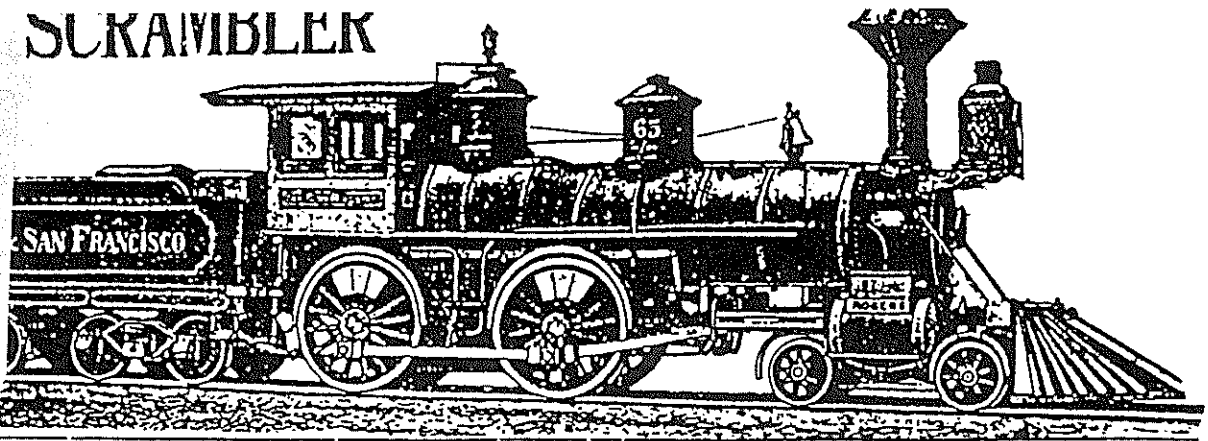


The SCRAMBLER

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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 9 NUMBER 6

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The Scrambler



As most of you are aware there was no January meeting, therefore there are no minutes available for publication in this month's Scrambler.

Dear Editor,

October 4, 1995

I had a very interesting experience involving railroading during World War II. This experience wetted my appetite for more adventures. Basicly, this was a seven day six night ride from Rhode Island to San Francisco on a "troop sleeper." That is, boxcars three bunks deep and cinders floating in and out. Our sole water basin was a tiny little sink that we managed to get a little water from. Needless to say, with the cinders coming in and out, and the boxcar doors open and the windows open, hygiene became rather difficult.

One of the more interesting anecdotes of the trip was the fact that we were playing five card stud on the floor of the boxcar and discovered that the "porter" had six cards in his hand. This, of course, was a no-no. We forthwith hung him upside down by his heels from the boxcar door as the train was doing somewhere between 75 and 85 miles an hour. After he got through screaming, he had a definite change of attitude.

There were about twelve cars of sailors going overseas, and we had about twelve cars of soldiers who had just come back from battlefields in Europe for discharge. We, of course, had no fears because we had no idea what to expect, and the other guys were glad to get home. To celebrate our going overseas and these fellows coming back from overseas, we made liberal use of the navy's generous regulations which allowed us to go into any town that we stopped in and make a run at the closest local "beverage store." The civilians were very cooperative and their cars would arrive back at the train station filled with cases of beverages of various sorts and sailors.

Somewhere crossing the desert, we noticed a taxi cab running parallel to us blowing the horn. Two of our guys who had been left behind at the last stop were in the car. The train stopped, the fellows were put on board, and we continued our journey to Oakland, CA. Needless to say, for an 18 year old boy making his first trip away from home, this was a very memorable experience.

I've been a rail fan ever since.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bob Wesson', written over a horizontal line.

Bob Wesson

sn

This is a letter to the editor of Cinders From The Smokestack, a letter many of you could write, a story many of you could tell, and something I definitely would enjoy using in the Scrambler. Please take time to consider sending your stories in for publication. Thanks.

All aboard for trip to Hope's past

Depot museum offers glimpse into railway's historic ties to city

BY JUDY CROW
Hope Star

HOPE — The ties between this city's history and railroad history are close. They can be examined now in a new museum that opened last month.

As it happens, Hope might not exist but for a railroad. When the Cairo & Fulton Railroad was laying tracks, Col. James M. Loughborough, a Little Rock attorney for the company, named a new town where the railroad stopped "Hope" in honor of his daughter by that name.

The old Cairo & Fulton Railroad completed laying tracks in 1873, and on Aug. 20 of that year, the first train pulled into the newly established town.

Loughborough's photograph hangs in the newly restored Hope

Visitor Center & Museum and is featured in a brochure about the museum in the old Iron Mountain-Missouri Pacific Railroad Depot.

The depot was built in 1912 at a cost of about \$29,000. It was donated by Union Pacific Railroad to the city in 1994.

While the doors opened Jan. 8, finishing touches are still being put on the project. Renovation of the depot into a museum and visitor center cost \$500,000, paid for with a federal grant and local funds.

The museum features not only railroad history, but also the history of Hope, including famous residents like President Clinton. Childhood photographs of the president and his family are part of a display.

Manager Gary Johnson has spent the past year rounding up

antiques to decorate the center. Some pieces came from the railroad depot. They were removed when it closed and now have been returned to their former setting.

The furnishings reflect the history of the building, which originally included three waiting rooms, a ticket office, a baggage room and a Railway Express room.

A state-of-the-art audiovisual room has been put into the east end of the building. One video details the history of the train station and the story of Hope and President Clinton. The second is dedicated to Arkansas' southwestern region.

