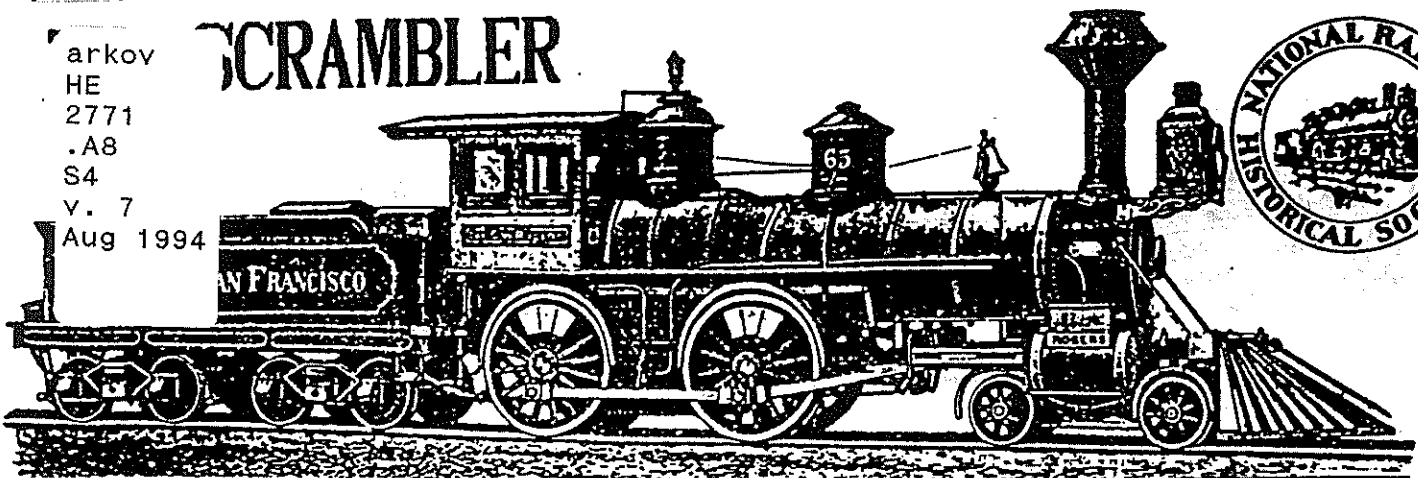


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SCRAMBLER



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 7 NUMBER 12 AUGUST 1994



ARKANSAS-BOSTON MOUNTAINS CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1303

Springdale, AR 72765
MINUTES OF MEETING

JULY 21, 1994

The "CHAPTER" met for the regular monthly meeting on July 21, 1994 at the Shiloh Museum's "Old General Store." The meeting was called to order at 7:10 P.M. by President George Alison and the members and guests (none present) were welcomed to the meeting.

The minutes from the last meeting were approved by those who received their Scrambler.

In the report from officers, National Director, Bob Oswald gave a summary of the National meeting down at Atlanta. He briefly discussed the August joint meeting and planned to provide a map in the August "Scrambler" showing how to get to the restaurant.

Vice President Don Kinsey announced upcoming open dates for programs and assured us of a good program in August.

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

Bill also presented "The St. Louis-San Francisco Transcontinental Railroad" book written by H. Craig Miner to the chapter.

One of our suppliers suggested to Bill selling some items on consignment and the Chapter was in favor of it. Bill will follow up on this deal.

Erv Lewis contributed several Train magazines and suggested other members contributing magazines for Chapter use.

Erv made a motion after discussion to purchase a book "Getting There" written by Steve Goddard for the Chapter. Bob Lundeen seconded the motion and it passed unanimously.

