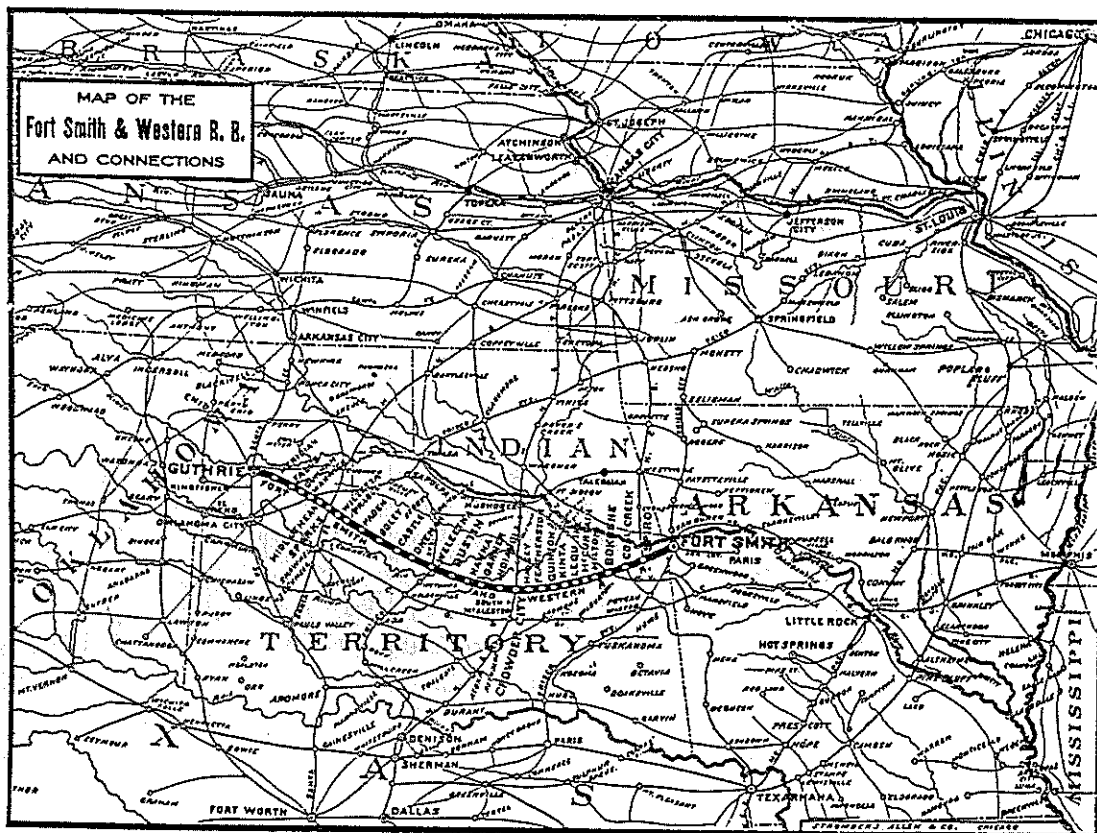
This line was chartered in 1899 and by 1903 was opened for service from Ft. Smith to the territorial capital of Guthrie, I. T., a distance of 217 miles. This included 20 miles of trackage rights over the Kansas City Southern into Ft. Smith. Another 33.6 miles of rights into Oklahoma City was soon added on the MKT. Then in 1906 FS&W bought the 42-mile-long El Reno & Western Railway, connecting Guthrie with El Reno, an important Rock Island division point. There was talk of extending it another 60 or so miles to Clinton on the then-building Kansas City, Mexico & Orient, and the road's president, steel magnate Henry Clay Frick, had a serious intent of even getting to the steel town of Pueblo, Colorado.

However the FS&W fell on hard times, was in receivership by 1915, and in 1923 was reorganized as the Fort Smith & Western Railway. It limped along through foreclosures and receiverships until it was finally junked in 1939.

Except: The KCS bought 20.7 miles from its line at Coal Creek, Oklahoma, to the coal mining district at West Panther, Oklahoma, and called it the Fort Smith and Van Buren Railway. It is still operated--serving neither of its namesake cities--and with a 10 MPH speed restriction.



NOMENCLATURE: The Sans Bois (French for "without trees") Mountains are really a small group of hills in eastern Oklahoma. Many maps show the name as San ("saint" in Spanish) Bois. Saint Trees! Hmmm!



FORT SMITH & WESTERN RAILROAD CO.

GENERAL OFFICERS.