The center will be open from 8:30 a.m. to 5 p.m. Monday through Friday until Memorial Day, when the hours will expand to seven days a week.

Helped in storm

During the recent snowstorm back East, I tried to call Amtrak concerning a reservation. While I waited for an agent to come on the line I was treated to some nice music along with spoken message including one that said Amtrak had put on 72 additional trains to move passengers in the East who could not get away from airports.

It seems too bad that Newt Gingrich and Bob Dole want to shut down Amtrak. Unfortunately, it is looking like they might succeed. Then what are all the stranded airline passengers going to do?

Arthur J. McMasters

Roeland Park

■ Joseph Legotti, 41, a Long Island Railroad ticket taker, was awarded by federal jurors in Uniondale, N.Y., \$110,688 plus medical expenses for repetitive stress elbow injuries from slamming his fist — up to a thousand times a day for 11 years — to work a manual ticket-validating machine designed in 1911.

Train jumps tracks, burns; 2 crew members die

The Associated Press

CAJON SUMMIT, Calif. — A train hauling hazardous chemicals jumped the tracks on a steep hill Thursday and exploded in flames, killing two crew members, injuring 20 others and spewing toxic smoke into the sky.

"I felt a boom ... We had an earthquake yesterday, and I thought it was another earthquake aftershock," said Ron Beth, who was jolted awake in his motel room a few hundred feet away. "I look out and see this big gray-colored column of smoke."

Most of the injured were police officers and transportation officials who complained of chest pains, shortness of breath and skin rashes. They were taken to several hospitals.

Two of the three crew members were killed, but the engineer escaped with lacerations and an injured back after Patrick Davis, who lives nearby, pulled him through the window of an overturned locomotive.

"I couldn't see anybody else and one engine was on fire and the other engine blew up," Davis said.

All four of the train's locomotives and 46 of its 49 cars left the tracks shortly after 4 a.m., said Mike Martin, a spokesman for Burlington Northern-Santa Fe Corp. Five tank cars contained hazardous chemicals, he said.

The fire was still burning intensely at midday; flames were shooting 30 feet into the air and thick gray-black plumes of smoke billowed into the air.

"It's really ripping, really burning," said Bill Peters, California Department of Forestry spokesman. "We're not fighting it as of yet because of all the chemicals."

The site, in the Cajon Pass, is a sparsely populated area about 15 miles north of San Bernardino. A hotel, a restaurant and a gas station were evacuated along with a few homes. Nearby Interstate 15, the main artery between Los Angeles and Las Vegas, was shut down in both directions.

The cause of the crash was uncertain.

Emergency crews identified the hazardous materials on the train as trimethyl phosphite, methyl ethyl ketone, butyl acrylate, denatured alcohol and petroleum



distillates.

All are highly flammable and their fumes can burn skin or irritate eyes, noses and throats if inhaled, Peters said.

"They're not real deadly, but they are real uncomfortable," he said.

Places with Railroad Related Names

An enduring legacy of our railroad heritage is the many places named for railroad personalities. Here follows a partial list.

Gentry, AR- This town was named for a civil engineer employed by the Kansas City, Pittsburg & Gulf.

Hiwasse, AR- One version of this town's naming is that an engineer from the Kansas City, Pittsburg & Gulf named the town after his alma mater Hiwasse College in Tennessee.

Rogers, AR- This town was named Rogers in honor of Captain Charles W. Rogers, General Superintendent of the FRISCO.

Winslow, AR - This town is named for Edward F. Winslow, President of the FRISCO.

Purdy, MO- This town is named for Captain George A. Purdy who was involved in construction of the FRISCO line to Northwest Arkansas in the 1880/1881 period.

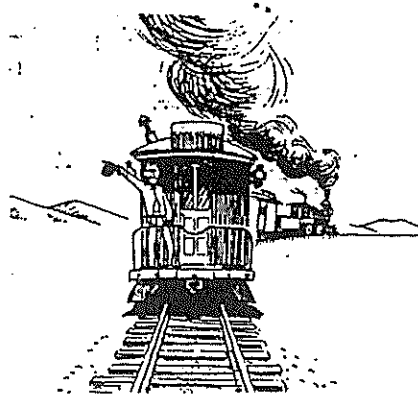
Seligman, MO- Seligman, which means "holy man" in German, was named in memory of Joseph Seligman. He was a Bavarian Jew whose investment banking firm (J & W Seligman & Co.- New York) was instrumental in raising funds used for the FRISCO extension from Pierce City, MO to Northwest Arkansas.

Stilwell, OK- This town was named after Arthur Stillwell, a promoter of what later became the Kansas City Southern. Port Arthur, TX is also named for the same individual. I wonder if Stilwell had a middle name!

Submitted by Tom Duggan



THE PRESIDENT'S OBSERVATION



Observations

The A & M RR has converted several ex CN bulkhead flat cars to log cars by adding steel side bars. They are painted in the attractive Tuscan red like red color so reminiscent of that used on the Pennsylvania Railroad. Also saw A & M marked gondolas being loaded with logs at the Avoca siding.

The KCS appears to have an active log business as the Government Lead siding (just south of Neosho, MO on U.S. 71) often has cuts of log cars in the process of being loaded.

Department of How Cold It Was.— WGN, Chicago reported cancellation of the Chicago-Grand Rapids Amtrak runs the weekend of February 3 due to freezing of diesel engine fuel.