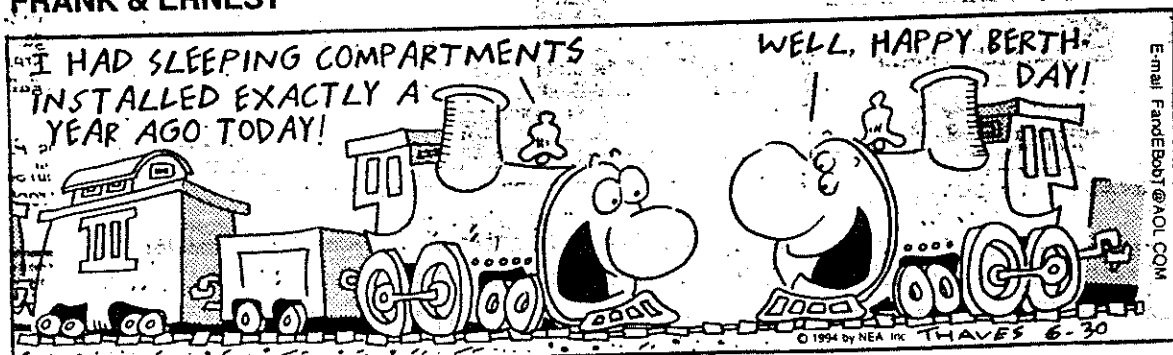
Tom Duggar had a new lantern book he offered for reference if anyone had an interest.

Ray Toler asked for volunteers for the caboose gift shop.

George Alison
TEMP

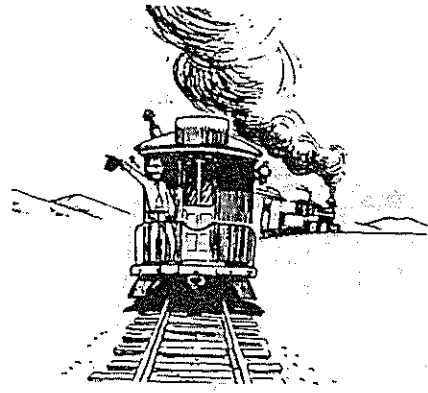
FRANK & ERNEST

Bob Thaves





THE PRESIDENT'S OBSERVATION



Everyone was in a talkative mood coming off vacation trips from far and wide. Due to the catching up we fell behind starting our meeting. Don't fret we still had an excellent meeting covering a lot of territory.

Bill presented the Frisco book we purchased and I took it home to look at.

Bob has an offer for the Neils Huxtable calendars which many of you have purchased the last few years. Give Bob a yell if you want one for '95.

Erv gave some old Train magazines to the chapter and suggested others do the same to create an-extensive library.

Erv also suggested buying the book "Getting There" written by Steve Goddard for the chapter, sounds like a regular Le Carre'.

Ray has another Tired Iron of the Ozarks show September 23, 24, and 25 in Gentry.

Thanks to Wilbert and Mary Bales for the refreshments.

An outstanding slide show was promised by Dick Keegan and it was certainly delivered giving a hodge podge of rail-roading. We always enjoy his shows, Thanks Dick.

Well that's it for me, we'll see you in Springfield.

Your President George Alison

A & M RR SOUVENIR SHOP

Sales are going well at the souvenir shop in the red caboose at the Springdale passenger depot on East Emma Avenue. Drop by for a visit or purchase before the excursion train departs and after it returns.

Many thanks to these volunteers for their work in the shop:

Tom Duggan
Ernestine Ussery
Annie Oswald
Doris Schmitz

Jack Williams
Margaret Edwards
Nita Story

This takes us through July. Please call me at 751-7810 if you would be willing to keep the shop any Wednesday or Saturday in August plus Fridays August 5 and 12.

Thanks to Treasurer Bill Ussery, we now have a 16" oscillating fan for cool comfort.

Ray Toler

NEWS FROM CHRIS LORD

Chris continues to work at the Leatherstocking Railway Museum. Recently while clearing land there with a chain saw, he suffered a severe cut to a bicep requiring lots of stitches. I'm sure he would like a card or letter from ABMT members while he is recuperating. Chris has written a nice article for Locomotive & Railway Preservation magazine, May/June 1994 issue, page 8. The subject is the Delaware & Hudson Railroad roundhouse and engine facility at Oneonta, NY. It is too bad the article was incorrectly attributed to "Jim Lord".

