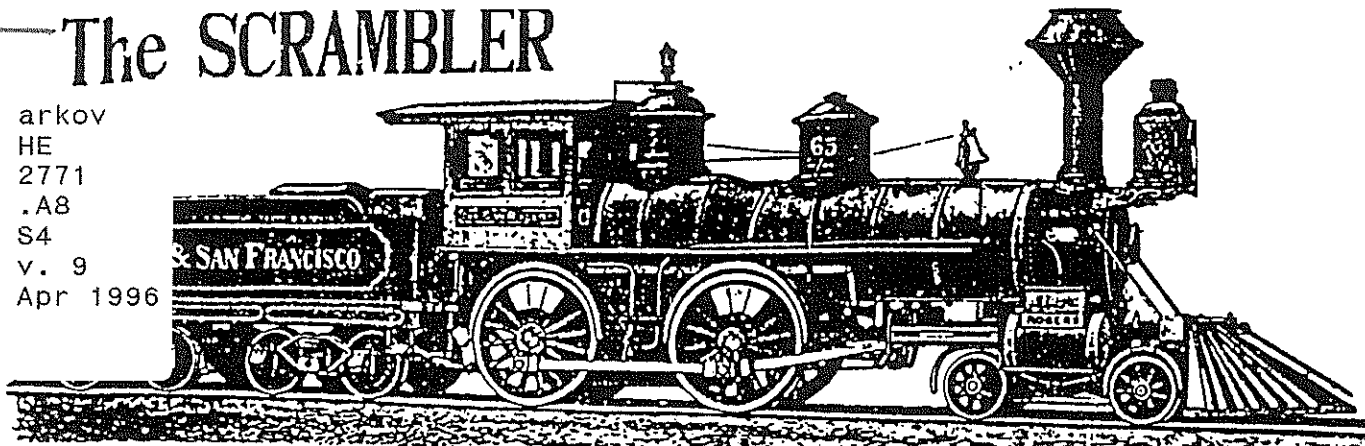


The SCRAMBLER

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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 9 NUMBER 8

APRIL 1996



MINUTES OF MEETING

MARCH 21, 1996



The regular monthly meeting of the ARKANSAS-BOSTON MOUNTAINS CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY was held at the SHILOH MUSEUM'S "OLD GENERAL STORE" at 7:00 P.M. on March 21st. The meeting was called to order by President Tom Duggan, and the members and visitors were welcomed to the meeting. The visitors were allowed to introduce themselves.

The minutes of last month's meeting as published in the SCRAMBLER was accepted as published.

In the report from officers, National Director/Membership Chairman Bob Oswald reported that he will attend the National Directors Spring Meeting in St. Paul, MN.

As Membership Chairman, he reported that seven members have failed to renew their membership for 1996. One of the members has moved and could not be contacted, two have said that they will renew, and four have said that they will not renew. Bob offered a motion that all members who have not renewed by the 1st of April be stricken from the rolls of the CHAPTER. The motion was seconded and passed by voice vote.

Still reporting as Membership Chairman, Bob reported that chapter only member Edward Emery of Toronto has applied for family membership for him and his wife. The application was voted on and accepted by voice vote.

Bob also mentioned that the Eureka Springs and North Arkansas Railroad may be for sale.

Vice-president Bill Merrifield reported that he has programs thru May, but is in need of programs from June thru November.

Treasurer Bill Ussery gave the treasurer's report and a copy is on file with the secretary's records. Bill also reported that on the most recent order for Arkansas & Missouri Railroad pins, the cost to us has increased to \$1.02 per pin.

Scrambler Editor George Alison gave a brief report on the Scrambler.

President Tom Duggan read a thank you letter from the Shiloh Museum for the donation to the museum that the chapter made in memory of Bob Winn.

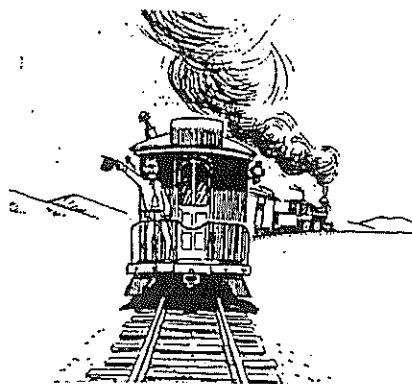
Under old business Ray Toler reported on up coming meetings of the Cotton Belt Chapter in Pine Bluff and Tired Iron of the Ozarks at Gentry.

Ray also announced that we will be running a gift shop for the excursion trains again this year. The gift shop will be under the chapter's awning on the grounds of the A&M depot. Workers for the gift shop were asked to sign up.

George Alison announced that the chapter will also have a booth at Springfest in Fayetteville on April 27th. He has paid the fees for the booth and the chapter voted to re-imburse him for his expenses.



THE PRESIDENT'S OBSERVATION



The Rogers Public Library sent the Chapter a thank you card for the *Trains* subscription.

The Civil War Roundtable is looking for someone to do a presentation on Railroads of the Civil War. Call Shiloh Museum (750-8165) to obtain the name of the Civil War Roundtable contact person if you can help.

Please note the June meeting will be on Saturday the **eighth**. Bill Merrifield will provide details at the next meeting.