Premise Note: The Shiloh Museum has budgeted \$15,000 this year for work on the John Steele General Store. The initial effort will be on the exterior as Bob Besom thinks there might be problems with the "Oklahoma Style" construction. The work will be done by the same team that did the work on the "new barn".

Let's hope Mother Nature permits us to get together on Thursday, February 15 for Bill Merrifield's UPRR E-9/3985 presentation. Bob Oswald has the March presentation (Railroad Miscellanea including UBI (Useless Bits of Information) while I will do the April presentation on the Bentonville Railroad. Please start thinking about your presentation and contact Bill Merrifield to reserve a spot.

Tom Duggan

1,000 jobs cut by Burlington; railroad will trim 1,600 more

BY RANDY TARDY
Democrat-Gazette Business Writer

Burlington Northern Santa Fe Corp., the nation's largest rail system, said Monday it has eliminated 1,000 salaried positions and plans to cut another 1,600 jobs across its 31,000-mile system in the next few years.

BNSF has 208 miles of track and 175 employees in Northeast Arkansas. But those workers should not be affected by the cuts, said spokesman Jim Sabourin, from the company's headquarters in Fort Worth, Texas.

BNSF was created Sept. 22, 1995, through Burlington Northern Corp.'s \$4 billion merger with Santa Fe Pacific Corp.

Santa Fe did not serve Arkansas, but did have operating rights over BN's mainline, which enters the state at Mammoth Spring on the Missouri border and exits across the Mississippi River at West Memphis.

With consummation of the merger, "We indicated we expected about 2,500 people to be laid off," said Richard Russack, another BN spokesman.

He said the reductions an-

nounced Monday "are in sync with what we expected."

BNSF on Monday also said that it expects to charge \$585 million against fourth-quarter earnings for the job eliminations and for disposing of branch lines and unnecessary office space in the wake of the merger.

"This thing is being cleaned up into a great-looking company," said Steve Lewins, an analyst at Gruntal & Co. "I wouldn't be surprised if the stock is worth \$100 a share in the next few years."

Lewins said he expects the cost-cutting to continue.

"It takes five to 10 years to combine railroads," he said. "In that time we could see an endless slew of write-offs as management finds new areas to save money."

None of the branch routes and surplus offices is in Arkansas. "They are primarily in areas where there is some overlap" of the once-separate systems, Sabourin said. "We're still very much in the process of getting the two companies merged."

Among BNSF's shippers in Ar-

kansas are Nucor-Yamato Steel Co. in Mississippi County at Armorel, Riceland Foods Inc. in Jonesboro, Cyro Industries in Osceola and Jefferson Smurfit Corp. at Nettleton.

BNSF could gain a stronger presence in Arkansas if the Union Pacific/Southern Pacific merger — now before regulators in the U.S. Department of Transportation — is approved later this year.

UP and SP, in a move to prevent BNSF from opposing their merger, agreed last fall to provide their big rival nearly 4,100 miles of track rights and line sales in the western half of the United States.

The deal includes allowing BNSF operating rights from the Texas Gulf Coast at Houston into Memphis over UP and SP track in southeast and eastern Arkansas. Consolidated Rail Corp., Illinois Central Railroad and Kansas City Southern Railway have voiced opposition to the UP and SP merger.

Bloomberg Business News contributed to this report.

Duty-free sales banned, cutting Eurotunnel gain

London Observer Service

LONDON — Century-old beer laws are proving a headache for Eurotunnel as it struggles to compete with the cross-channel ferries.

After failing in court actions to ban duty-free sales in the European Union, Eurotunnel adopted an "if you can't beat 'em, join 'em" approach. A one-third discount on tobacco and alcohol sold at its small outlets in Folkestone and Calais for drive-on Le Shuttle passengers resulted in ringing tills but three-hour lines.

But when Bruce McKendrick, Eurotunnel's retail services director, initiated a system of trolleys going up and down the lines of cars waiting to board Le Shuttle trains, he ran up against Victorian-era liquor laws.

A trolley of whiskey in a parking lot is deemed to be the legal equivalent of a liquor store on wheels and subject to the same restrictions. The carriages and the tiny terminal-based duty-free shops were designed on the assumption that EU duty-free sales were to end in 1992.

But duty-free sales within the EU have been extended to 1999.



JOE LEDFORD/The Star

Spearheading the effort to move the Chicago & Alton Train Depot is Don Reimal. The station is thought to be one of the oldest in Missouri and the only two-story depot left in the state.

Independence prepares to move famed train depot to trails center

KC STAR 12-27-95

By MIKE RICE
Staff Writer

After years of neglect, a boarded-up Independence train station soon could become a tourist attraction.

Independence is completing plans to move the historic Chicago & Alton Train Depot from its site near 23rd Street and Chrysler Avenue to the National Frontier Trails Center about a mile away.

Built in 1879, the station is thought to be one of the oldest in Missouri and the only two-story depot left in the state. Local history buffs note that the station represented the burgeoning railroad era, which signaled the end of the city's renowned pioneer trails.

"This depot shows the progression of the westward movement," said Don Reimal, chairman of the Save the Chicago & Alton Depot Committee. The group, formed in 1993, has raised more than \$10,000 in private donations.

The city purchased the depot from Gateway Western Railroad Co. last spring. It has secured more than \$75,000 in state aid and earmarked nearly \$19,000 in federal money to preserve the building.

A St. Louis moving company will remove the roof and overhangs. Heavy equipment will lift the body of the depot from its foundation and transport it to tracks outside the Trails Center, 318 W. Pacific Ave.