Ray Toler

Chris Lord
RR 1 Box 566
MT UPTON, NY 13809

21ST CENTURY LIMITED - Ross Rowland's proposed 21st Century Limited, a traveling exposition displaying major accomplishments of the 20th century, got a sponsor recently, Chrysler Corporation. The exposition will be moved by a train pulled by a new high-speed locomotive and a steam locomotive. It will run for four years, go to 125 cities and cover 48 states, costing about \$40 million. The *Limited* will start its trip in south Florida in January 1996 and tour the country until December 1999. (*South Side Journal*, April 10, 1994 via Mel Nierdieck via *The Gateway Railletter*, St. Louis Chapter)

ARKANSAS RAILROADER

Highlights from the Summer 1994 Board of Directors Meeting

The Society's Board of Directors met on June 24, 1994 in Atlanta, Georgia. A preliminary count was (75) voting directors present with a total meeting attendance of (111). Although only ten weeks had elapsed since the Spring meeting, there were several significant developments. Here is a summary of some of the things that happened.

The first annual report to the members has been assembled for publication in Bulletin #3. It covers our financial results and other accomplishments for the previous fiscal year. Comptroller Bob Heavenrich reported that financial results for the current year also look solid, with income slightly above projections and most spending well within budget.

A Bylaws Committee has been appointed to study the term limits issue discussed in St. Louis. Board members with specific ideas and proposals should send them to C. Alex Rose, General Counsel, 400 West Market St., Suite 700, Louisville, KY 40202-3358.

The Nominating Committee presented their nominations for elected offices. The Committee's nominations are listed on the reverse of this report. Note that there are currently two candidates for National President. VP-Public Relations Dick Simons has decided to retire from that position, and Secretary Greg Molloy declined renomination in order to run for President. In addition, Regional Vice Presidents Al Howe (Central) and Pete Hasler (Metropolitan) declined to run this year. As always, nominations remain open through September 15.

The 1994 Railway Heritage Grant awards were announced. Bucktail Chapter received \$2,000 toward replacing tubes and flues in their Shay locomotive. Connecticut Eastern Chapter received \$1,500 toward restoration of a 1906 NYNH&H wood baggage car. Bluewater Michigan Chapter received \$2,000 toward their project to restore their dining car "Silver Lake" to its original GTW appearance.

In Convention news:

- Attendance at the 1994 Atlanta Convention was below expectations, with fewer than 1,000 people registered, and ticket sales were below the break-even point for many events. Atlanta Chapter put on a great show despite the low turnout.
- The Board approved a change to the Convention Manual to allow the Society to loan money to host chapters after the convention as well as before. This revision did not in itself authorize any loans, which would be considered in the future on a case-by-case basis.
- Because of the low response rate to the mass mailing of convention brochures, 1995 Lancaster brochures will be mailed only to Members who request them through a return post card to be included in a future Bulletin issue.
- Planning continues for the 1996 Charlotte convention.
- The NCC is still calling for bids for 1997-1999.

In other matters: A charter was presented to representatives of the new Carolina Clinchfield Chapter. There were no major developments on insurance for the libraries, with our staff continuing to work on the inventory and the insurance carrier still digesting the partial inventories already sent in. A travel policy is being developed to standardize practices among people who travel on Society business. Dick Davis demonstrated some work in progress on a series of public service announcements which will promote the Society and its services. Several films and videos have been added to the library collection, as well as a collection of print negatives from member Jim Scribbins.

These are only some of the things that were discussed at the meeting. Complete details will be in the full minutes, which will be mailed out later this summer. In the meantime, you can direct questions to the Secretary, Gregory P. Molloy, 634 Flagstaff Drive, Cincinnati, OH 45215-2525.

Death rate increases for road, rail travel

The Associated Press

WASHINGTON — Road and rail travel claimed more American lives last year, while the airways and waterways showed increased safety.

Overall, 42,585 transportation-related deaths were recorded in the United States in 1993, up from 41,191 in 1992, the National Transportation Safety Board reported Friday.

"The reversal in the four-year decline in transportation fatalities, principally due to the big increase in highway deaths, is a disappointment," said board acting Chairman Jim Hall.

The rise in traffic deaths was reported Thursday by the Department of Transportation. Death on the highways accounts for nearly 95 percent of all transportation fatalities in this country.

There was also an increase in railroad fatalities, the result of the Amtrak disaster Sept. 22, 1993, in Alabama that killed 47 people.