A. C. DUSTIN, President and Treasurer.....Cleveland, O.	J. D. PHELPS, Assistant Treasurer.....Fort Smith, Ark.	B. F. BECKMAN, Superintendent.....Fort Smith, Ark.
W. E. CRANE, Vice-President.....St. Louis, Mo.	C. E. WALKER, Gen. Solicitor....."	C. B. WADE, Train Master.....El Reno, Okla.
H. S. HAZELTON, Secretary.....Cleveland, O.	E. W. GREEN, Purchasing Agent....."	A. C. HIXON, Gen. Agent.....El Reno, Okla.
W. M. BUSHNELL, Gen. Manager.....Fort Smith, Ark.	J. J. GIBSON, Gen. Frt. & Pass. Agent....."	
H. B. HERENDEN, Auditor.....	GEO. P. GOODRICH, Master Mechanic.....	

GENERAL OFFICES, FORT SMITH, ARK.

Miles of road operated, 217. Gauge, 4 ft. 3 3/4 in. Locomotives, 17. American Express Co. operates over this line. Limit of load allowed to pass over this line in excess of marked capacity: 10 per cent.

FREIGHT EQUIPMENT.

The freight cars of this Company are marked "F S. & W.," and numbered and classified as follows:

KIND OF CARS.	NUMBERS.	DIMENSIONS.												CAPACITY.		NO.	
		INSIDE.			OUTSIDE.			DOORS.						Cubic Feet.	Pounds.		
		Length	Width	Height	Length	Width at Eaves or Platform.	HEIGHT FROM RAIL.			SIDE.		END.					
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	To Eaves.	To Top of Platform or Runway Board.	To over all.	Width	Height	Width	Height	ft. in.	ft. in.				
Flat.....	501 to 515				34	3 7			4							60000	15
".....	516 to 519				35 10	9 10			4							80000	4
Box.....	1000 to 1009	34 1	8 2	7 1	34 10	9 6	11 6	11 10	13 6	5 9	6 7	2	3	1972	60000	58	
".....	1010 to 1059	35 1	8 6	6 10	35 8	9 10	11 6	12 3	13 10	5	5 6	2	2 10	2088	60000		
".....	1060 to 1109	36 1	8 6	8	35 10	9 9	12 7	13 3	13 11	6	7 7	2	2 4	2454	80000	49	
".....	1110 to 1509	36 1	8 6	8	35 10	9 7	12 6	13 3	14	6	7 7			2360	60000	400	
Coal.....	5001 to 5300	35 9	8 5	4	36 10	9 10			8 1	8 8					80000	891	
".....	5301 to 5900	35 10	9 5	3 6	37	9 9			7 6	9					80000		
Pump.....	01, 02	35 9	8 5	4	35 10	9 10			8 1	8 8					80000	2	
Caboose.....	300 to 304															80000	5
Total.....																	1425

PASSENGER EQUIPMENT.

Coach.....	1
Combination.....	1
Mail and Express.....	5
Total.....	16

Total number of freight cars fitted with air brakes, 1425. Total number of freight cars fitted with M. C. B. automatic couplers, 1425.

Cars of this Company are equipped with automatic couplers as follows: Passenger—M. C. B. Freight—M. C. B.

Report movements and mileage or per diem to H. B. Herenden, Aud., Ft. Smith, Ark. For balances remit to or draw on J. D. Phelps, Asst. Treasurer, Fort Smith, Ark. Send bills for repairs to cars to H. B. Herenden, Auditor, Fort Smith, Ark.

This Company declines to accept from connections cars that are not equipped with air brakes.

THE RETURN OF CARS TO HOME TERRITORY WILL BE FACILITATED BY ROUTING AS FOLLOWS:

MARKS.	CLASS.	IF LOADED FROM THE EAST ROUTE TO OR VIA	IF LOADED FROM THE WEST ROUTE TO OR VIA	IF LOADED FROM THE NORTH ROUTE TO OR VIA	IF LOADED FROM THE SOUTH ROUTE TO OR VIA	SPECIAL INSTRUCTIONS. Localities toward which this Company desires that its cars should gravitate:
F. S. & W.	All.	St. Louis, Mo.	Kansas City, Mo.	Kansas City, Mo.	Fort Worth, Tex.	Oklahoma.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Atchison, Topoka & Santa Fe—Guthrie. Frisco System—Fort Smith, Ark.; Fairview, Okla.; Weleetka, Okla.; Chicago, Rock Island & Pacific—Guthrie. Kansas City Southern—Coal Creek, Okla.; Fort Smith, Ark.; Midland Valley—Bokoshe, Okla. Missouri, Kansas & Texas—Crowder City, Okla.; Falls, Okla.; Guthrie, Okla. Missouri, Oklahoma & Gulf—Dustin, Okla. Missouri Pacific—Fort Smith, Ark. St. Louis, El Reno & Western—Guthrie, Okla. March, 1909.

ST. LOUIS, EL RENO & WESTERN RAILWAY COMPANY

GENERAL OFFICERS.