Reimal, an Independence councilman, said the moving company, Expert House Movers, saved several historical homes along the Mississippi River in the 1993 floods.

Moving the depot will be a daunting task. Independence will temporarily remove power lines, causing brief power outages. And the trip to the trails center — normally a few minutes by car — could take as long as five hours.

"We hope to move it on a Sunday," said Reimal, who promised

the move would not interfere with any postseason Chiefs football games.

The depot is marked with gang graffiti and hasn't been painted in 20 years. But in 1993, the American Institution of Architects' Kansas City chapter reported that the overall structure was in good condition.

Reimal said the committee has gathered several items from the station, including benches, steel armrests, a telephone, a telegraph, desks and a semaphore — a railroad signaling device with movable arms.

"Once people realize the depot will be preserved, they will come forward with more pictures and stories," Reimal said.

Trails center officials plan exhibits at the depot marking the railroad's rise to popularity after the Civil War. The center already highlights Independence's role as the main launching spot for pioneers who traveled west along the Santa Fe, California and Oregon trails.

Amtrak staying on track with cuts

BY RANDOLPH E. SCHMID
Associated Press Writer

WASHINGTON — Amtrak's staff recently held a Christmas party, signifying that things are improving at the nation's passenger railroad, where a year ago workers were too dispirited to celebrate.

Amtrak President Thomas M. Downs says that while the railroad is not yet out of the woods, sharp cuts in staff and service helped prevent a potentially fatal fiscal 1995 deficit. In short, things are looking up.

Indeed, a projected \$169 million deficit for 1995 turned into a \$2 million surplus for the year, Downs said last week in assessing Amtrak's status.

"I think we can, with some degree of assurance, say we can make it," Downs said. But, he added, "we have miles and miles and miles-to-go" and survival still depends on receiving federal aid for capital improvements over the next few years.

After finishing 1994 \$63 million in the red, Amtrak faced an expected loss of \$169 million in the fiscal year that ended Sept. 30.

"We could not have survived that," Downs said.

In response, the railroad announced major cuts in service and staff, reducing spending by \$94 million. Revenues were increased by raising some fares and other charges.

Several states agreed to pay Amtrak to continue service it had planned to cut, Downs said. Thus, a planned 21 percent reduction in service wound up as a 16.1 percent reduction while ridership dipped by just 5 percent.

The railroad cut 1,968 workers from the payroll, including 415 managers.

But while Downs was buoyed by the 1995 results, he acknowledged that Amtrak faces stern challenges in the coming years, with its federal operating subsidy being gradually phased out.

"The first test for us was not dying in fiscal year 1995, whether by accident or design, by act of Congress or act of our bankers," he said.

"We've proven we can do it, the second year is equally as hard," he added.

While the federal operating subsidy will end, Downs termed capital assistance critical, with needs nearing \$3 billion over five years to replace aging locomotives and passenger cars and to improve stations and antiquated repair facilities.

Downs has been urging Congress to designate one-half cent of the federal gasoline tax for Amtrak capital use for five years. But he continues to meet resistance from mass transit agencies that want that money put into the transit trust fund.

On the death of the ICC

The Associated Press

THE NEW YORK TIMES, ON DEATH OF INTERSTATE COMMERCE COMMISSION:

The Interstate Commerce Commission, the oldest surviving Federal regulatory agency, died on New Year's Eve at the age of 108. The causes of death were the rigidities of age, confusion about its proper constituency and the climate of deregulation. Initially created to protect farmers and communities from the monopoly power of railroad barons, the I.C.C. later ganged up on the consumers it was supposed to protect, siding instead with the industries — especially trucking — that it was supposed to regulate.

At first, the I.C.C. provided a countervailing force to concentrated power over transportation lifelines. It served as a rallying point for cities and states complaining of discriminatory rail rates. But as the decades wore on, it took as its

interest the economic well-being of the industries under its purview. Its regulations jacked up prices and blocked entry by low-priced truckers and joint rail and truck services. The Carter Administration, with its deregulatory bent, got reforms passed that would defang the commission. Yet the commission persistently required industries that Congress had intended to set free to file thousands of pages to justify rates that warranted no public scrutiny.

By the time Congress moved to abolish the agency, mostly vestigial power remained. The commission did retain power to approve or disapprove large railroad mergers — a power now transferred to a three-member board within the Transportation Department. For all the boasting in Congress over slaying a regulatory beast and saving tons of Federal money, most of that slaying and saving had already been accomplished.

He said the reductions an-

Among BNSF's shippers in AI-

traveled to this report.

EO have been extended to 1999.

At the Erman Corp. Inc. in Kansas City, Kan., a classic caboose, right, is on display to be sold. Below, general manager James W. Dull (bottom) and marketing manager Ted Goldstein show an old-style caboose in the company's yard along the Kaw River. Three styles of cabooses are offered. Each is about 8 feet wide and about 30 feet long. Most of the furniture and gadgetry has been removed, but many sport tiny sinks and bathrooms.

Photos by MARCIO JOSE SANCHEZ
The Star



No longer at the end: New uses for cabooses

By ANNE LAMOY
Staff Writer

Recycling and downsizing are all too familiar terms these days.

Nothing illustrates the combination of these ideas better than old railroad cabooses put out to pasture but with plenty of life in them.