But things improved on the waters, where both commercial and recreational deaths fell, and the toll was also lower in aircraft mishaps and pipeline accidents.



Associated Press

RECYCLED FLATBEDS — Ballard County Judge-Executive Bill Graves stands on the new railroad flatbed bridge on Goose Haven Road in Oscar, Ky., Tuesday. Two flatbed cars destined for the scrap yard were converted into the bridge, to save taxpayers thousands of dollars.

Freight trains highballing again

Current spurt of growth picked up steam beginning in '87

BY DON PHILLIPS
The Washington Post

GIBBON, Neb. — The people of this small farming community are well aware of something that has escaped public consciousness throughout much of the country: Freight trains are back.

On the northern edge of town sits the busiest freight railroad junction in the world, where the Union Pacific east-west mainline splits toward Omaha and Kansas City.

More than 100 trains roar through town every day, and the number is growing.

Trains of containers from the Pacific Rim, trains carrying coal, trains loaded with automobiles, chemicals, grain and merchandise — together they constitute a blur that would have stunned the men who pushed the original transcontinental railroad through here 125 years ago.

In pockets across the country, the story is similar. Truck lines are shifting long-haul trailers to rail flatcars. Steamship lines move marine containers inland by rail. The Clean Air Act has produced a boom in low-sulfur western coal, which is shipped east and south by rail.

The comeback for an old smokestack-era industry, much of which was wallowing in bankruptcy and under threat of nationalization just 20 years ago, has surprised many present-day railroaders. For the first time in their working lives, they are laboring for a growth industry.

"We're just seeing a hell of a resurgence in the railroad," said Union Pacific Chairman Richard K. Davidson, who hired on as a brakeman on the old Missouri Pacific at age 18 in 1960, when railroading was approaching its darkest years. Like many railroaders, Davidson wondered if he was seeing a long-term trend, but now declares, "I see sustainable growth as far into the future as you can realize."

In the first 22 weeks of this year, according to the Association of American Railroads, total rail freight volume was up 4.2 percent from a year ago, including a 13.2 percent increase in trailers and containers — continuing a steady decade of growth that picked up speed beginning in 1987.

Even last year's great floods and the recent economic downturn had little effect on railroad growth, leading Standard & Poor's analyst Stephen R. Klein to tell the industry journal *Railway Age* that rail-

road performance "has given seasoned analysts and insiders cause to declare the industry immune to the business cycle."

Railroad stock prices are strong, and revenue is beginning to climb after being stagnant since 1988.

With the resurgence has come problems, and railroad reaction has sometimes been halting as the industry learns to keep pace with a different world.

Some mainlines are running out of capacity, and some railroads have been slow to react. Equipment shortages crop up. Shippers complain more about service, and large railroads still offer poor service to small shippers.

Meanwhile, on-time performance of some Amtrak passenger trains is deteriorating due to freight train congestion. The growth of commuter rail systems is similarly threatened.

Whatever the problems, "I would prefer the position we're in today to what we were in the 1970s," said John H. Rebensdorf, Union Pacific's vice president for strategic planning.

Rebensdorf is overseeing a \$270 million program to expand railroad capacity, including second and third tracks at crunch points throughout the 17,835-mile system.

Other railroads also are adding capacity. Norfolk Southern, for example, is buying a surplus Conrail mainline from Fort Wayne, Ind., to the Chicago area to relieve its congested line, and is building a new 800-acre terminal near Atlanta for truck and marine container traffic.

The Santa Fe has plans for major capacity enhancements to its Chicago-California line and is building several new terminals. Burlington Northern, which apparently underestimated the demand for low-sulfur coal, is scrambling to untangle congestion in Wyoming's Powder River Basin.

"It grew faster than we anticipated," BN Chairman Gerald R. Grinstein said of Powder River congestion. "As a result, we didn't get the capital in place."

BN and Santa Fe last month announced their intention to merge, partly because they would be able to combine facilities and handle more freight more efficiently.

The reasons for the rail comeback are simple. The

Staggers Act of 1980, which deregulated railroading, freed the industry to compete and forced old-time railroad attitudes to change.

The newly freed railroads dramatically cut back excess track and labor while investing in more efficient equipment and systems.

