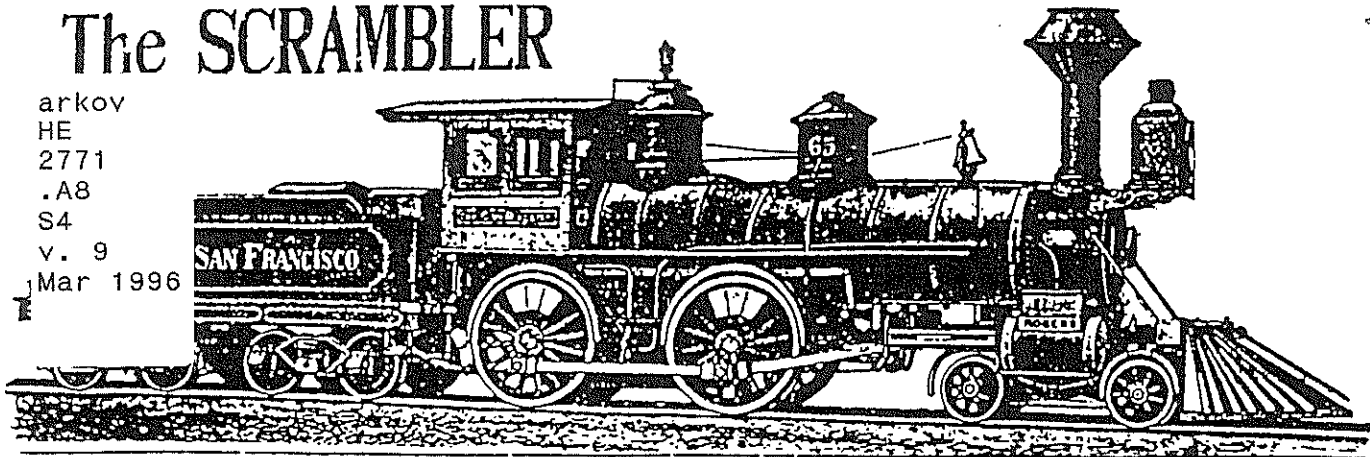


The SCRAMBLER

arkov
HE
2771
.A8
S4
v. 9
Mar 1996



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 100 9 10.7 MARCH 1996



ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1303

Springdale, AR 72765

MINUTES OF MEETING
FEBRUARY 15, 1996



The CHAPTER met at 7:00 PM for its regular monthly meeting at the "SHILOH MUSEUM'S OLD GENERAL STORE". The meeting was called to order by President Tom Duggan. There were 15 members and four guests present.

In the report from officers, Bob Oswald, as membership chairman reported that several of the members have not paid their 1996 dues. He noted that he has sent letters to all our regular members with a small response. As National Director, Bob will attend the Spring National Director's meeting in St. Paul. He advised us that he has been appointed to the national nominating committee.

Bob also has collected his collection of FRISCO timetables into a bound volume and has presented copies to the CHAPTER, the Washington County Historical Society, The Shiloh Museum and the Arkansas & Missouri Railroad.

Bob also presented a very nice plaque to George Alison our past president for his years of service to the CHAPTER.

Treasurer Bill Ussery read the treasurer's report. A copy is on file with the secretary's records. Bill is still collecting dues for 1996.

Bill Merrifield reported that he has programs lined up thru April, and is looking for programs for May and beyond. If anyone has a program they would like to present, contact Bill and he will put you on his list.

George Alison reported on the delay in the delivery of the scrambler in some areas.

Under new business Ron Allen made a motion to make a donation to the Shiloh Museum in memory of Bob Winn. The motion was seconded by Bob Oswald and He recommended that we donate \$100.00 to the museum fund. There was some discussion as how the money should be earmarked for use by the museum. The amendment was passed and the motion passed. The donation will be \$100.00 and will go to the Shiloh Museum's endowment fund.

Ray Toler told of joining the Rusty Wheels Old Engine Club. The club is located south of Harrison. The club has an operating steam locomotive and hopes to make a track lay-out to be able to run the engine. The locomotive is a 2-4-0 type and was formerly at Beaver, AR and Branson, MO. For more information on the club, contact Ray.

Ray also encouraged our members to join the Shiloh Museum Association, and also asked if anyone had information as to how Frisco Springs got its name.

Ray discussed negotiating with Mr. Tony Hannold, President of the Arkansas & Missouri Railroad about the possibility of our chapter setting up our own shop item on the depot grounds under our own canopy. There was considerable discussion on the matter. If this comes to pass we will need lots of support from our members to help operate it. Ray will report back more on the matter at a later meeting.

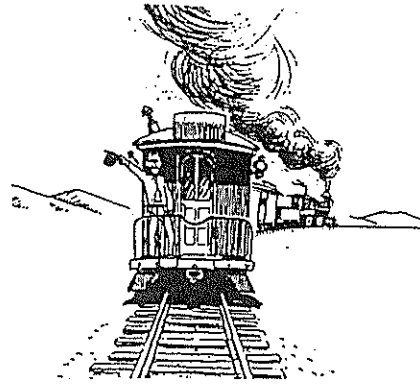
Tom Duggan discussed the possibility of donating subscriptions of "TRAINS" magazine to local libraries.

There was no further business and the meeting was adjourned. An interesting and informative program was presented by Bill Merrifield.

Ron Allen
Secretary



THE PRESIDENT'S OBSERVATION



Observations

The 16th Arkansas Railroad Club Show will be held on Saturday, May 18 from 9:00 AM to 4:00 PM at the Robinson Center, Markham & Broadway, Little Rock. Admission for adults is \$3.00. Last year's show suffered from a lack of dealers but I understand there will be more dealers this year.

The local area Chambers of Commerce (Bentonville/Bella Vista, Rogers, Springdale and Fayetteville) each publish lists of local organizations including clubs. These lists are distributed to newcomers and others. The Chapter will be included in the next updates issued by the Chambers of Commerce.

The Benton County Fair is said to be the best attended fair in Northwest Arkansas. I have applied for a non-profit booth for the Chapter at this fair which runs from the Tuesday after Labor Day to Saturday. It's not certain if the Chapter will receive a free booth so we can discuss the matter later.