"The railroads have decided that's just a job (caboose engineer) that's no longer necessary," said James W. Dull, general manager of the Erman Corp. Inc., a Kansas City, Kan., company that dismantles old train cars for scrap metal.

The company, however, doesn't tear up the retired cabooses. It tries to sell them. The average cost is \$4,500.

Cameron, Mo., turned a caboose into a visitors center. One is located at a Johnson County park. And a caboose serves as a playroom for a McDonald's restaurant in Kansas City, Kan.

"Cabooses are kind of unique," Dull said. "Every one's a little different."

Three styles of cabooses are offered. Each is about 8 feet wide and about 30 feet long. Most of the furniture and gadgetry has been removed, but many

sport tiny sinks and bathrooms.

Dull's even got an old Amtrak "regal dome" sleeper car.

"We're holding on to it in case anyone wants to buy it," Dull said.

Among the stock of cabooses is a green Burlington Northern Railroad model; about 20 yellow ones from Denver and Rio Grande Railroad; and a sleek-looking Kansas City Southern Lines item that looks like a spaceship.

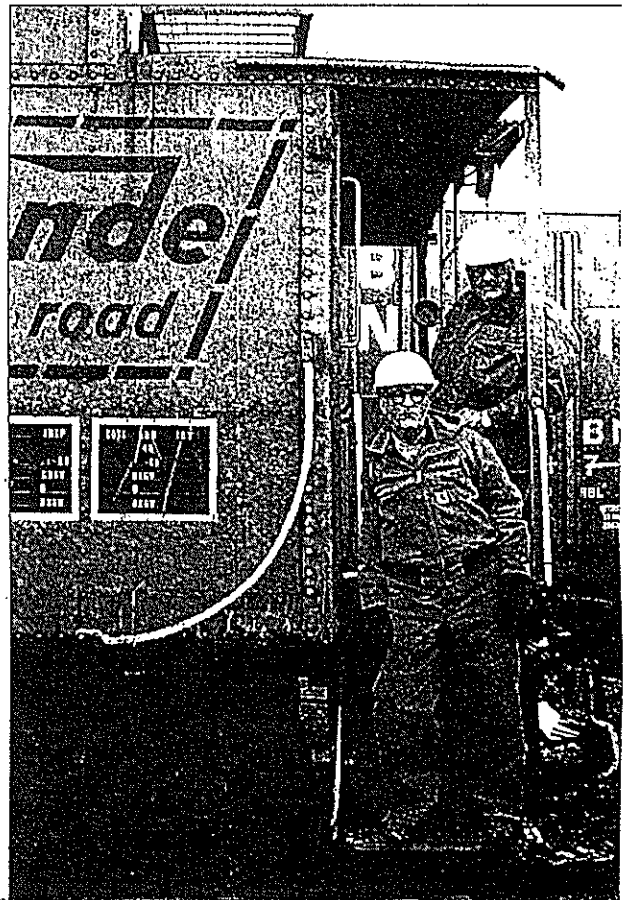
Missouri Rep. Bill Skaggs, a Northland Democrat, has his eye on a Denver and Rio Grande caboose for his acreage near Polo, Mo.

"I didn't want to put a trailer there," he said.

Skaggs and his family visit the farm, about 50 miles northeast of Kansas City, only during the day. They need a place to get out of the weather or sleep overnight, he said.

When he gets his caboose, Skaggs plans to outfit it with a sink, a small bathroom and perhaps even a bunk bed in the cupola, where engineers used to watch for danger on the tracks.

"I just thought it would be a neat thing to do," he said. "Kind of different."



Union Station architects selected

EC STAR 1-24-96
Design team consists of two companies from New York, Washington.

By CHRIS LESTER
Staff Writer

Two out-of-town firms were selected Tuesday to create a design scheme for the long-vacant Union Station.

Keyes Condon Florance Architects of Washington, D.C., and Ehrenkrantz & Eckstut Architects of New York will be lead design architects for the project. Hines Interests Limited Partnership of Houston and M.A. Mortenson Co. of Minneapolis are program managers.

The boards of the Union Station Assistance Corp., a nonprofit group that owns the depot, and the

Kansas City Museum, which wants to locate Science City there, ratified contract agreements. The Hines Mortenson joint venture had been working without a formal contract since last summer.

"It is clear from the quality of the firms bidding on this job that our Union Station project is viewed as one of the most important redevelopment projects in the United States over the next few years," Sprint Chairman William T. Esrey, who heads the Project Coordinating Committee for Union Station, said in a statement. Esrey's committee considered more than 100 companies before settling on a team with experience in large museums and historic preservation.

Yet some Kansas City design firms are frustrated that there is no local participation in the high-pro-

file project.

"It's a real disappointment to the architectural community in Kansas City," said Kite Singleton, a principal in the Abend Singleton Associates Inc. design firm. Singleton said the selection of an out-of-town design team "falls back on an old pattern of bringing in out-of-town firms to tell us what to do."

"They're good architects," Singleton said of the Keyes and Ehrenkrantz firms. "I'm just disappointed they don't have somebody on the team to say: 'This is a Kansas City project'."

Union Station supporters emphasized that the Keyes and Ehrenkrantz firms are design architects only. The actual production architects, to be selected later, stand to get more work and fees. And Kansas City firms are sure to get some of that work.

"Kansas City has a deep talent base of architectural, engineering and construction firms, and we look forward to working with a number of these firms as we continue to assemble a first-rate project team," said Michael Fletcher, project director for Hines Mortenson.