Today, on less than 113,000 miles of route, about half the mileage of 50 years ago, major railroads haul 30 percent more tonnage than at the height of the World War II buildup.

In Gibbon, 222.5 million gross tons of freight rolled by last year, 320 percent more than in wartime 1944.

Better track, more efficient locomotives, and new computer and communications systems are helping freight move faster and more reliably, but external forces have fueled the boom.

In the early 1980s, American President Lines, looking for an efficient way to move marine containers from West Coast ports to the industrial Midwest, turned to the double-stack train, which railroads invented but failed to exploit. Placing containers on top of each other decreased costs about 40 percent, and soon other ship lines copied APL's success.

"There is no question that over the past decade, the double-stack had the most dramatic effect of any single event," said Jack L. Fields, the Santa Fe Railway's assistant vice president-international sales and service.

But what really launched the land-based revolution was a handshake between then-Santa Fe President Michael Haverty and trucker J.B. Hunt of Lowell, Ark., in the late 1980s.

Hunt, the country's largest truckload carrier, agreed to transport trailers for long hauls by rail. The rest of the trucking industry, beset by rising costs and driver shortages, soon followed.

Today, the Santa Fe estimates that more than 90 percent of long-distance trucking between California and the Midwest moves by rail.

Thomas J. Donohue, president of the American Trucking Associations, said it "makes sense" for truckers to turn to rail.

He said it will be difficult for trucks to keep up with growth.

With a net investment of \$50.3 billion, railroads are already among the country's

largest industries. In 1993 railroads made a profit of \$2.25 billion on operating revenue of \$28.8 billion.

All three figures are historical highs.

As railroading grows, however, it faces greater problems than just handling the freight. It must change its mentality from one of "downsizing" to growth where the industry keeps good employees, handles environmental regulations and impediments to new construction, and faces "not-in-my-backyard" problems normally associated with high-way building.

The industry must also improve its troubled labor relations. For years, railroads have fought to eliminate as many jobs as possible, expunging "featherbedding" from the railroad dictionary. Major-railroad employment dropped from 322,000 in 1983 to 192,500 last year. But it now appears that employment will increase. Union Pacific, for example, has added 287 jobs since the beginning of the year.

All of the latest increase is due to increased traffic.

Community relations has sometimes suffered as well. Gibbon, a small community of 1,500 that cannot be called "quiet" because of its location on the UP mainline, considers itself one of the victims of the rail resurgence.

Running out of capacity at its junction, the UP announced plans to build a new rail line to the south for overflow traffic. This means the town would be encircled by rail lines, allowing even more trains to pass through the area and making its open land less attractive for development.

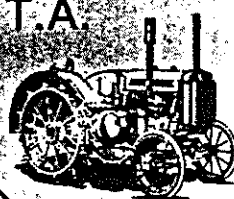
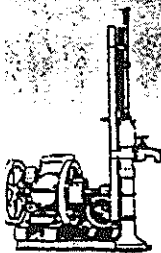
"Our emergency vehicles can't go to the north now," said Roger Heffelfinger, president of the Exchange Bank of Gibbon. "With trains parked down here (to the south), we'll be surrounded."

Not all railroad projects are unpopular. Southeast of here in Hastings, Neb., the city was delighted that UP built a new line around town, taking dozens of trains a day off city streets.

But James A. Hagen, chairman of Conrail, said railroads must be careful where they build new capacity because it is not possible to move track and terminals to new locations if economics change. "It's not like the trucking business where you can take your assets and just drive across the street," he said.

20th ANNUAL ANTIQUE SHOW

BRANCH #37 of E.D.G.E. AND T.A.



TWENTY TIRED IRON OF THE OWNERS ANTIQUE CLUB

ANTIQUE TRACTORS
MAYTAG WASHING MACHINES
HAY BALING
ARTS & CRAFTS
TRACTOR PULL
ANTIQUE OUTBOARD MOTORS

TOYS, ANTIQUE AUTOS
GAS ENGINES
HORSE DRAWN EQUIPMENT
OLD TOOLS BARB WIRE
CORN SHELLING & GRINDING
ROPE MAKING

ALL EXHIBITORS WELCOME

\$2.00 Admission Per Day — Children Under 12 Admitted Free with Adult

Come Join Us for a Glimpse Into Yester Years

Show Will Be Held September 23 - 24 - 25, 1994
at the Rose Of Sharon Estate - 2 Miles West of
Junction 59 & 12 at Gentry, Arkansas

Food Concessions

For More Information, Contact

Glenn T. Smith (501) 736-2089 or Clarence Woolley (501) 756-6213

Traveling by train may be on the right track

Arkansas & Missouri Railroad passenger counts for the months of April and May increased 26 percent from 1993 figures.