Alvin and Rosiland Layne of Pineville, MO donated a 1907 Arkansas Railroad Commission map to the Chapter. The map is in rough condition and the bottom portion is missing. I will bring it to the meeting for your comments.

The al fresco Gift Shop began operation on Wednesday, April 3. The first day saw revenues of \$57. Ray's canopy was wind tested but survived in good order. The second day, April 5, was so cold that we considered burning the cedar railroad whistles for heat! Sales of two whistles (\$10) were satisfactory as the train had only about 20 passengers. On Saturday, April 6 the train returned 30 minutes early and we had no time to set up. The morning sales were \$18.50. We spoke to a railfan and his son who had seen our ad on the Bentonville cable system. The father filled out a membership application together with a check!!!

On Monday, April 9 we learned that Tony Hannold wanted to have the gift shop removed the A & M's property. Thanks to all who volunteered to help with the gift shop.

Erv Lewis donated Volume 173 of *Railroad History* to the Chapter. I enjoyed the articles on the life of Edward Budd and the role of women RR telegraphers. Thanks to Erv for sharing such interesting material with the Chapter.

Cataloging and organizing donated materials is now becoming urgent. Please consider volunteering as Chapter Librarian.

Sincerely,
Tom Duggan

President Tom Duggan announced that TRAINS MAGAZINE subscriptions for the libraries in Rogers, Springdale and Fayetteville will cost Aprox. \$105 for one year or \$268 for three years. The chapter voted to buy a three year subscription for the three libraries. The magazines will be placed in plastic covers with CHAPTER information on them. The magazines are also kept on file by the libraries.

Under new business Erv Lewis that he has Railroad History Quarterly Magazine for loan to anyone in the chapter.

Fred Lewis brought copies of Garden Railways magazine for anyone to look over that is interested.

Juanita Toler welcomed all the ladies present and invited them to come to more of the meetings and to participate more in the chapter's activities.

Martin Post announced that he will be the chapter representative at the meeting in Charlotte in June. The trips will be from Historic Spencer Shops in Spencer, NC.

The business meeting was adjourned and a very interesting program on railroad oddities was presented by Bob Oswald.

Ron Allen
Secretary

Whoosh! U.S. to get 150-mph trains

BY RANDOLPH E. SCHMID
Associated Press Writer

WASHINGTON — A French-Canadian group will build America's first high-speed trains, scheduled to begin service in the Northeast by 1999.

The new 150-mph Amtrak trains will be known as the American Flyer and are planned to operate between Washington and Boston.

"It stands for a new era ... to make the 21st century the high-speed rail century for America," Transportation Secretary Federico Peña said Friday.

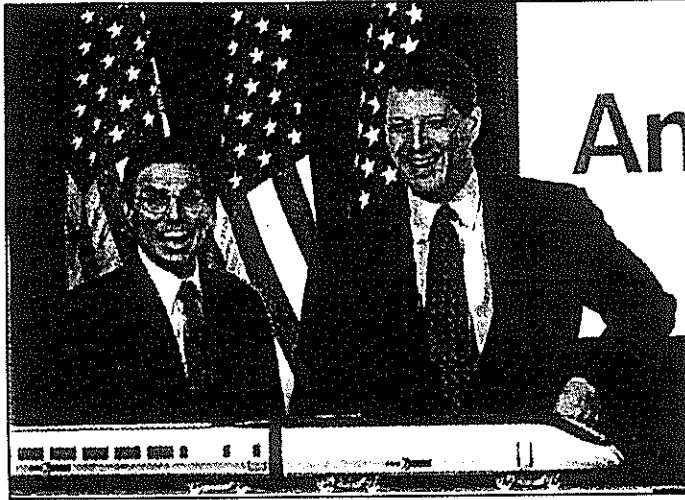
"This train will be the safest ever built in the world. This will set the standard," added Peña.

Vice President Gore announced that Amtrak has picked the consortium of Bombardier and GEC Alstom for the \$754 million project.

Bombardier, with several plants in the United States, is headquartered in Montreal. GEC Alstom is the French maker of that country's high-speed train, the TGV.

The American Flyer trains will be built at Bombardier plants in Plattsburgh, N.Y., and Barre, Vt., Peña said.

The Bombardier coalition beat another group headed by the German firm, Siemens AG, for the con-



Associated Press

Vice President Gore (right) and Transportation Secretary Federico Peña attended a news conference Friday in Washington announcing that a French-Canadian company will build high-speed trains for Amtrak. The trains should begin running at 150 mph between Washington, D.C., and Boston in 1999.

tract. The Swiss-Swedish company ABB had withdrawn from the competition earlier.

Amtrak said the contract calls for 18 train sets, 15 new high-power electric locomotives and three maintenance facilities.

While the railroad is expected to seek funding in private markets for most of the cost, Peña said President Clinton's fiscal 1997 budget, to be released Tuesday, will include \$80 million for the new trains and \$200 million to improve

the Northeast corridor railroad system.

"High-speed rail is moving forward because the private sector is convinced it will succeed. Lenders obviously feel confident about the prospects for high-speed rail service in America," said Amtrak President Thomas Downs.

Amtrak receives federal funds to help subsidize its operations, though those are being phased out over the next several years.

The new trains will tilt on corners, allowing them to move faster through turns. That technology has been used successfully in France for several years.