Hines Mortenson has formulated a \$7.5 million program for this year that includes contaminant removal, structural study, historic preservation and designs for Science City and the rest of the station.

A news conference is scheduled for 9 a.m. Thursday to introduce the design architects and program managers. Public input sessions are scheduled for 11:30 a.m. Friday and 8:30 a.m. Saturday in Suite 130 of Two Pershing Square, 2300 Main St.

REMEMBERING TROUBLE

By P. B. Wooldridge

Cotton Belt Star

Back in the 1920s when Saturday Western movies cost ten cents, many Pearl White and Tom Mix movies featured narrow escapes on railroads. But nothing I witnessed back then could match some of the experiences I had later in 44 years of railroading.

I'd just hired out in 1937 and was temporarily protecting *Third Trick*, Lewisville, Arkansas. No. 802, the passenger out of Shreveport, Louisiana, had just arrived. Arriving at 11:50 p.m. I observed that the train order signal had burned out. I signed the transfer, covering about ten train orders.

The *Second Trick* operator, C. O. Temple, was a reluctant railroader as he controlled the nickelodeon and slot-machine business throughout that area, and was well-to-do. The last thing he needed was a railroad job. And there was no way to get him to climb 25 feet straight up on that narrow train order ladder.

So five minutes into my tour of duty I was 25 feet up the ladder, when No. 2, the *Lone Star* passenger, arrived. I hastened down the ladder, sold a few tickets, and hurriedly gave the engineer and conductor of No. 2 a clearance without orders. At that time the dispatcher's OK was not necessary in the absence of train orders. That changed after this incident.

I ran back into the station and very hurriedly double checked my train orders and discovered one addressed to NORTHWARD TRAINS, which, of course, included No. 2. The order read:

"Account low water at Milner do not take water at Milner unless absolutely necessary."

No. 2 began to move, as I grabbed the hoop with the clearance for the rear brakeman or flagman. I started to flag No. 2, then decided not to delay him, and went outside and delivered the clearance to the flagman on the Pullman.

I'd just committed the cardinal sin any operator could be guilty of, and I was in a quandary. I called the dispatcher on the wire, but he didn't respond. I'm quite sure he knew what had happened. Instead, the dispatcher's bell rang and dispatcher G. C. Stevens said on the phone:

"If you have anything to say to me, say it here."

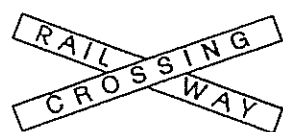
Which I did, and the order was reissued to No. 2 at Stamps.

Passenger trains never had taken water at Milner, only a very occasional freight, but I know I was subject to 45 demerits or termination.

Next night Assistant Superintendent A. T. "Casey" Townsend, a promoted engineer, dropped in on me and I feared the worst. But all he said to me was:

"How are you and your train orders?"

It never happened again!



I vividly remember an incident in the 1970s, again at Lewisville. Highway 29 and Highway 82, both very busy, intersect just north of the Cotton Belt crossing. Traffic on

Highway 29 is required to stop. On this occasion traffic on 29 was backed up for a block, with a long load of pulpwood straddling the main line.

We had a northbound freight approaching at speed when I glanced out the station window and saw this pulpwood truck blocking the main line. I dashed out the door, ran down the station platform, jumping up and down like a rabbit, gesticulating and screaming at the top of my voice: "Get that damn truck off the crossing!"

The driver was blocked by cars ahead and behind but he pulled into the left lane and cleared the speeding train by three seconds.

Engineer Hendrix called me on the radio and said: "That was too close for comfort," to which I replied: "You very nearly scattered pulpwood all the way to Stamps!"

At the end of his run, Engineer Hendrix called me on the company phone from Pine Bluff Shops and thanked me.

I appreciated that!

THE WAY WE WERE

Station Sundays

BY HARRY ARTHUR DENNEY

I remember Union Station Sundays. My dad, mom and two brothers and I would go to 11 a.m. Mass at St. Vincent's. After church my Uncle Barney and Aunt Nora would join us in our car and we would head for Union Station.

It was still in its prime in those days (the early '50s) and it was special to be there. I

remember balloons on the ceiling far above, some all the way up, some hanging in mid-air as they slowly descended. They had been filled with helium by the lady at the toy store, then pressed into eager hands that would sometimes forget to hold on tight.

There were other delights at the toy store: mini steam engines, erector sets, glass airplanes filled with candy and the original metal matchbox cars, made in England and kept in a glass case.

We would next visit the Drug Store, with its intriguing aromas, and the long fountain, home of chocolate sodas. In another corner was the cigar stand, its cases displaying forbidden "see-gars" resplendent in their bands and names, such as "El Producto."

Other memories I have are of the "railroad watch" jeweler, the tailor, barber and beauty shops, Western Union, Yellow Cab, Fred Harveys and the big round black cage ticket window.

We would explore the long waiting room with the wooden benches, where, amid the din, "red caps" would hustle luggage and

people would manage to sleep.

Finally, a visit to the bookstore with paperbacks for my aunt and mother. If one of these was a good mystery my aunt would call it an "under the pillow" book because that's where she kept it, savoring a few chapters at a time.

Often after visiting the station we would drive across the street

for lunch at Nance's restaurant in what was then the BMA building.

Our favorite was pot roast, served with sprigs of parsley which looked to us like miniature trees. We couldn't resist standing them up in the mashed potatoes.