By MICHELLE PARKS

Times Staff Writer

SPRINGDALE — Maybe the railroad isn't quite a thing of the past, at least not in this area.

The trains of the Arkansas & Missouri Railroad are connecting southwestern Missouri and Northwest Arkansas more and more every year, according to new figures released this week.

The passenger counts for April and May increased 26 percent from 1993 figures, said Jim Brooks, vice-president of marketing for A&M Railroad.

On a 140-mile trek stretching from southern Missouri to Fort Smith and Van Buren, the railroad carries mostly grain and grain products from one location to another. It also stops in Fayetteville, Rogers, Springdale and Bentonville.

Brooks said A&M was bought from Burlington Northern Railroad in September 1986. Since then, the workload has increased, but even more dramatically in the last five or six years.

Brooks projects to run about 28,000 cars this year, compared to about 19,000 cars in 1986. The business has 400 freight cars to work with, each of them with a 100-ton capacity.

Brooks said this increase in business is due mostly to better and newer technology within the industry.

The railroad also handles loads of steel aluminum, particle board, plastics, lumber and sand.

Brooks said that the company's two biggest customers in 1993 were Tune Concrete and Tyson Foods.

"It doesn't hurt to be in an area that's doing quite well economically," he said.

He said one improvement was the unloading of sand concrete trucks by train crews. Before, the customers unloaded the cars, which could take a few days. But the train crews can dump the sand into a pit and the car is ready for another run.

An addition of a passing track is planned for a half mile stretch between Fayetteville and Springdale.

"We're always looking for new opportunities to do business, to do it better," he said.

Arkansas Postcard Past

By Steven Hanley



WINSLOW, circa 1910 — Mr. and Mrs. Nathan Tracy posed on the edge of the small mountain village beside the tracks that would bring tourists in and lumber out. In the early years of the century, six trains a day came through Winslow.

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

September 1994

ABMT CHAPTER NHRS

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25	26 Sidney & Para- matta Ry (New South Wales, Australia) opened (1855)	27	28	29 Passenger train collision at Mo- ntgomery, West Pakistan left 250 dead (1957)	30																																																																																												

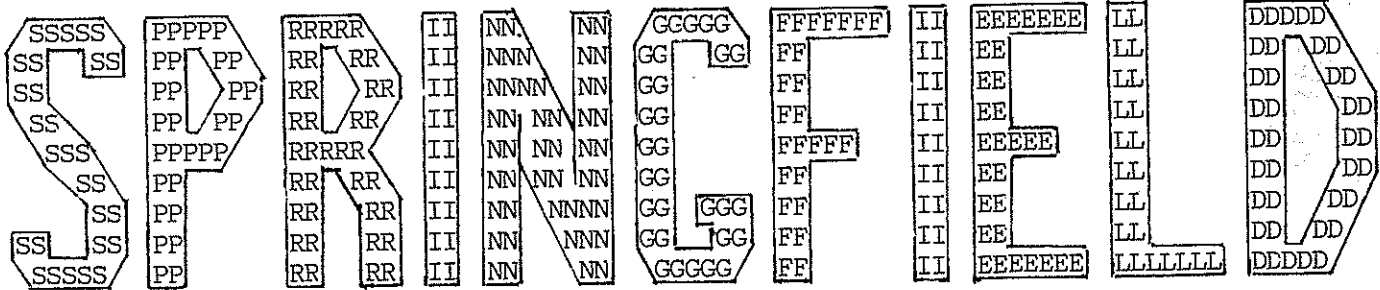
PADUCAH, KENTUCKY - August 11-14, 1994 - Illinois Central Railroad Historical Society's 15th annual convention and show. The dealer show will be August 13, 9 a.m. - 4 p.m. - There will be tours of rail locations around Paducah August 12 and a banquet will be held at 7 p.m. August 13. - Tables are \$20 - For more information or to order tables, contact Mark L. Miller, 1204A West Central, Marion IL 62959-1022 or call 618-997-5788.