As the new trains arrive starting in 1999 they will replace the current Metroliner on the Northeast Corridor and will top the Metroliner's current maximum speed of 125 mph between Washington and New York and 100 mph between New York and Boston.

The six-car trains will have 345 seats each and Peña said that they will have a locomotive at each end.

Several other areas are also considering high speed rail service including Los Angeles-San Diego; Chicago-Detroit; Chicago-Milwaukee; Chicago-St. Louis; and Charlotte-Raleigh, N.C.-Richmond, Va.

A CONDUCTOR'S HIEROGLYPHICS

By: Gene Hull

When passenger trains operated over the nation's railroads, each conductor was issued a small ticket punch. Each punch had a die of a peculiar size and shape to make perforations in tickets, trip reports, etc., which had to be submitted to a company auditor or other official. The conductor had to sign these forms, and in addition he punched a hole beside his signature. The peculiar shape of this hole was even more authentic than a signature. The perforation could not be forged.

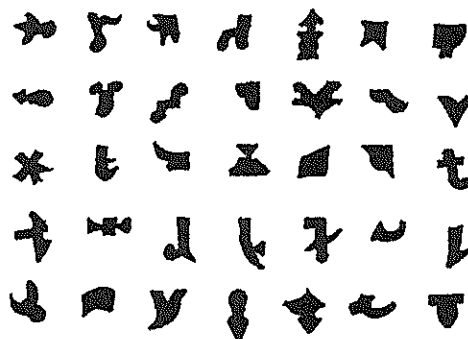
The Missouri Pacific had a least 1500 different ticket punch dies. Any one of them could be quickly identified. A clerk in the auditor's office could compare a punched hole with a record book of punch markings, and he would know the name of the conductor to whom that punch had been issued.

As a punch wore out, or was lost, it was voided and a new one was issued. It has been said that no two punches were identical, but that is not always true. Duplicate punches could be issued if they were not used on adjoining divisions. It was preferred they be in different districts.

The punch design was especially handy when a passenger asked for a refund on a partially used ticket. If a conductor, in those days of heavy passenger traffic, failed to write his name on a report, his ticket punch mark could quickly and surely identify him.

These strange hieroglyphics played a very important role in the hectic movement of billions of passengers in the heyday of the St. Louis, Iron Mountain & Southern - Missouri Pacific.

MISSOURI PACIFIC CONDUCTOR'S TICKET PUNCH MARKS



ARKANSAS RAILROADER

"THE MARLBORO UNLIMITED"

What can you buy when you sell 399 billion Marlboros? Well, for starters, you can order your very own 18-car excursion train worth an estimated \$50 million.

That's the price tag railroaders are putting on Philip Morris USA's "Marlboro Unlimited," a train under construction in Denver that the tobacco giant plans to roll out next summer after a six-month promotion.

With domed sleeper cars, diners, a disco and even a spa car, the Marlboro train is living up to its advance billing in one respect, at least: Philip Morris appears to be throwing an *unlimited* amount of cash at it.

"It's staggering to think how much money they're investing in it," said Fred Bartels, president of Strasburg Railroad in Strasburg, Pa.

Philip Morris is spending \$50 million to buy two locomotives from General Motors and to have 18 rail cars custom built by Denver-based Rader Railcar, Inc., industry experts said.

The cigarette giant began introducing its Marlboro Unlimited campaign in nation publications including Sports Illustrated, People and GQ. There will be plenty of billboard and direct mail advertising, too.

The campaign - which will run from Nov 1 to April 30 - is the latest wrinkle in the company's 32-year-old "Marlboro Country" advertising campaign.

A total of 2,000 prizes will be awarded starting late next summer, offering sweepstakes winners a five-day train ride through the Rocky Mountain states of Colorado, Wyoming, Idaho and Montana.

Each winner will be able to take an adult guest along - and will get \$1,000 cash to spend along the way. The train is being equipped with extra strong air ventilators so that nonsmoking spouses and guests will feel like taking the trip.

The trip has a retail value of \$6,000, said Philip Morris Spokeswoman Karen Daragan. It will include side trips such as horseback riding and whitewater rafting to let people experience what the company's promotional blurbs call "the freedom and adventure that the American West stands for."

But the major thrust of the sweepstakes is a chance to experience what the company calls "the golden age of rail travel."

Tom Rader, president and CEO of Rader Railcar, would not disclose the cost of the 18 cars his train-making shop began making last October. But he said the Marlboro project outstrips anything he's ever done for other excursions. Typically, he makes two to 10 cars per year, so Philip Morris has nearly doubled his business - and with the Midas touch of the Marlboro money, no doubt this is quite a windfall for Rader, who said, "We've tried for the last eight or nine years to put a cruise ship on wheels."

The Marlboro Unlimited fills that bill, he said. Consider:

Its height - 17 feet, 5 inches above the top of the rail - makes it one of the world's tallest trains - perhaps the tallest. Certainly, it will provide plenty of room for the tallest Marlboro men and women - with more than a foot of extra clearance above the tallest Amtrak superliner.

Its eight sleeper cars will have 15 state rooms each. Each room will have a bath and shower, two beds, a large couch and easy chair, and a glass dome for panoramic views of the mountains.

The "spa car" will have five hot tubs, two massage rooms (with a masseur and masseuse), and a 12-foot high glass window. The car will come equipped with plenty of gutters to catch hot tub spills.