The Washington County Fair situation is confusing and to date I have not received a definitive response to my inquiry.

STOP-LOOK AND LISTEN

The National Safety Council reports that trains collide with motor vehicles in the US once an hour on average. In 1994 about 3,000 people were injured and 500 were killed as the result of train-vehicle crashes.

In 1905 837 people were killed by trains at highway crossings and 1,564 were injured. It looks as if railroad crossings are even more dangerous today taking into account the much smaller number of railroad crossings.

Please sharpen your wits for Triviamaster Bob Oswald's "Oddballs, UBIs and Other Trivia" program at the March 21 meeting.

Tom Duggan

Chamber Trying to Bring Train Back

John T. Anderson
The Morning News

Its presence long ago meant tourism and prosperity for Sulphur Springs. And now, in hopes of restoring at least a remnant of that past, the city is trying to bring the Kansas City Southern Railroad back to its city.

"We're trying to get a train," said Julia Buckner, president of the Sulphur Springs Chamber of Commerce. "Any part of Kansas City Southern they are willing to donate. ... an engine, passenger car or dining car. A dining car would be great. I would love that. I want it to happen."

Last month, when the Kansas City Southern's restored passenger train, The Southern Belle, once again chugged through the area, Buckner realized how much appeal old trains have.

The train, which stopped in Siloam Springs on its journey from Kansas City to New Orleans, was greeted by

Sulphur Springs

"We're trying to get a train, any part of Kansas City Southern they are willing to donate."

— Julia Buckner

hundreds of northwest Arkansas residents, many of whom remembered when rail commerce was the lifeblood of this part of the state.

"People were lined up to see it," Buckner said. "Everyone is really interested in this kind of thing."

Several Sulphur Springs, Decatur, Gravette and Gentry residents traveled to Siloam Springs just to see the train at its brief stop there, she said.

Buckner said having a railroad car, or even just some type of railroad paraphernalia, would help spark interest in the Sulphur Springs community, which, with its medicinal natural

springs and beautiful stone work, was once a tourism hub for northwest Arkansas.

She has recently contacted Kansas City Southern officials with the idea of donating a rail car to the city.

"They said they want to help," Buckner said. "They know they are part of our history."

Decatur and Gravette already have Kansas City Southern rail cars in their city. The Southern Belle is scheduled to stop over in Sulphur Springs on July 6 on its way to a commemorative ceremony that will be shared between the cities of Mena, Ark., and Heaven-er, Okla., Buckner said. As far as she knows, no other cities in the area have requested the train to stop on that day.

City officials are making ready for the stopover already, she said.

"We're going to present them (Kansas City Southern officials) with a key to the city. ... I've already asked the mayor (C.L. Osterloh) if we've got one. He said no, so we are having

one made."

The city is currently trying to get a museum and library established at what was once the Sulphur Springs gymnasium and school. Artifacts from the railroad days would add a nice touch to the museum, she said.

The city's library, which has been dormant for more than 10 years, was scheduled to open at the start of the year. But getting the old gym in readiness has been more work than at first perceived, she said.

A library board was established Jan. 1 and some members are visiting with members of the Bentonville Library Board to learn more about what is needed to get the institution established, Buckner said.

Through an old agreement with Gravette Schools, the old Sulphur Springs gym and school building must be used as some sort of community building or the structure once again becomes the property of Gravette Schools, she said.

A rail transit dream that flared and faded

KC STAR 2-3-96
Interurban travel
 had a brief, bright heyday in KC area.

By JOSEPH POPPER
 Staff Writer

Once there was a time when you could board an elegant trolley car in Olathe and, with a single transfer, ride all the way to St. Joseph, 75 miles away.

It was easy and cheap back when hundreds of single-car electric trains hurtled across the landscape from one edge of the booming metropolis to another.

The sleek, early-day bullet trains carried millions of passengers each year — smoothly, quietly, and at speeds faster than modern autos.

Science fiction? No. It was Kansas City, 1914, in an era when eight interurban trolley lines reached out from a Downtown hub like steel spokes in every direction.

"Most people don't believe me when I describe those old

interurban lines," says Walter Deitchman, 82, a retired pharmacist.

"Nowadays they talk about building a 60-mile-an-hour light rail line to the airport, and they think that's fast. Well, that was just cruising speed for the interurban rolleys."

Deitchman, who grew up in St. Joseph, was a regular traveler on the monarch of the interurban lines — the Kansas City, Clay County & St. Joseph Railway.

That interurban ran two branch lines out of Downtown Kansas City: one to St. Joseph, the other to Excelsior Springs, each with numerous stops in between.

"That line was so popular, sometimes you had to fight to get a seat," recalls Deitchman. "But it was worth it...it was a thrill to ride."

The line's 16 regular passenger trolley cars were maroon-colored. Each carried 58 passengers and carried them in style. The thickly padded seats were upholstered in green plush, the headrests covered with white linen. Above the windows ran panels of stained glass.

The trolleys ran on direct current, pulling their power from overhead lines. In town they purred on 220 volts. On the open track they switched to 440.

"You really felt it when they changed voltage," says Deitchman. "The lights brightened, the wheels started spinning, and then that car took off. It knocked you back in your seat."

The line's bright-red express car, dubbed the Crimson Limited, often topped 80 mph — and sometimes hit 100. It made the trip from St. Joseph to Kansas City in 65 minutes — including a stop in between.

Wheeler-dealers

The idea for a high-speed trolley line linking Kansas City with St. Joseph and Excelsior Springs was first floated in 1906.

That year, the putative tycoons behind the plan were undoubtedly spurred by the Strang Line then nearing completion in Johnson County.

Their greatest inspiration, however, came from the exploits of a certain Hugh J. McGowan, known as "the Indiana trolley king."

McGowan ran a huge network of interurban lines around Indianapolis. His trolleys carried 5 million passengers a year. His investors carried home fortunes.

McGowan's exploits were of particular interest here because he had begun his working life as a Kansas City horse-car driver.

Despite McGowan's example, the St. Joseph and Excelsior Springs line languished unbuilt for



several years. Finally, \$8 million worth of railway bonds were unloaded in Europe, and construction was under way.