COUNCIL BLUFFS, IOWA-KIRKWOOD, MO - August 27, 1994 - "Missouri River Eagle Special" will operate one way between Council Bluffs, Iowa and Kirkwood, Missouri through Kansas City. Special will be pulled by UP's E units and UP's streamliner fleet. - Will run over rare-mileage Omaha-Kansas City former MoP tracks part of the way. - Several stops will be made in route, so cost varies, but total one-way cost Council Bluffs-Kirkwood (outside of St. Louis) is \$230. There will be a bus back to Council Bluffs. - For more information, contact Cameral Club, PO Box 79, Columbus NE 68601 and send a stamped envelop or call 402-563-

BRANSON, MISSOURI - The Branson Scenic Railway runs 1½ ex ursions into Arkansas over former Missouri Pacific tracks (White River Line) evaryday except Tuesdays - currently they run 4 southbound trips a day, 8:30 a.m., 11:00 a.m., 2 p.m., 4 p.m. - call 417-334-6110 for fares and schedule changes - they use former *California Zehpyr* dome coaches.

NEW LUXURY EXPRESS MAY BEGIN - The renovated eleven cars of the *American-European Express* that used to run between New York and Chicago have been sold to Mittelthrugau Travel (MT) of Switzerland. They plan to start another luxury train service in the United States called the *American-Orient Express* in 1995, set to run between southern and southwestern states, including charter trips to **BRANSON**, Missouri. MT currently runs the famous *Orient Express* in Europe. (*Compuserve's TrainNet via The Gateway Railletter*)

DON'T FORGET



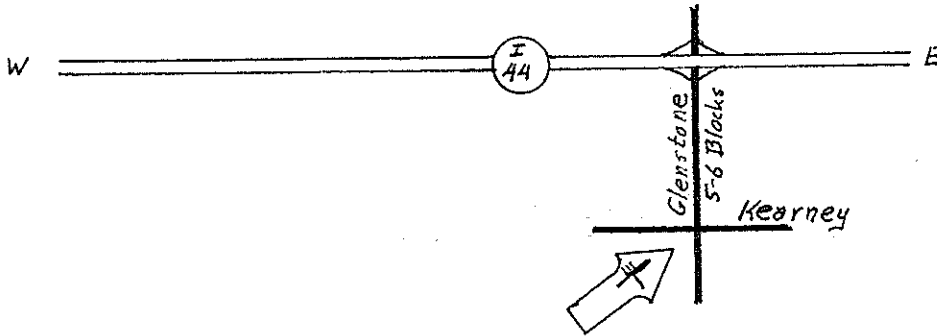
OUR NEXT MEETING WILL BE:

SATURDAY, AUGUST 13, 1994

11:30 AM

WESTERN SIZZLIN'
Corner of Glenstone and Kearney
Springfield, Missouri

This is a joint meeting with the Kansas City Chapter



Following our no-host lunch, we adjourn to

FRISCO RAILROAD MUSEUM
(no admission fee for us)



On December 12, 1949, you could ride from Carthage, MO, to Albany, NY, and return for the princely sum of \$105.05. How times have changed!

You would leave Carthage at 9:49 PM on Train No. 304, change at Monett in the middle of the night to No. 10, "The Meteor," and arrive in St. Louis at 7:45 AM. The NYC (CCC&StL="Big Four") train left St. Louis at 1:00 PM and arrived at Albany at 4:00 AM the next day, making a total of 29 hours, 11 minutes.