The end of the train will have a large open-air platform.

Besides the equipment and the opulent surroundings, Philip Morris will be paying for a train staff of 55 that will have its own set of cars, as well as about 20 customer service representatives.

Then there's the expense of paying for train crews along the way, plus trackage rights.

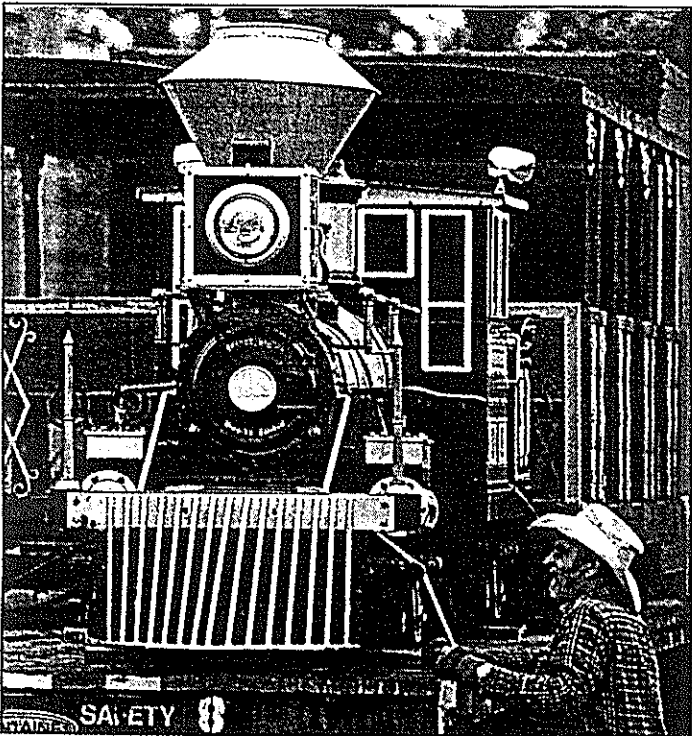
Rader called Philip Morris "the only company in America (that) could and would do this...from their point of view it's a spectacular promotion. From my point of view, I think it's a revival of first-class rail travel in America."

Opinion was divided on whether nonsmokers would be attracted to the train.

"I think I'm going to have to send in a sweepstakes entry, and I don't even smoke," said Tom White, spokesman for the Association of American Railroads in Washington.

Bartels, the Pennsylvania excursion train operator, said he bans smoking on the wooden trains he restores for trips through Amish country. "I think the general population, not being smokers, would not look for passage on this train," he said. "I don't think I would want to ride even part of the day because there'd be a lot of smokers."

(By Chip Jones, *Highball*, newsletter of Old Dominion Chapter via *The Dispatcher*, Central Oklahoma Railfan Club.)



Arkansas Democrat-Gazette/ MARK WILSON

Next stop, Carson City Charles Pasco, a driver for Arrow Trucking, secures the straps holding a miniature locomotive amusement ride Wednesday for shipment from the Little Rock Zoo to a city park in Carson City, Nev. The train, owned by Lloyd "Mokey" Choate, who operates the trains and the amusement park across from the zoo, had been on a spare track and was used for special events at the zoo, Zoo Director David Westbrook said.

SIRLOIN OF BEEF WITH MUSHROOM SAUCE

This recipe was originated by Steven Porter, a chef credited with 42 years of service with the Northern Pacific.

Sirloin of beef (28 portions)	Salt and Pepper
2 Sliced carrots	2 onions
3 Outside stalks of celery	

Remove flank and all bones from the sirloin, trimming part of the fat and sinew with a sharp knife. Season with salt and pepper. Place in roasting pan with a small amount of the fat and a few beef bones; cook in a hot oven for 30 minutes and then add carrots, onions, and celery. Put this back into a medium hot oven and roast for an additional 30 minutes, or until medium done. Be careful not to burn the vegetables. Then remove the meat from the pan and place on a large platter; keep warm, but not too hot, until time for serving.

Mushroom sauce:

1 lb. fresh mushrooms	Butter
Beef gravy	

Cut stems from fresh mushrooms and wash them carefully to remove sand. If the mushrooms are small (button sized), leave whole; if large, cut stems and heads into one-half inch dices. Place in a sauce pan with a piece of butter; season with salt and cook slowly for approximately 10 minutes with cover on tight. Now add beef gravy (made your favorite way) and simmer for an additional 15 minutes.

FROM THE BOOK "DINNER IN THE DINER"
BY WILL C. HOLLISTER, FROM THE
KITCHEN OF THE TOLER'S.

The Fred Harvey Dining Room in Rogers, AR

To the railfan the name Fred Harvey is linked to the Santa Fe and the hotels , restaurants and dining halls operated by the Chicago restaurateur Fred Harvey. Few people are aware that Fred Harvey also provided similar services to the Frisco. In 1898 Fred Harvey built a dining hall in Rogers to provide meal service to passengers. The two story dining hall was south of the second Frisco station in Rogers.