As the line was completed in 1913, the syndicate that owned the road called on "all loyal Kansas Citizens" to support it, promising untold benefits for the mother city.

And there were benefits, though the greatest of these were reserved for the syndicate itself.

As with all interurban construction, the underlying motive was not a passion for mass transit but a burning vision of cheap rural land magically changed into suburban real estate.

And the alchemy worked. As an example, in 1940 *The Kansas City Star* looked back over some of the deals made by the Strang Line in once-rural Johnson County.

According to *The Star*, the Strang company alone had laid out and sold 12 town sites in northeast Johnson County, including major sections of Overland Park.

In addition, "within five years after the beginning of the company," wrote a reporter, "more than 30 platted additions and townships adjacent to the tracks were laid out...covering several thousand acres."

The trick was simple. The lines controlled the routes, and their backers had first crack at the cheap land so soon to be dear.

Owning an interurban trolley was a great deal if you could get it.

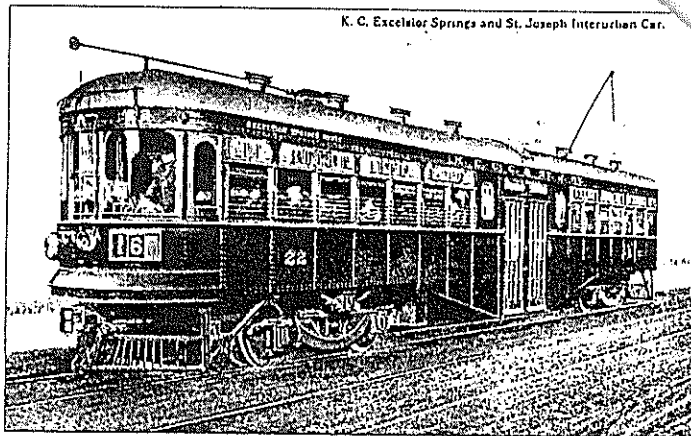
A pleasant memory

And riding one was a great trip whenever you could take it.

"I rode that baby three times a week," recalls Francis Keilhack, 85, a retired salesman whose parents owned a summer home at Winnwood Beach, halfway to Liberty.

"I always sat in the front right seat next to the motorman. I loved to watch him work, sitting there so calm, running that baby at high speeds, riding the whistle. Just from the feel, I knew we were going in excess of 70 or 80 miles an hour."

And the line brought new life to



K. C. Excelsior Springs and St. Joseph Interurban Car.

Clay County. During the summer months at least 8,000 people arrived at Winnwood Beach every weekend to enjoy the two man-made lakes there. Thousands more went to Excelsior Springs to "take the waters."

By the mid-1920s, the St. Joseph and Excelsior Springs lines were so popular it seemed they would run forever. They didn't. They were gone within 10 years, victims of the Depression and new roads, or so it was said.

Curiously, the interurbans all across America were dying, all at about the same time.

Some found the coincidence a bit odd. But only in California, in Los Angeles County, did an in-depth investigation conclude that the forces destroying the lines were not always random.

At the time, or so it was said, a cluster of major companies had a huge vested interest in selling more new cars and buses, more new tires and more gasoline. Had the interurban lines become an obstacle to new profit centers?

Above, a postcard depicted an elaborate Kansas City interurban trolley in its heyday. Left, the map shows the metropolitan area's interurban rail system as it was in 1915. The 52-mile trip from Kansas City to St. Joseph cost \$1.30 one way and \$2.40 round trip.

In any case they all died. In the Kansas City area, the St. Joseph line stopped running in the mid-1930s. The Strang Line was sold in 1938 for \$50,000, its junk value. The last Kansas City area interurban to carry passengers ran in 1940, though some interurban lines continued to haul freight after that.

All that's left now are a few traces of right of way, a building here and there, and some lingering memories.

"I can't forget those trolleys," says Walter Deitchman. "I tell you, when you climbed aboard that old interurban, you had yourself a ride."

Sabotage suspected in crash, report says

The Associated Press

LOS ANGELES — Sabotage may have caused a freight train to jump off its tracks on a steep mountain grade and explode in flames, killing two people, the *Los Angeles Times* reported Sunday.

But the FBI, which was called Saturday to assist in the investigation, won't discuss the report, spokesman John Hoos said.

The *Times*, citing anonymous sources close to the case, reported that there was evidence of possible sabotage in the Feb. 1 derailment between Los Angeles and Las Vegas.

"There is concern whether a signal was set improperly, or that it may have been tampered with," a source told the *Times*, adding that the National Transportation Safety Board "uncovered evidence as the wreckage was being cleared away."

Another source said: "They've

seen something odd. They want the FBI to check it out."

Calls place to the home of NTSE spokesman Julie Beal in Washington weren't immediately returned Sunday.

There was evidence that the brakes on the Burlington Northern Santa Fe freight train had failed as the train started down a steep grade, the Federal Railroad Administration has said.

The train, which was carrying dangerous chemicals, apparently accelerated to between 50 mph and 60 mph, about four times the authorized speed, before 45 of the 49 cars plunged off the rails on a curve and burst into flames, officials said.

The conductor and a brakeman were killed and the engineer was seriously injured. A 20-mile section of nearby Interstate 15 was closed because of smoke and noxious fumes.

Railroad offers reward for information

The Star

Railroad officials are offering a reward for information about the October attempted derailment of a freight train near Gateway.

The Arkansas and Missouri Railroad Company in Springdale is offering a \$1,000 reward for information leading to the arrest and conviction of those responsible. Larry Flanary, the

company's assistant general manager, said Wednesday.

The Benton County Sheriff's Department and the FBI are investigating the case.

FBI Special Agent Ivan C. Smith requests anyone with relevant information contact the FBI in Fayetteville at 443-3181 or in Little Rock at 221-9100 or the Benton County Sheriff's Department at 271-1009.

'Lost' tunnel in Downtown KC revisited

A passage to the past

By JOSEPH POPPER
Staff Writer

The Kansas City Star Saturday, January 20, 1996

Early last month, a small group of surveyors and engineers found a buried doorway in the hillside near the corner of Eighth Street and Washington Avenue in Downtown Kansas City. When they opened the door, they walked into the past.