J. C. VAN RIPER, President.....East St. Louis, Ill.	L. T. TONE, Secretary.....East St. Louis, Ill.	E. W. GREEN, Purchasing Agent.....Ft. Smith, Ark.
W. E. CRANE, Vice-President.....St. Louis, Mo.	H. B. HERENDEN, Auditor.....Ft. Smith, Ark.	B. F. BECKMAN, Superintendent.....Ft. Smith, Ark.
W. M. BUSHNELL, Gen. Manager.....Ft. Smith, Ark.	J. D. PHELPS, Asst. Treasurer....."	GEO. P. GOODRICH, Master Mechanic....."
R. L. BIKAKAK, Treasurer.....East St. Louis, Ill.	J. J. GIBSON, Gen. Frt. and Pass. Agt....."	C. B. WADE, Train Master....."

GENERAL OFFICES, FT. SMITH, ARK.

Miles of road operated, 42. Gauge, 4 ft. 3 3/4 in. Locomotives, 2. American Express Co. operates over this line. No sleeping car Co. operating over this line. Limit of load allowed to pass over this line in excess of marked capacity, 10%.

FREIGHT EQUIPMENT.

The freight cars of this Company are marked "St. Louis, El Reno & Western," and numbered and classified as follows:

KIND OF CARS.	NUMBERS.	DIMENSIONS.												CAPACITY.		NO.	
		INSIDE.			OUTSIDE.			DOORS.						Cubic Feet.	Pounds.		
		Length	Width	Height	Length	Width at Eaves or Platform.	HEIGHT FROM RAIL.			SIDE.		END.					
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	To Eaves.	To Top of Platform or Runway Board.	To over all.	Width	Height	Width	Height	ft. in.	ft. in.				
Box.....	300 to 311	34 8	8 2		34 8				8 9							40000	
Flat.....	400, 401, 402				34 8				8 6 1/2							40000	
Caboose.....	12																
Total.....																	

PASSENGER EQUIPMENT.

Coach.....	2
Baggage.....	1

All freight cars of this Company are fitted with air brakes and M. C. B. automatic couplers. Cars of this Company are equipped with automatic couplers as follows: Passenger—Jannoy.

Report movements and mileage or per diem and send bills for repairs to cars to H. B. Herenden, Auditor, Ft. Smith, Ark. For balances remit to or draw on J. D. Phelps, Asst. Treasurer, Ft. Smith, Ark.

FREIGHT CONNECTIONS AND JUNCTION POINTS. Atchison, Topoka & Santa Fe—Guthrie, Okla. Rock Island System—El Reno, Okla.; Guthrie, Okla. Ft. Smith & Western—Guthrie, Okla. Missouri, Kansas & Texas—Guthrie, Okla. March, 1909.

THE OFFICIAL RAILWAY EQUIPMENT REGISTER, MAY 1909

FT. SMITH & WESTERN RAILROAD.
J. J. Gibson, Gen. Frt. and Pass'r Agt., Ft. Smith, Ark.
 American Express.

Train leaves Ft. Smith 7:35 am., arr. Guthrie (377 miles) 7:30 pm. Leaves Guthrie 8:10 am., arr. Ft. Smith 9:05 pm. Leaves Ft. Smith 13:25 pm., arr. Weleetka (18 miles) 8:53 pm. Leaves Weleetka 15:15 am., arr. Ft. Smith 11:10 am. Leaves Weleetka 15:05 am., arr. Guthrie 10:35 am. Leaves Guthrie 14:40 pm., arr. Weleetka 9:25 pm. December 13, 1914.

ST. LOUIS, EL RENO & WESTERN RY.
J. J. Gibson, Gen. Frt. and Pass'r Agt., Ft. Smith, Ark.
 American Express.

Train leaves Guthrie 12:00 am., arr. El Reno (45 miles) 11:22 am. Leaves El Reno 11:22 pm., arr. Guthrie 4:22 pm. November, 1914.

Don't confuse this with the Fort Smith, Poteau & Western ("Footsore, Pooped and Weary?"). THE TRAVELERS' RAILWAY GUIDE, JANUARY 1915

FORT SMITH, POTEAU & WESTERN R. R.
J. E. Finney, General Manager, Wittville, Okla.
 Local Express.

Trains leave Poteau for Wittville (3 miles) 16:30 am., 11:30 pm. Leave Wittville for Poteau 12:00 noon, 14:45 pm. November, 1914.