In 1898 Rogers was on the Frisco's mainline from St. Louis to Texas. The railroad did not offer dining car service and Rogers was a meal stop. Passengers on long distance trains would alight and consume a meal in not more than twenty minutes. In 1907 the Rogers dining hall was remodeled. The dining room was eliminated and replaced by a short order counter. It was commented that the length of the stop, 20 minutes, was inadequate to serve regular meals. Rogers meal stops peaked at six per day in the 1906-1907 period. By 1910 the Harvey facility in Rogers served only one train per day. The Frisco began to offer Fred Harvey dining and cafe service on twenty trains about 1915. Fred Harvey also operated eleven dining halls on the Frisco including the one in Rogers.

The Frisco also issued meal passes that enabled customers to eat meals at fixed prices in Fred Harvey dining halls. By 1915 the restaurants were described as "St. Louis & San Francisco RR Eating Houses, Fred Harvey, Manager". The passes were issued to companies such as Well Fargo & Co. that had employees who frequented the Frisco system. In 1915 the fixed meal price was 50 cents.

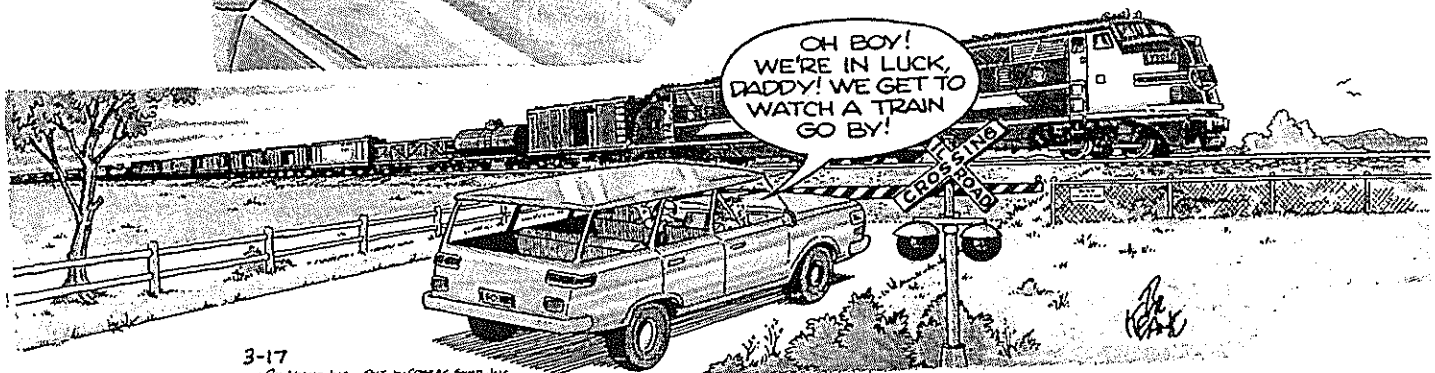
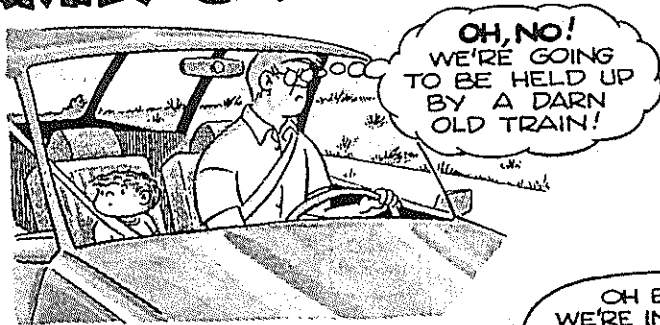
The fate of the Rogers facility is unknown. The Frisco station in Rogers suffered a major fire in 1923. It isn't known whether the Harvey facility had ceased operating by the time of the fire. Fred Harvey operation of Frisco dining cars ended sometime in the 1920's. To date only one piece of Frisco and Fred Harvey dual marked dining car silverware has been found.

Fred Harvey also operated a news service at the Fayetteville Frisco station. The service began around the First World War and ended sometime in the 1920's. The news service was well known for the attractive postcards of local scenes.

Submitted by Tom Duggan

THE FAMILY CIRCUS®

By *BIL KEANE*



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STEAM SPEED

(Originally published in North Florida NRHS *Train Line* in 1992) Recently found: a copy of an *Atlantic Coast Line* flyer entitled "Timely Railroad Topics - Speed," dated November 18, 1929. The train speeds reported in these articles may seem slow in terms of today's jet travel, but it was not until the completion of the interstate expressway system that any other form of land travel came near the speeds that steam engines pulled passenger trains. These articles led to a search which revealed that the quest for speed started before the turn of the century.

The *New York Central and Hudson River Railroad's* famous 999 with its 86 inch drivers made history on May 19, 1893 when it reached the speed of 112.5 miles per hour while pulling the *Empire State Express*.

In the early years of this century the *Pennsylvania Railroad* ran regular commuter service through New Jersey and Eastern Pennsylvania. These trains, called *Clockers*, usually consisted of two or three coaches and were pulled by Pennsy's E6 Atlantics. The speed of these trains between stations often reached 100 miles per hour. In September of 1911 road tests were conducted on an E6. With a nine-car consist in tow, the E6 averaged 75.31 miles per hour from start to stop on a 105-mile stretch of table top flat track between Fort Wayne and Valparaiso, Indiana.

Roads closer to Florida had their successes as well. In March, 1901, the *Plant System*, which later became part of the *Atlantic Coast Line*, set a record that remained in place until at least 1929, when one of its trains ran five miles in 2.5 minutes, or at a rate of 120 miles per hour.