What they had uncovered was part of the filled-in entryway to a historic streetcar tunnel that runs through the high bluff above the West Bottoms.

The tunnel, built in 1888, had been essentially lost for 40 years. It was rediscovered by the engineers studying a proposed building site for the DST Realty Co.

"We knew it was there, but we weren't sure where," said Roy Leonard, a geotechnical engineer. "There were really no documents to help us find it."

They located the entry on Dec. 4. As they unsealed it, a rush of air rose from inside.

"The air coming from the tunnel was moist and humid, which created a fog as it met the cold winter air," wrote Leonard shortly after the event. "...It had the faint odor of rotting wood."

As Leonard and the others peered through the opening, they saw the tunnel floor far below. They saw glimpses of the intricate brickwork covering the tunnel walls.

The next day they returned with long ladders and made the descent.

"I was in awe of the whole thing," Leonard said. "When you're actually down inside the tunnel, you can't help but be impressed by what damn good construction they did more than 100 years ago."

Ties, rails remain

On Tuesday afternoon, a small group of visitors went through the same entry to explore the tunnel.

It was damp inside. Water dripped down the walls from natural springs in the bluff above. Ancient light bulbs, some perhaps 90 years old, dangled from wires on the high ceiling.

The old wires were bare in places and covered with cloth in others. They were linked at regular intervals to glass insulators.

Haunting flashes of brilliant red — the original color — were visible here and there in the intricate brickwork covering the walls and high vaulted ceiling.

A few rotting crossties lay about, still studded with old railroad spikes. The spikes are now an eerie white, heavily crusted with lime that has dripped down through the ceiling.

"There were still some old crossties in place when we opened it," said Tom McGee, a spokesman for DST Realty. "And pieces of steel rail down in the lower tunnel."

Born of competition

The tunnel was the brainchild of one D.M. Edgerton, a railroad magnate who built the first elevated line in this area.

By the mid 1880s, Edgerton's "el" was fighting a bitter "traction" war with the Ninth Street Incline Co. The incline ran cable cars on a steep wooden structure, carrying passengers on a heart-stopping ride straight up and down the bluff.

Edgerton decided to undermine his competitors — literally. He formed a partnership with Robert Gillham, the young engineer who had built the incline. Now Edgerton asked Gillham to do something far more daring.

Gillham, a New Yorker, arrived in Kansas City in 1878 en route to Colorado, where, he said, he intended to do "something big."

But as he sat in the old train depot staring at the great bluff above the station, he saw his future in Kansas City.

His incline project was hailed as a triumph, but his tunnel plan, announced in 1887, was labeled "absurd," and "impossible." Gillham was unfazed.

On May 10, 1887, hundreds of workers wielding picks and shovels began digging into the bluff. They dug deep into the soft earth until they hit solid rock.

And then they blasted, using more than 25,000 pounds of dynamite in all.

They built the 810-foot tunnel in 348 days. They painstakingly covered the walls and 18-foot-high arched ceiling with heavy red bricks, backed by portland cement. They laid two lines of track. The total cost was \$700,000.

Heavy load on cable

On April 22, 1888, a 75-man crew began laying the cable that would haul the cable cars. The cable was 8,800 feet long and

weighed 36,000 pounds.

It was so massive because the tunnel was so steep — dropping 8½ feet for every 100 feet in length. The grade placed a great strain on the wire rope.

Too great a strain, as it turned out. Within three months the first cable had to be replaced at a cost of \$4,000. Maintaining the cable remained a problem for years.

To remedy the situation, a new tunnel was blasted out in 1903-04, this time at a gentler grade. It was bored directly beneath the first, intersecting it at the west end. The upper tunnel was closed.

In all, the tunnel was used for more than 60 years. Millions of passengers passed through it.

But it was abandoned in 1956 to make room for widened Downtown streets. Its great portals were sealed, the entry stations filled in and forgotten.

Curiously, the city honored Gillham, who died in 1899, by naming a street after him.

Cement plug

At the western end of the tunnel, the portal is now plugged with cement. There is no noise there despite the fact that the interstate runs just beyond the sealed exit.

Strange pale-gray stalactites hang from the ceiling down in the lower tunnel. Weirdly shaped stalagmites climb from the floor. The impressions of the old crossties are still clearly visible in what remains of the gravel railroad bed.

Last week, as the tunnel tourists climbed back toward the Washington Street exit, the silence was suddenly broken by an alarm that began shrieking behind them.

"The oxygen may be getting a little thin with so many in here," said an electrician named Ron Gibbons.

Then, as the last of the visitors exited through the east doorway, Gibbons flipped a modern light switch and the old tunnel was returned again to the darkness of the living rock.

DST Realty says it intends to preserve the tunnel because of its historic importance. The site is not open to the public.

■ President Kim Young-sam of South Korea, briefing reporters on the results of a two-day Asian-European summit, said the nations agreed to build a railroad that will connect Singapore to Indonesia, Vietnam, China and North Korea and make its final stop in South Korea, with a branch from China connecting the railroad to Europe.

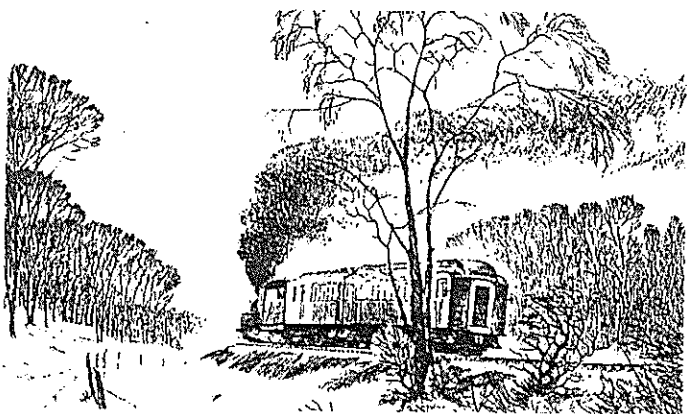
Elephant Stew

1 elephant
Salt
Pepper
40 gallons brown gravy
2 rabbits (optional)

Cut elephant into bite-size pieces. Salt and pepper to taste. Cover with brown gravy. Cook over open fire for about 4 weeks at 465 degrees.