ARKANSAS BOSTON MOUNTAINS CHAPTER, NRHS., OFFICERS:

PRESIDENT: GEORGE ALISON, Jr. 21356 BUR OAK SPRINGDALE, AR 72764 442-5455
 VICE PRESIDENT: DON KINCY P. O. BOX 456 LOWELL, AR 72764 770-0018
 SECRETARY: RON ALLEN 2405 BACKUS SPRINGDALE, AR 72764 751-0761
 TREASURER: BILL USSERY 112 WILLELLA PL. SPRINGDALE, AR 72764 751-2873
 NAT'L DIRECTOR: BOB OSWALD 2511 ELIZABETH AV. FAYETTEVILLE, AR 72703 521-9714
 DIRECTOR: DICK KEEGAN 5 CAISTER LN. BELLA VISTA, AR. 72714 855-2077
 DIRECTOR: RAY TOLER P. O. BOX 6005 SPRINGDALE, AR 72766 751-7810
 DIRECTOR: RUSS HAUSER 38 SWANAGE DR. BELLA VISTA, AR 72714 855-1255

Migration patterns can be determined by railroad records

Last week we showed how the railroads played an important role in the process of westward migration; how, as the railroads were built, settlers tended to go west along the rail routes and settle near them.

In researching this subject, we found a delightful and informative book about the railroads that have come and gone in Northwest Arkansas. The title is "Railroads of Northwest Arkansas," by Robert G. Winn, published in 1986 (Second printing 1990) by the Washington County Historical Society, 118 East Dickson St., Fayetteville, 72701.

Winn grew up in Northwest Arkansas with a sound of mournful whistles and clacking wheels as the normal background sounds of everyday life: His uncle was the station agent at Winslow for many years and his parents had been living in the area before the railroad came. This background places him in a unique position to record and evaluate the coming of the railroad to the area.

Northwest Arkansas has been the home of over a dozen different railroads since the turn of the century and their names tell us what the patterns of commerce and travel were in this area before the automobile. Some representative lines were: The Monte Ne Railroad, The Missouri and North Arkansas Line, The Ozark and Cherokee Central, The Arkansas and Oklahoma, The Arkansas-Northwest, The Rogers — Southwestern, and The Kansas City and Memphis.

Relativity

Mary Jo and Gene Godfrey

The railroad history of Northwest Arkansas provides us with a microcosm of changes the railroads wrought all over the country. Before the railroads came to Madison, Crawford, Benton, and Washington Counties there were no telephones and no electricity. Indifferent dirt roads served only horse drawn vehicles — stagecoaches for passengers transport. The area had very limited contact with the outside world.

But the railroads and the telegraph changed all that. First came the surveyors to plan the routes; then the purchasing agents to acquire the right of way; then the construction crews who cleared the land, graded it, built bridges, culverts, and stations, and laid the track for the trains. All this took years to complete and the local people learned that there was a world they had never dreamed existed. Many of them went to work for the construction companies, others went to work for the railroads, opened boarding houses, or restaurants or took in laundry. The railroad turned their lives around.

This was happening in many places beside Northwest Arkansas; in Missouri, Oklahoma, Tennessee, Louisiana and many other states as well. The total impact of the railroads was

a result of the expenditure of enormous sums of money, the employment of great numbers of people in the building and operation of the railways, the opening up of isolated portions of the country to contact with the outside world, and the development to unprecedented extents of both markets and sources of marketable goods.

For folks interested in learning more about the railroad and its effect on the culture and economy of the United States, The Boston Mountain Chapter of the National Railroad Historical Society (NRHS) will meet at 7 p.m. Oct. 20 at the Shiloh Museum, which is located at Johnson and Main in downtown Springdale. The meeting is open to the public. Call 750-8165 for more information.

Please submit all suggestions, announcements, and queries to: RELATIVITY, POB 964, West Fork, 72774.

Leno's Amtrak joke loses NBC big bucks

The Washington Post

WASHINGTON — Amtrak feels it has been taken for a ride by Jay Leno, and now it's getting even.

The passenger-train company is so exasperated by being the butt of Leno's jokes on "The Tonight Show" that it has decided to yank some \$2 million in advertising from Leno's network, NBC.

Washington-based Amtrak said its decision is a protest against Leno's jokes about the safety of Amtrak's trains. Referring to an Amtrak ad that shows a couple cozying up to each other on a train, Leno said on the air last week that he always knew "a near-death experience" brought people closer together.

And, commenting on Amtrak's announcement that it would lay off 600 managers, Leno joked that the company didn't plan to fire its workers, it just planned to put them on a train.

Channel Tunnel: Rail authorities from Britain, France and Belgium announced schedules Monday for train service through the Channel Tunnel for ordinary travelers beginning Nov. 14.

The railways said two trips a day would be held on each route — morning and evening Mondays through Fridays. The tunnel will be closed most of the weekend for testing, although one train will run in each direction Sunday evenings.

Round-trip train fares range from \$152 for tickets bought 14 days in advance to \$312 for a first-class round trip, which includes meals. Tickets will go on sale Monday.

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



University of Arkansas
 Libraries, Fayetteville
 ARK COLL-0V
 8:3
 Received on: 01-23-04
 The Scrambler

3-3710