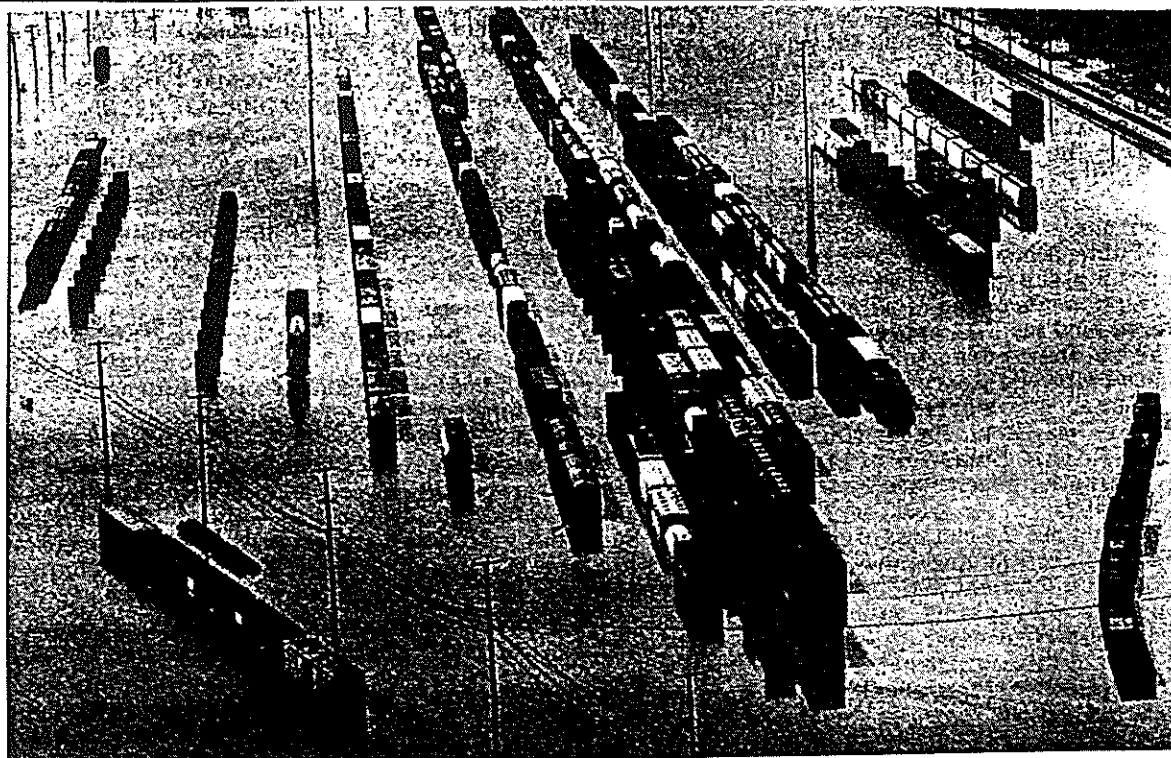
Today AmTrak could get you from Kansas City to Albany in 27 hours, 2 minutes, but you couldn't do it for \$105.05, even one way.

TRIVIA QUESTION: What has a Pyrex pie plate got to do with railroading? Answer below.

TRIVIA ANSWER: The Corning Glass folks discovered Pyrex before 1915 while experimenting with boro-silicate heat resistant materials for use in railroad signal lanterns. Remember that with your next apple pie ala mode.

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
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Associated Press

RAIL YARD FLOODED — Floodwaters surround railroad cars sitting idle in a rail yard in Macon, Ga. Stalled remnants of Tropical Storm Alberto continue to dump rain

on Georgia and disrupt rail and road traffic in central and southern parts of the state. Much of the state has had five days of flooding with more expected.

KEEPING TRACK OF RAIL CAR SHIPMENTS

A railroad customer wants to know what happened to his shipment of cat food, for instance, in car CNW 35216807. He can now find out almost instantaneously, thanks to Amtech. This firm has developed a device for electronic collection of tolls on autos and trucks at high speed. Radio beams bounce off small tags attached to automobile windshields. In a fraction of a second the tag identifies the owner of the vehicle and a charge is made to the owner's account.

Norfolk Southern was one of the first customers to track rail cars this way, and soon urged that Amtech equipment be made standard throughout the industry. In 1991 the Association of American Railroads mandated that the system be employed by all United States railroads. European railroads started using the system in 1993.

A later extension of use of car tags is to measure the level of hydraulic fluid in rail cars on the run. Looks like car inspectors may be on the way out.

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

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

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