Two years later, a train of the *Atlantic Coast Line* covered the 172 miles between Jacksonville and Savannah in two hours and 32 seconds, or at the rate of 70.7 miles per hour. The *Atlantic Coast Line* was duly proud of providing this kind of service.

During the winter tourist season of 1929, the *ACL* operated nine trains a day to and from Florida with the

Miamian and the *Gulf Coast Limited* covering 1022 miles between New York and Jacksonville in a total elapsed time of 23.5 hours, or at a rate of 43.8 miles per hour including all stops. The average speed for the *Limited* from New York to Tampa was only two miles per hour less. For the 1388 miles between New York and Miami, the *Miamian* made the trip in 32.3 hours, or at a rate of 42.93 miles per hour including all stops.

The *Everglades*, a through train from Boston to Florida points, covered the 1261 miles between Boston and Jacksonville in 29.3 hours, or at the rate of 42.99 miles per hour including stops.

By February, 1936, there were four trains each way daily between Florida and New York, Boston, and other eastern cities. Their average speed in both directions was 51.8 miles per hour. The fastest was the *Florida Special* at 54 miles per hour. It is doubtful that any other line maintained these kinds of schedules over these distances at that time.

To offer some idea of why these figures are astounding, the current *Amtrak* schedule for the *Silver Meteor* shows 23 hours and 8 minutes for the 1209 miles from Boston to Jacksonville, or at a rate of 52.26 miles per hour. A current road atlas indicates the safe interstate expressway driving time from Boston to Jacksonville to be 28 hours and 39 minutes.

Later steam, like the *Norfolk and Western's* Js, were designed to pull passenger trains at even faster speeds. The J was certainly capable of pulling a 20-car passenger train at 100 mph speed on level ground or at 35 mph up a 1.5% grade.

How much faster could they have gone?

(Could THE LOCAL readers come up with some facts on the speed records of trains in this area? How fast did the Santa Fe run the Chief? How about the Rockets? There are others. You furnish the information, we'll print it.)

How the government endangered rail passengers

"We have an industry that does not like to be regulated and, historically, an agency reluctant to regulate."

Barry Sweedler
NTSB office of safety
recommendations

SAFETY DERAILED

A special report

"Safety is our first priority."

Jolene Molitoris,
administrator, FRA

The Associated Press

WASHINGTON — When a Maryland MARC commuter train smashed into Amtrak's Capital Limited at Silver Springs, Md., unleashing a fireball and leaving 11 people dead in the wreckage, the government sprang into action.

Four days after the Feb. 16 crash, the Federal Railroad Administration issued this emergency order: From now on, engineers on trains without automatic alarms must drive slower

and call to other crew members when warning lights flash past from track side.

Fast action? It seemed that way. But in fact, the emergency order was 20 years too late — a harsh echo of earlier warnings ignored.

Federal safety officials had urged the FRA to require such "signal calling," as early as 1976. They repeatedly lobbied for a system that would have stopped the trains before they hit. And they pleaded for changes that would have saved passengers trapped in the resulting smoke and fire.

Time and again, they were rejected.

Records show dozens of accidents — including five this year alone — might have been prevented if safety warnings were heeded.

"These accidents were waiting to happen because of the inaction by industry and regulators," says James Hall, chairman of the National Transportation Safety Board.

It has been a bad year for the nation's railroads already. Nineteen wrecks have left 22 dead, at least 230 injured, forced the evacuation of thousands of people and cost well over \$70 million.

There is a connection among some of the worst crashes: Preliminary investigations found the same problems NTSB officials have warned of for years, sometimes decades.

"We have an industry that does not like to be regulated and, historically, an agency reluctant to

regulate," said Barry Sweedler, director of the NTSB's office of safety recommendations.

Over the past 25 years, the FRA has rejected one out of four NTSB safety recommendations. This rejection rate is among highest of federal transportation agencies.

At times NTSB suggestions even drew sharp rebukes from the FRA.

Following a 1993 head-on crash in Kelso, Wash., that killed five people, the NTSB repeated earlier pleas for industry and government to explore costs and benefits of an automated system to keep trains apart.

The American Association of Railroads said the cost "cannot be economically justified at this time."

When NTSB suggested the cost be balanced by savings the system would bring in improved efficiency, FRA reaction was even blunter.

It is not the government's role, the agency wrote, to "substitute our judgment for the judgment of senior railroad managers regarding matters within their special expertise and responsibilities as corporate officers."

Jolene Molitoris, who inherited many of these problems when she was appointed as FRA administrator in 1993, distances her agency from its past decisions.

Molitoris talks of 39 different rule changes now going through the regulatory process.

But she admits to the failings of the past.

"February was probably the greatest confluence of tragedy on the rails that has ever been," she

says. "You think of all those things: What is the connection. Is there something more we could have done?"

Records indicate the answer is yes.

Six accidents this year involve runaway trains, a problem the NTSB has addressed in 12 separate accident investigations since 1989.

In many of those cases the safety board asked the FRA to require railroads use a \$7,000 backup braking system known as a "two-way end-of-train device."

NTSB calls for the device took on a greater urgency after Dec. 14, 1994, Santa Fe freight wreck that killed two and cost \$4 million.