After lunch,

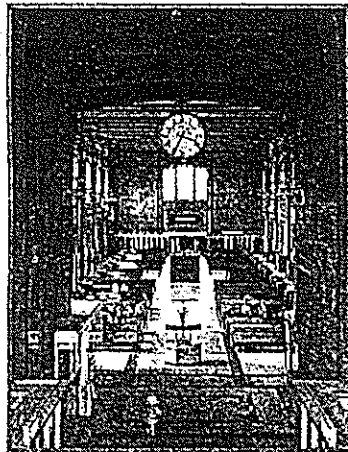
if we had been good (which was always), Dad would drive us "through the tunnel" which ran under the front of the station. Entering from Broadway on the west, by the Railway Express Agency, we would emerge on Grand.

Looking into the loading dock doors on our way through we would see lights deep inside. Dad would always honk the horn to make a neat echo, and we thought it was something because there were signs warning "Authorized Personnel Only." But that was all right. Dad worked for the post office.

This was our treat on many Sundays not so very long ago. We did it often because, as I said, we were always good.

Aren't all little boys?

Harry Arthur Denney is a free-lance writer in Kansas City.



Conrail wants to buy Southern Pacific lines

PINE BLUFF — Conrail Inc. said it wants to buy Southern Pacific railroad lines and keep jobs stationed in Pine Bluff. The lines will be sold if a Union Pacific-Southern Pacific merger is approved.

Mike Rogers, assistant vice president of Conrail, visited Pine Bluff on Tuesday as part of his company's efforts to gain local support for its bid to buy the Southern Pacific-East lines, widely known as the Cotton Belt lines.

Southern Pacific-East includes tracks in Arkansas, Louisiana, Texas, and Missouri.

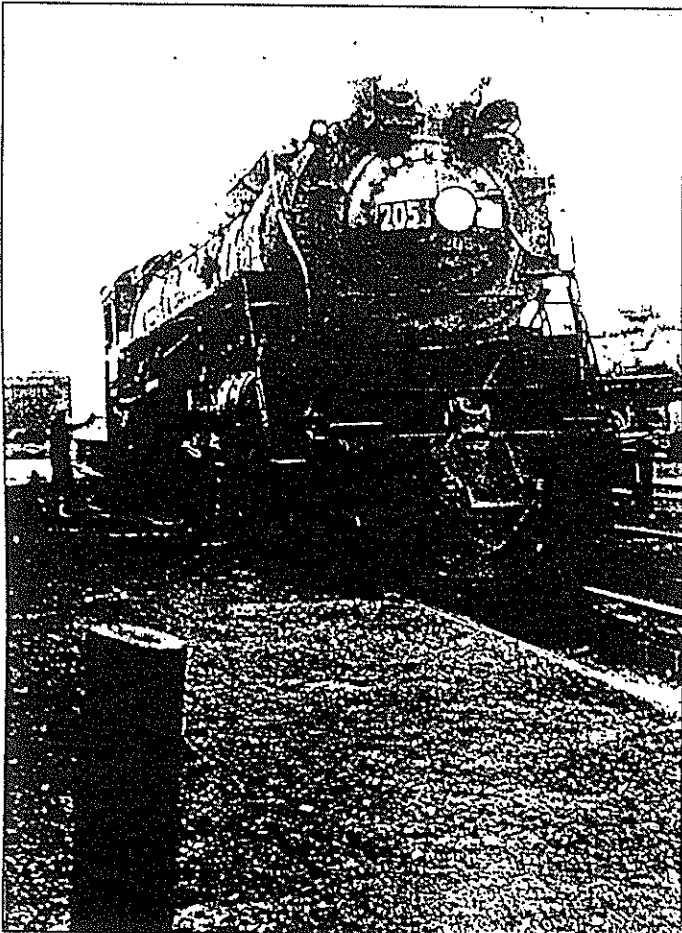
In August, Union Pacific announced an agreement to buy Southern Pacific for more than \$5 billion. The merger would make Union Pacific the largest railroad company in North America. The two railroads, now competing in Arkansas, operate parallel tracks from southwest to northeast and generally from Texas to the St. Louis area.

The Union Pacific tracks pass through Little Rock, and the company has a major marshaling yard and repair shops in North Little Rock. The Southern Pacific tracks pass through Pine Bluff, where that company has a major marshaling yard and repair shops.

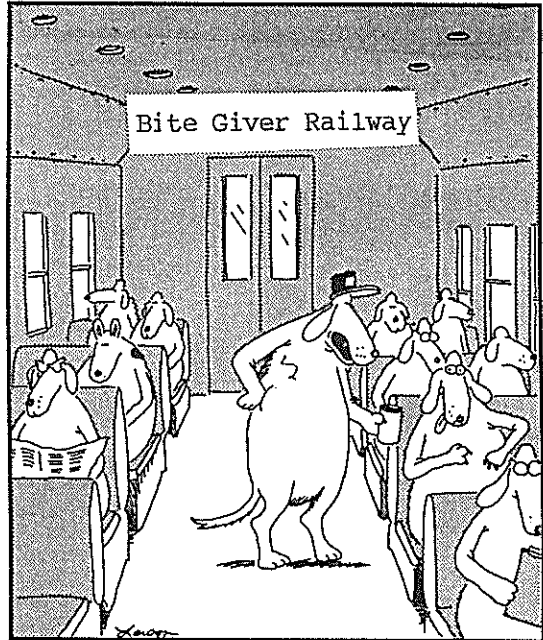
Mike Furtney, a Southern Pacific spokesman, says his company employs about 900 people at Pine Bluff. The mechanical shop at Pine Bluff would likely close after a merger, as Union Pacific has a larger shop at North Little Rock, Furtney said. (AP)

ATTENTION: CHAPTER-ONLY MEMBERS

You know by now that this Chapter does not send out renewal notices. Let this be a gentle reminder that your 1996 dues (\$12.00) may now be paid. By the way, this amount does not quite cover the printing and mailing cost of your monthly "Scrambler." RCO, membership chairman



MILWAUKEE ROAD Class S-2 Northern (4-8-4) No. 205. This dual service behemoth, built in 1937 by Baldwin, featured 26" x 32" cylinders pushing 74" drivers. BP: 285 psi, TE: 70,816#, total weight: 282,320#. None survive. Bensenville, IL, c. 1947. RCO photo.