This will serve 3,800 people. If more are expected, 2 rabbits may be added, but do this only if necessary as most people do not like to find hare in their stew.

Curious History



Farewell, Steam Train

... Seems only yesterday, Steam Train,
We roamed the land in sun and rain.
We fared together, you and I
Through Kansas City and to Chi.

Went pounding down the shining main
Through Carbondale and Burlingame.
We rumbled over bridge and fill
And topped the Wakarusa hill.

Here and there and you we'd go ...
Durand ... Altoona ... Buffalo.
I used to know just when we'd make
St. George ... Belvue ... Silver Lake.

I thrilled to hear your whistle scream
For Cameron or Marceline,
To hear the porter call Medill,
Emporia, or Baileyville.

When you were my metallic steed
We journeyed with unbridled speed ...
Took scarcely any time to go
From Maple Hill to Paxico!

We toured the land until the day
You turned about and curved away
Down the valley. ... Who can tell
Just where you went, Steam Train? Farewell.

Poetry and Illustration by Lloyd C. Foltz.



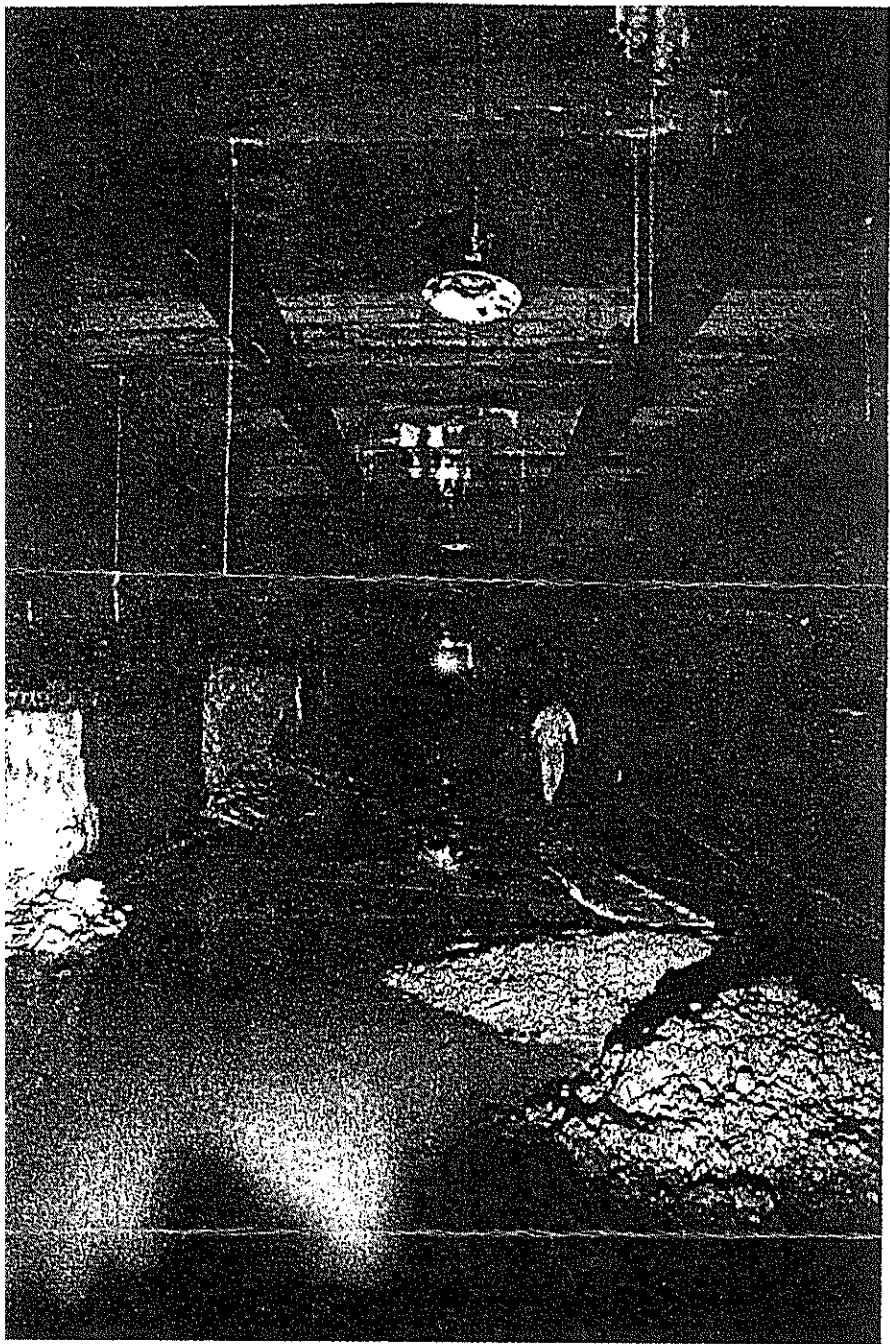
Undersea tunnel: Spain and Morocco plan to ask the European Union to help finance construction of a rail tunnel linking Europe and

North Africa.

The announcement Tuesday came as Spanish Prime Minister Felipe Gonzalez and his Moroccan counterpart, Abdellatif Filali, concluded two days of talks in Rabat, Morocco, to strengthen ties between their countries.

In a joint statement, they said studies demonstrated the feasibility of building a tunnel under the Strait of Gibraltar, which separates Spain from Morocco.

The tunnel would be about 25 miles long and link the northern Moroccan city of Tangiers with the southern Spanish town of Tarifa. Spain is Morocco's second-most important trading partner after France.