After its investigation, the NTSB reiterated earlier warnings.

NTSB predictions came true Feb. 1, when a Burlington Northern Santa Fe freight jumped the tracks 300 yards from the 1994 accident. Two crewmen were killed. A release of toxic chemicals closed I-15 between Los Angeles and Las Vegas.

NTSB investigators were soon at the sites of two more runaways.

"It is painful for us because we're the ones who go out on accidents that were addressed by the recommendations," says Robert Lauby, chief of the NTSB's railroad division.

The FRA finally listened. On Feb. 6, it issued the emergency order. Unintended irony accompanied the announcement.

"Safety is our first priority," Molitoris said at the time, noting the derailment "points to the need for swift and effective measures."

RAILROAD MOTTOS

Besides the familiar railroad heralds (logos), many lines displayed mottos on their boxcar sides, timetables, and magazine advertizing (yes, they did advertize!). Try and match these:

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Route of the Black Diamond 2. The Corn Belt Route 3. The CRANDIC Route 4. The Dan Patch Route 5. The Delta Route 6. Route of the Eagles 7. The Fruit Belt Route 8. The Natchez Route 9. The Overland Route 10. The Road of Personal Service 11. The Route of the Phoebe Snow 12. The Port of Mobile Route 13. The Port St. Joe Route 14. Redwood Empire Route 15. Route of the Rockets 16. Sunbelt Service 17. The St. Augustine Route 18. The St. Louis Gateway Route 19. The Water Level Route 20. The West Point Route | <ol style="list-style-type: none"> A. Arkansas & Missouri Railroad B. Kansas City & Memphis Railroad C. Mississippi Central Railroad D. Chicago Great Western Railway E. Chicago, Rock Island & Pacific Railroad F. Northwestern Pacific Railroad G. Cedar Rapids and Iowa City Railway H. Litchfield & Madison Railway I. Lehigh Valley Railway J. Minneapolis Northfield and Southern Railway K. Delaware, Lackawanna and Western Railroad L. Union Pacific Railroad M. Alabama, Tennessee and Northern Railroad N. Columbus and Greenville Railway O. Apalachicola Northern Railroad P. Atlanta and West Point Railroad Q. Tennessee Central Railway R. New York Central System S. Florida East Coast Railway T. Missouri Pacific Railroad |
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THE BENTONVILLE RAILROAD SAGA

The Rogers Democrat

98 Years Ago
March 17, 1898

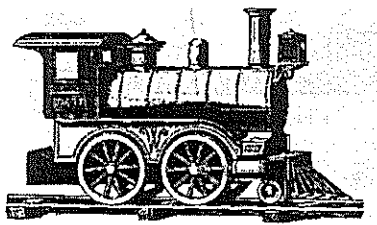
We learn from a reliable source that Bentonville has raised the necessary bonus for the railroad from that place to the Pittsburg & Gulf road. At the railroad meeting at the Opera house in this city on Monday night, the committee reported that a trifle over \$12,000 had been raised. A number of our citizens who are able to give have not yet contributed, and the committee is having hard work. Probably if Mr. Bayliss thinks Rogers will eventually raise the money, he will give them more time in which to do so. If that Bentonville extension is a sure go, work could be commenced on that at once and the Rogers question be settled later ...

The Rogers Democrat

98 Years Ago
March 24, 1898

They had a big jollification at Bentonville last week when the balance of the railroad bonus was raised. We wonder how long it will be before Rogers has a chance to celebrate such an occasion ...

... So far, the committees in charge of the matter have succeeded in raising \$14,000 or \$15,000 for the \$20,000 bonus asked by Mr. Bayliss for the construction of a new road from here to Bentonville and connections with the Gulf road. The rainy weather has greatly interfered with the work of the committee, or the sum would have been considerably larger. The farmers in the vicinity of Rogers have been coming to the front in great shape...



The Rogers Democrat

98 Years Ago
March 31, 1898

... J.M. Bayliss last week purchased the Bentonville railroad and hereafter it will travel under the name of the Arkansas & Oklahoma. As stated last week, Bentonville has raised the necessary bonus of \$25,000 and work on the extension to the Pittsburg & Gulf road is to be commenced at once. Mr. Bayliss had given Rogers until March 31st to receive the bonus of \$20,000. At the time of the meeting on Tuesday night, \$17,000 of this amount had been raised ...

OTHER NEWS FROM The Rogers Democrat March 31, 1898

From a Springfield paper we learn that M.W. Clay, who is well known to all Rogers citizens as the promoter of the scheme to build a railroad from Rogers to Pineville, Mo., and who was here often last year for that purpose, has gotten himself into serious trouble by forging three drafts for \$100,000 each. He has been working a number of small towns in California, but seems to have reached the end of his string, and a United States marshal and deputies are now in search of him ... A dispatch from Fayetteville on Monday says: We have had another twenty four hours' rain, the rivers are all out of their banks and are greatly damaging the farmlands in the low lands. All the bridges across the White river on the St. Paul branch of the Frisco railroad are washed away. This morning the track at St. Paul was four feet under water. It is thought the trains on that branch will be delayed three or four days, until which time it will be impossible to estimate the damage ...