"Ticks, fleas ... Ticks, fleas ..."

The M.K.&T. road has a special passenger coach which is used on conveying prisoners from the Territory to the penitentiaries in the North. It is lined and barred with iron on the inside ...

Rogers Democrat, Feb. 3, 1898

Need to get to Cincinnati in a hurry? Here are a few routes (if this were 1905!)



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O. P. McCARTY, General Passenger Agent
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REMEMBRANCE

We are sorry to announce that V. Allan Vaughn, Chairman of the Board of NRHS, died on January 14, 1996, from complications following a stroke. He was 61 years old and had held numerous society offices, that of Chairman since 1983.

We also regret the passing of former Chapter member Charles "Chuck" Kirchen in December. Chuck donated over 25 books for our library-to-be a couple of years ago.

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Freight down, railroads roll in with mixed 4th quarter

BY DANIEL MACHALABA
Dow Jones News Service

NEW YORK — Major railroads, coping with a slowdown in freight shipments, are likely to post mixed fourth-quarter results.

Analysts expect earnings gains at Norfolk Southern Corp., GSX Corp. and Burlington Northern Santa Fe Corp. But they expect earnings will decline at Conrail Inc., Southern Pacific Rail Corp. and Union Pacific Corp.

"The weak economy is taking its toll on the rail group, resulting in disappointing traffic numbers," said Merrill Lynch & Co. analyst Michael Lloyd. Excluding special items, profits at the largest railroads will increase an average of 3 percent in the fourth quarter, he said.

Problems related to recent rail mergers may reduce fourth-quarter earnings at Union Pacific and Southern Pacific, while harsh winter weather disrupted some operations at Burlington Northern and Conrail.

Some analysts, however, expect cost-cutting to buoy fourth-quarter earnings. "The railroads show they still have significant cost-cutting opportuni-

ties and that they are not nearly as cyclical as many of the other economically sensitive industries," said James Valentine, an analyst at Salomon Brothers Inc. He expects major railroads to post fourth-quarter earnings gains of more than 10 percent, on average.

Anthony Hatch, an analyst at NatWest Securities Corp., expects Philadelphia-based Conrail to post a fourth-quarter earnings decline, reflecting a 6 percent drop in freight shipments, the sharpest among major railroads. However, a vigorous cost-cutting program implemented earlier in the year helped temper the effects of the traffic slowdown. Hatch expects Conrail to earn \$1.64 on fully diluted shares. Conrail reported earnings of \$1.66 a share, fully diluted, a year earlier.

A Conrail spokesman acknowledged that freight traffic was running below year-ago levels and said he expects the trend to continue into the first quarter of 1996. But he said the company has "continued to keep expenses under control through the quarter," although poor weather in parts of the system in early December did not help keep costs

down.

NatWest's Hatch expects Southern Pacific, of San Francisco, to post the biggest earnings decline of the major railroads. He expects the railroad to earn 1 cent a share in the fourth quarter, compared with 22 cents a share in the year-ago period, excluding special items. After Union Pacific of Bethlehem, Pa., agreed last summer to buy Southern Pacific for about \$3.9 billion, employee morale at Southern Pacific slumped and the railroad's drive to improve operations and reduce costs faltered, he said.

At Union Pacific, earnings at the rail unit will rise about 10 percent, reflecting Union Pacific's \$1.1 billion purchase earlier this year of the 70 percent of Chicago & North Western Transportation Co. that it didn't already own. However, troubles digesting Chicago & North Western during the fourth quarter, Union Pacific officials said, led to service disruptions and held earnings from additional gains.

Union Pacific officials said they expect to meet analysts' forecasts that the company will earn between \$1.08 a share and \$1.12 a share in the fourth quar-

ter, excluding special items. Union Pacific earned \$1.14 a share in the year-ago period.

Analysts expect Burlington Northern Santa Fe Corp. to report a fourth-quarter earnings gain.

Hatch expects the company to post earnings of \$1.53 a share, excluding a charge for employee severance and other merger-related expenses, compared with \$1.46 a share in the year-ago period. Burlington Northern completed its \$4 billion takeover of Santa Fe in September.

Some analysts expect earnings to rise at Norfolk Southern, of Norfolk, Va., to about \$1.49 a share, compared with \$1.31 a share a year ago. They cited efficiency gains at the company and some traffic improvement.

Representatives of CSX of Richmond, Va., said they "are not uncomfortable" with analysts' consensus estimate that the company will post fourth-quarter earnings of \$2.08 a share. The company earned \$1.89 a share in the year-ago period. Earnings improved at CSX's rail unit and its Sea-Land ocean ship unit, and are especially strong at the company's barge unit, they said.

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.

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