KEITH MYERS/The Star

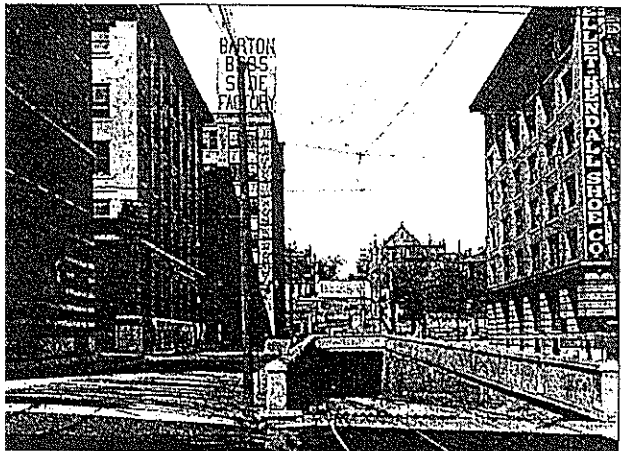


Photo courtesy of Missouri Valley Special Collections, Kansas City Public Library

A view of a younger Kansas City shows the mouth of an Eighth Street incline tunnel at Broadway. Before that one was dug, another had been tried. An entrance to the earlier tunnel was recently discovered about a block to the west. Electricians Ron Gibbons (foreground) and Jeff Mickle visited the tunnel on Tuesday.

Railroads in area to consider span

By RANDOLPH HEASTER
Staff Writer

A proposal to build a \$70 million overpass to alleviate train congestion in Kansas City will be considered March 12 by a company comprised of area railroads.

The proposal will be reviewed by the board of directors of the Kansas City Terminal Railway Co., said Doug Luciani, a vice president with the Greater Kansas City Chamber of Commerce.

The chamber and the Heartland Freight Coalition are proposing the construction of a rail "fly-over" bridge in the Northeast Industrial District at one of the busiest rail intersections in the country.

The coalition of area transportation companies, shippers and public agencies met Tuesday at Hunt Midwest Enterprises Inc.'s SubTropolis office and formally announced the plan.

The bridge would be built to decrease traffic at the rail intersection near GST Steel Co.

Currently, Burlington Northern Santa Fe and the Kansas City Terminal Railway operate the east-west tracks there, while the north-south tracks are operated by the Union Pacific and Kansas City Southern railroads. Rail movement there sometimes creates two-hour delays, according to railroads.

The Kansas City Terminal Railway is a company owned by area railroads and operates the tracks in this area.

The coalition has proposed the fly-over bridge, which would go from Interstate 435 to Wilson Road. It would be financed through bonds sold by Kansas City Terminal Railway and the Missouri Highway and Transportation Department.

Luciani, the chamber's vice president of energy, transportation and environment, said some funding may come from federal agencies, but the bulk would come from revenue bonds.

If the project's financing is approved, Luciani said construction could start next January.

EXCURSION #1

SPRINGDALE TO VAN BUREN

Boards: 7:45 a.m. at Springdale Depot.

Departs: 8:00 a.m. Returns: 4:00 p.m.

Destination: Van Buren

Weekdays- \$33.00*

Weekends- \$38.00*

In October:

Weekdays- \$38.00*

Weekends- \$44.00*

All Seats Same Price

*Taxes Included in Prices

Train Schedule

	TUES	WED	FRI	SAT	SUN
APRIL		●	●	●	
MAY		●	●	●	
JUNE		●	●	●	
JULY		●	●	●	
AUG		●	△	●	
SEPT		●	□	●	
OCT	□	●	●	●	□
NOV		△		△	

△ - 1st 2 weeks only □ - Starts 3rd week

ARKANSAS SHORT LINE RAILROADS - December 1995

researched by Randy Tardy, Arkansas Democrat-Gazette business writer

LINE	MILES OF TRACK (total) ¹	ANNUAL CARLOADS	OFFICE
Missouri & Northern Arkansas	177 (524)	NA	Carthage, MO (417)-358-8800
Arkansas and Missouri	105 (138)	23,804	Springdale, AR (501)-751-5763
Arkansas Midland	100	20,200	Jones Mill, AR (501)-844-4444
Little Rock and Western	79	5,643	Perry, AR (501)-662-4878
Kiamichi	65 (266)	6,473	Hugo, OK (405)-326-8306
Fordyce and Princeton	57	10,000	Crossett, AR (501)-562-5002
East Camden and Highland	48	514	East Camden, AR (501)-574-0770
Delta Southern	46 (108)	NA	Tallulah, LA (318)-574-5420
DeQueen and Eastern	46	18,902	DeQueen, AR (501)-584-3582
Ashley, Drew & Northern	41 ²	NA	Crossett, AR (501)-562-5002
Prescott and Northwestern	31	3,632	Prescott, AR (501)-887-3103
Louisiana and North West	25 (82)	3,805	Homer, LA (318)-927-2031
Ouachita	16 (26)	1,800	Dardanelle, AR (501)-967-5200
Fort Smith RR	18	2,500	Crossett, AR (501)-562-5002
Arkansas, LA and Mississippi	13 (52)	13,454	Chillicothe, IL (309)-274-5110
Little Rock Port Authority	10	5,415	Little Rock, AR (501)-490-1523
Doniphan, Kensett & Searcy	6	745	Omaha, NE (402)-271-4591
El Dorado & Wesson	6	5,000	El Dorado, AR (501)-863-7100
Dardanelle & Russellville	5	923	Dardanelle, AR (501)-968-6455
Warren & Saline River	5	5,940	Warne, AR (501)-226-2611
Bauxite and Northern	3	3,351	Bauxite, AR (501)-776-4619
Friday-Graham Spur	3	720	West Memphis, AR (501)-735-1134
Delta Valley & Southern	2	725	Wilson (501)-655-9311

¹ Total track, including outside of Arkansas

² Filed for abandonment August 1995

Safer rail travel

The federal government has wisely taken steps to minimize the risk of another train crash such as the one that killed 11 people outside Washington, D.C., on Friday. The key change requires engineers leaving stations to remain below 30 mph until they pass a control signal permitting higher speeds.

The collision involved a commuter train and an Amtrak liner. After leaving a station, the commuter train accelerated to 63 mph and plowed into the Amtrak train, even though that stretch of track was supposed to be under a signal mandating slower speeds. Investigators are trying to determine whether the signal was missed, forgotten or mechanically faulty.

Under the new rules, after stopping, trains may not accelerate beyond 30 mph until the crew sees an all-clear signal. And engineers must call out yellow or red signals to other crew members.

Railroad operators must also ensure that emergency exits are clearly marked and passable — a change stemming from reports that some passengers were unable to escape the subsequent fire.