The Rogers Democrat

98 Years Ago
April 7, 1898

From the Bentonville DEMOCRAT: Work on our new railroad has begun in earnest. A car load of mules and a car load of scrapers arrived yesterday, and the work of grading begun today. Mr. Bayless is anxious to complete the road as soon as he possibly can do so, and our people are glad to see him pushing the work. It will only be a short while until we will have connection with the P. & G. on the west ... A mass meeting was held at the Opera House on Tuesday night to celebrate the raising of the \$20,000 bonus for the Arkansas & Oklahoma railroad. The house was packed and standing room was at a premium. Out on the street, the artillery regiment of Rogers made the air ring with the explosions of their anvil battery. The small boys also hunted up a stack of old boxes and made a huge bonfire at the corner. It was a regular old Fourth of July celebration: The road is now an assured fact. It is not a supposition or a probability. The object that Bentonville and Rogers have been working for during the years past is attained. Rogers is to have a direct route to Kansas City and one to St. Louis. And if the intentions of the railroad company are carried out, the new road will be built to a point in Oklahoma ... Gravette has secured her bonus of \$5,000 for the Arkansas & Oklahoma Railroad ...

A dispatch from Little Rock on Saturday said: The Arkansas and Oklahoma Railroad Company today filed articles of incorporation with the Secretary of State. The Incorporators are John M. Bayless, E.J. Glasgow, Jr., T.A. Miller, T. Mallen, W.K. Bayless, W.R. Felker, J.A. Rice and D.H. Woods. The capital stock is \$200,000, and the principal office at Bentonville

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

How'd ya do? More of these in a later issue (unless I get too many protests!).

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Union Pacific executive calls job losses 'short-term'

BY EMMETT GEORGE
Democrat-Gazette Pine Bluff Bureau

PINE BLUFF — A Union Pacific Corp. executive tried Tuesday to ease concerns about potential job losses caused by the proposed merger of his company with the Southern Pacific line.

Richard K. Davidson, president and chief operating officer for Union Pacific, spoke to more than 100 members at the Rotary Club's 14th annual Industry Appreciation Day at the Pine Bluff Convention Center.

During his speech, he responded to reports that about 35 jobs would be lost with the closing of the car-repair shop in Pine Bluff if the federal Surface Transportation Board approves the \$5.4 billion merger in August.

Davidson said there will be a net job loss of about 140 employees statewide and about 35 "short-term" job losses in Pine Bluff. "We will do everything to re-employ those people," Davidson said. "I know in the long-term you will see employment levels go up."

Davidson said the merged railroad would have three car-repair shops within a 200-mile radius of one another, so a car-repair shop at Pine Bluff wouldn't be needed. But he said many of the unemployed workers could be re-assigned to facilities at DeSoto, Mo., and Palestine, Texas, or to the locomotive yard in Pine Bluff, which the merger wouldn't affect.

In his speech, Davidson attacked promises made by Ronald J. Conway, senior vice president of Consolidated Rail Corp., to keep the car shop open if Conrail is allowed to purchase Southern Pacific, which owns the Cotton Belt Route in Arkansas. Conway addressed the Rotary Club on March 5 at the convention center.

Davidson said Union Pacific has been involved in Arkansas for decades, referring to Conrail as "a Philadelphia monopoly," which has built its reputation by buying up bankrupt railroads. "Conrail has never had a presence in Arkansas," he added.

"The Cotton Belt is absolutely crucial to the merger and the UP-SP system," Davidson said. "If something would happen and the merger would not go through, we would call it off; it's just that crucial to us."

"Probably, I wouldn't be here if the Burlington Northern-Santa Fe merger hadn't gone forth (in 1995)," Davidson said. "We need the merger so we can go toe-to-toe with the BN-Santa Fe."

Davidson said the UP-SP merger has been endorsed by 10 governors from Western states and Gov. Jim Guy Tucker. He said the merger is also supported by 1,300 of the railroad's largest customers in Arkansas, the United Transportation Union and the Brotherhood of Locomotive Engineers, which represents about half the railroad's union workers.

FROM OZ TAYLOR IN EUROPE

The former East German locomotive works at Meiningen, which had been used by the system to restore steam, has been sold with various changes in the new combined company. But unlike Birmingham it has been sold to a private group, who are successfully engaged in carrying on the good work.

To get to the modern picture, never has there been so much politics mixed up in the rails as here. The largest project(s) are the Alpine Transversal NEAT which involves four passages through the Alps, forming an East-West barrier across Europe. From West to East they are the Sinai, the Loetschberg, the Gotthard and the Brenner. All connect with Italy's transversal across the North from Genoa to Venice.

The Sinai connects at Turin; the Loetschberg and Gotthard at Milan; and the Brenner at Verona. The Brenner and Sinai are both located in countries of the European Union (EU) but the Loetschberg and Gotthard are in non-UN-Switzerland which has a treaty with the EU to build the NEAT project. The Swiss limit of 28 tons for highway vehicles compares to the EU standard of 40 tons.

Then comes the question of financing this gigantic undertaking. At any event this whole thing is going to make the Chunnel look small. It is not believed here that it can be self financed.

There is also the other projects — the Danish link to Copenhagen and the Copenhagen-Malmö link. This year new, stricter safety regulations will be put on the roll on/roll off ferries. And on top of all this, is privatization, which is not going too smoothly.

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

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

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