The crash investigation is continuing, but these changes make sense. They should prevent another crash in similar circumstances, or at least ensure that the consequences of any collision are far less dire.

Rail officials take merger proposal on tour

The Associated Press

PARAGOULD — The Southern Pacific and Union Pacific railroads began a six-city whistle-stop tour of Arkansas on Monday to discuss their merger plans and to counter information spread by opponents.

Southern Pacific spokesman Larry Kaufman was aboard a special eight-car passenger train here Monday.

"We've got a presentation, handout material, brochures. It's bringing ... civic officials and customers aboard and telling them why we believe it will be good" for Arkansas, Kaufman said. "Hopefully, we'll get some support."

He said he thought Arkansans were generally in favor of the merger until "Conrail came out of Philadelphia and came through the state on a campaign of disinformation," Kaufman said. He said

Conrail and Kansas City Southern were the biggest opponents of the merger.

Jack Martin, a Southern Pacific spokesman in San Francisco, said that, as far as he knew, it was the only such tour planned in the UP or SP system.

Arkansas "is kind of a key state. It's the old Cotton Belt route. Arkansas will be in our plans, a kind of interstate highway," Martin said. Traffic run by the merged companies would go northbound on UP lines and southbound on SP lines, he said.

The corridors in Arkansas also are important because they carry chemical traffic from the Gulf of Mexico and rice and other food products.

The federal Surface Transportation Board is expected to reach a decision on the merger by midsummer.

BOXCAR HERALDS

Did you ever stare at boxcar heralds (logos)? See if you can remember some of these. And match 'em up with their owners.

LXGO

1. Bear
2. Beaver
3. Burgee*
4. "Buzzsaw"
5. Cat
6. Cogwheel
7. "Coonskin"
8. Feather
9. Flag
10. Heart
11. Iowa Outline
12. Keystone
13. Leaping Indian
14. Maple Leaf
15. Mountain Goat
16. Rail (silhouette)
17. Setting Sun
18. Shield
19. Spread Wings
20. Statue of Liberty
21. Three Pillars
22. Utah Outline

*Look that up in your dictionary!

RAILROAD

- A. Southern Pacific Railroad
- B. Georgia Railroad
- C. Pennsylvania Railroad
- D. Algoma Central & Hudson Bay Railway
- E. Bamberger Railroad
- F. Central Railroad of New Jersey
- G. Cedar Rapids & Iowa City Railway
- H. Union Pacific Railroad
- I. Canadian Pacific Railway
- J. Manitou & Pike's Peak Railway
- K. Missouri Pacific Railroad
- L. Canadian National Railways
- M. St. Louis-San Francisco Railway
- N. Gulf, Mobile & Ohio Railroad
- O. Western Pacific Railroad
- P. Lehigh Valley Railroad
- Q. Chicago, Milwaukee, St. Paul & Pacific Railroad
- R. Bessemer & Lake Erie Railroad
- S. Chesapeake & Ohio Railway
- T. Wabash Railroad
- U. Great Northern Railway
- V. Seaboard Air Line Railroad

DID YOU KNOW--

Putting salt on the railroad tracks is a criminal offense in Alabama.

And not to be outdone--

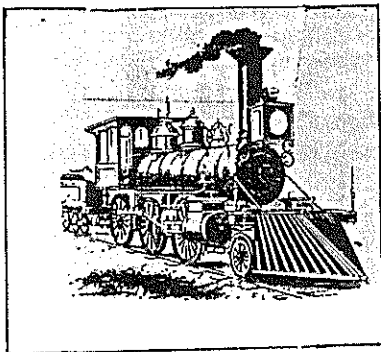
Mississippi state law forbids soaping railroad tracks.

The Rogers Democrat

98 Years Ago
Feb. 10, 1898

J.M. Bayless of Cassville, Mo., was in the city yesterday on his way to Bentonville to look up the prospects for that new railroad ...

... The Kansas City, Pittsburg & Gulf railroad have commenced the erection of their new bridge across the Poteau river at Ft. Smith, by which they expect to enter that city ...



Rogers Democrat

98 Years Ago
Feb. 17, 1898

Excursion to Eureka Springs, Ark., on account of the opening of the Crescent Hotel, March 1st, For the above occasion the Frisco line will sell round trip tickets, Feb. 28 to March 1st at \$2.50 for the round trip, good for return on or before March 10th, 1898. — T.H. Phelps, Agent

The Rogers Democrat

98 Years Ago
Feb. 24, 1898

... C.N. Furry returned home on Monday morning from St. Louis, where he had been to visit his brother who has been in the hospital there since being injured in the railroad wreck near Springdale last fall. He is getting along nicely but will be confined to the hospital for some time longer ...

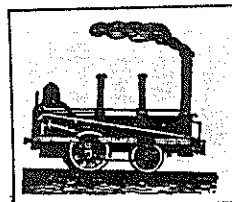
... From the Bentonville DEMOCRAT: The committee having in charge the railroad interests of Bentonville have had several interviews with J.M. Rayless and associates in the past few days, and the proposition to extend the road to a connection with the Kansas City, Pittsburg & Gulf Ry. has been made by Mr. Bayless and accepted by the committee on behalf of the citizens ... At the meeting on Friday night at Bentonville, referred to above by the DEMOCRAT, the contract was closed and the town given a certain number of days in which to raise the cash. We understand that Mr. Bayless has also deposited \$5,000 here and also \$5,000 at Bentonville as a guarantee of good faith on his part ... At the railroad meeting in this city on Saturday night, at which Mr. Bayless was present, nothing of importance was transacted. The committee appointed several weeks ago were continued and another meeting called for last night. Mr. Bayless asks the town of Rogers to give him a bonus of \$20,000 and grounds for a depot and switch yards

The Rogers Democrat

98 Years Ago
March 3, 1898

... The north bound Cannon Ball on Saturday night had a special car carrying fifty six prisoners from the Territory to the penitentiaries in the south ...

An open switch caused a small sized wreck in the yards at this place on Saturday morning at one o'clock. The wreck occurred on the stock yard side track. A car from Wichita, Kansas, in which I.N. Cooley was bringing four head of horses and his farm and household goods to Rogers, was thrown over on its side. It was necessary to cut a section of the car roof off before Mr. Cooley and the horses could be freed from their rather uncomfortable situation. Neither horses nor man were injured. The front trucks of a stock car containing a load of cattle, which W.A. McNeal of this city had shipped in from Mississippi, also left the track. Several of the animals were bruised and one calf was killed. The railroad pays the damages ...



NOTE: C. N. Furry was later agent at Springdale, having been appointed on March 26, 1902.

ANSWERS: 1-D, 2-I, 3-P, 4-K, 5-S, 6-J, 7-M, 8-O, 9-T, 10-V, 11-G, 12-C, 13-Q, 14-L, 15-U, 16-R, 17-A, 18-H, 19-N, 20-F, 21-B, 22-E.

19-22 right: You're an old timer; 15-18 right: You've waited at more than a few crossings; 11-14 right: Still an avid railfan; 0-10 right: Talk to "19-22 right."

ARKANSAS BOSTON MOUNTAINS CHAPTER, NRHS, OFFICERS

PRESIDENT:	TOM DUGGAN	2 LAKEWOOD DR	72745	756-1901
VICE PRESIDENT:	BILL MERRIFIELD	5278 SILENT GROVE	72762	751-7163
SECRETARY:	RON ALLEN	2718 JEAN ST	72762	751-0761
TREASURER:	BILL USSERY	112 WILLELLA PL	72764	751-2873
NATIONAL DIRECTOR:	BOB OSWALD	2511 ELIZABETH AV	72703	521-9714
DIRECTOR:	RAY TOLER	PO BOX 6005	72766	751-7810
DIRECTOR:	GENE SCHMITZ	1645 WEDINGTON DR	72701	443-4097
DIRECTOR:	LARRY CAIN	3413 BUTTERFIELD	72764	751-1949
EDITOR	GEORGE ALISON	21356 BUR OAK	72762	248-1269

72745-LOWELL; 72701, 72703-FAYETTEVILLE; 72762, 72764, 72766-SPRINGDALE

Southern Belle Unites Young, Old

John T. Anderson
The Morning News

The Southern Belle sang her siren song once again Tuesday in Siloam Springs, uniting scores who wished they could remember railroad's heyday and a handful who actually could.

More than 100 residents of the area gathered Tuesday afternoon to see the renovated Southern Belle, which at one time stopped daily in Siloam Springs.

The whistle stop carried more than passing meaning for Henry Parker, who worked for the Kansas City Southern Railroad for 49 years,

including 17 years as depot agent at Siloam Springs. Parker and his family

were recognized by Kansas City Southern officials, who stopped the train to honor him with a brief ceremony aboard the train.

"He was in seventh heaven today," said Rick Parker, Henry Parker's son. "I think to see the train and get on it again was a good chance to relive his past."

The 85-year-old Parker, now a resident of Gentry, served as depot agent in Siloam Springs from 1957 to 1975. Before that, he served as the depot agent in Gentry from 1945 to 1957.

He began his stint with the railroad as a teen-ager, maintaining the trains and working around the yard, Rick Parker said.

Later, he learned the difficult Morse code and began operating the telegraph for the railroad and handled the mail bags that moved by rail across the nation.

On Tuesday, the elder Parker was



John T. Anderson, The Morning News

The Southern Belle THE MORNING NEWS OF NORTHWEST ARKANSAS

able to identify the complete layout of the old Siloam Springs train depot, which has since been torn down except for the concrete foundation. The Southern Belle stopped directly in front of the old train depot site, offering the opportunity for many elderly residents to reminisce on the days when Siloam Springs was known as a resort town and major rail stop.

However, a train, perhaps more so than any mechanical invention, is capable of uniting all generations. Young and old were on hand to witness The Southern Belle's first cross-country voyage Tuesday.

It was 1940 when the Kansas City Southern first unveiled The Southern Belle.

For the next 29 years, the train served passengers with air-conditioned comfort between Kansas City and New Orleans.

The restored Southern Belle will once again travel its historic route this week as it carries dignitaries and railroad business associates. The train left Kansas City on Tuesday morning and will be traveling to Mardi Gras festivities in New Orleans, arriving there on Feb. 16.

The train consists of two locomotives and four passenger cars. The two 1500-horsepower locomotives — KCS No. 1, The Meridian, in the lead and KCS No. 4, The Vicksburg, the trailing unit — are former Via Rail units purchased from the Ohio Central Railroad.

Charles Allbright
Arkansas
Traveler



The mouths of babes

Of all the systems that went wrong in 1995, children were not one of them.

Raymond Toler volunteered to assemble a geodesic dome on the playground of First United Methodist Church in Springdale. The crowd of spectators grew daily.

"On the third day the playground was swarming with little people. They were fascinated by my work, my tools and the 2,550 parts of the dome."

Fascinated is a charitable appraisal. "With help from adult supervisors, I retrieved my missing tools, various dome parts, and, oh yes, my hat."

Over and over the children had two questions.

"Whatchur name?"

"Whatcha doin'?"

To the reply "Ray Toler" they had no objection. "Assembling a geodesic dome" was a different matter.

"No you're not," a small observer corrected. "You're making monkey bars."

To Ray the dome became, and will remain, monkey bars. He was back out there on the playground recently, assisting with some maintenance work. And learning more from the children.

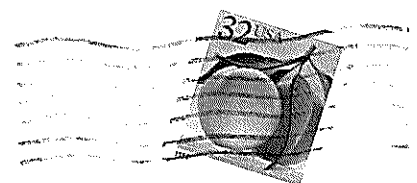
A small girl appealed to her friend, "Timmy, will you play with me? I've had a bad day."

Why is the hearing of people who work on the railroads different from other peoples' hearing? Because they have "engine ears".

Meetings...ARKANSAS BOSTON MOUNTAINS Chapter #158 (ABMT)...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 (ABMT) of the National Railway Historical Society (NRHS) consists of two parts: a) ABMT 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 72765



University of Arkansas
Libraries, Fayetteville
ARK COLL-OV
9:7
Received on: 01-23-04
The Scrambler

3-3710