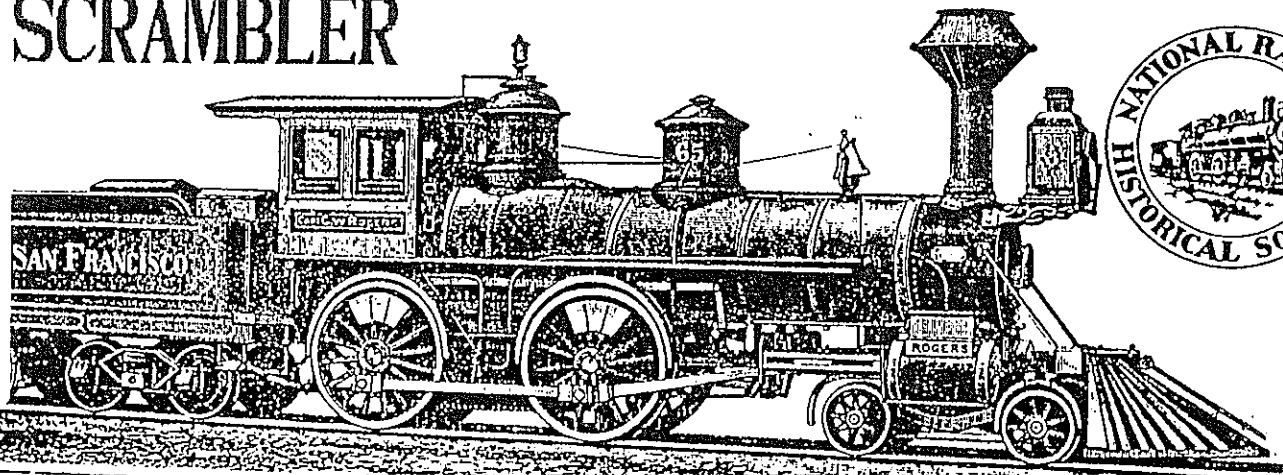


The SCRAMBLER

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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 9 NUMBER 11

JULY 1996



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The Scrambler



MINUTES OF MEETING MAY 16, 1996

The chapter met at 7:00 PM for its regular monthly meeting at the Shiloh Museum General Store, president Tom Duggan presiding. Minutes of the April 18 meeting were approved as published in the "Scrambler".

Bill Ussery led a brief memorial moment for Petey Schmidt.

Visitor Rex Murdock from Ft. Smith was recognized.

Bill Ussery gave the treasurer's report. A copy is on file with the secretary. A motion was made, seconded and approved to authorize Tom Duggan and Bill Ussery to convert our three month CD that matures July 11 to a one year CD or convert to a money market fund whichever is in the best interest of the chapter.

Bill Merrifield announced programs for June, July and August.

It was decided to omit the June issue of the "Scrambler" since our meeting has been rescheduled to June 8.

On a motion duly seconded and approved, Martin Post was authorized to attend at chapter expense the national convention in Charlotte and vote our chapter approval of the proposed dues increase from \$14.00 to \$17.00.

The meeting was adjourned. Juanita Toler presented a program on the Verde Valley Railroad in Arizona.

Ray Toler, Acting Secretary

Three federal agencies oppose rail merger

The Associated Press

WASHINGTON — The Agriculture, Justice and Transportation departments objected Monday to the proposed Union Pacific-Southern Pacific railroad merger on grounds it would reduce competition and raise prices.

In the toughest comments, the Justice Department estimated the deal could cost consumers \$800 million a year in higher prices and urged a federal panel to kill the merger as too flawed to remedy.

The Agriculture Department said the \$5.4 billion merger would likely push up freight costs enough to harm farmers and leave U.S. exporters less competitive in foreign trade. Because Union Pacific did not accept Agriculture's earlier recommendation that it sell off rail segments from the Midwest to the Gulf and to the West Coast, USDA

also opposed the deal now.

The Transportation Department added its opposition to the merger but argued problems of reduced competition for rail freight customers still could be solved if portions of the combined line were sold off to other railroads.

But Union Pacific President Dick Davidson said, "This merger is overwhelmingly pro-competitive and has the written backing of over 1,300 shippers" and support from port officials on the West Coast and in Texas.

Davidson predicted approval next month from the Surface Transportation Board, a Transportation Department division that succeeded the Interstate Commerce Commission and has authority over the merger.

The three departments and the railroad all offered their final

recommendations Monday to the board.

The proposed merger would create the largest railroad in the United States with more than

35,000 miles of track. Union Pacific Corp. says its purchase of Southern Pacific Rail Corp. would save the railroads more than \$750 million annually and improve western freight service.

Report says rail safety disintegrating fast

WASHINGTON — U.S. railway safety is being undercut by problems ranging from rushed and incomplete inspections to a patched-together network of safety-signal systems, according to *U.S. News & World Report*.

In a three-month investigation of the railroad industry, the magazine and ABC News' "PrimeTime Live" concluded that the problems are a threat to railway safety and cause dozens of train accidents every year.

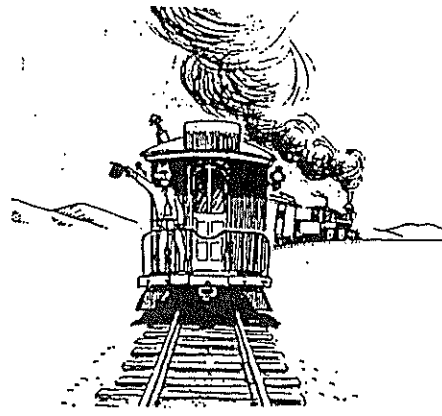
U.S. News and "PrimeTime" reviewed five train accidents in detail and gained access to rail yards and train dispatch facilities in Illinois, Wisconsin, Florida and Maryland.

It found that safety inspections are sometimes rushed, incomplete or not performed, there aren't enough inspectors, and engineers and conductors are often required to work long shifts, sometimes with little sleep. Dispatchers also continue to work grueling schedules.

And there is no national standard for train signals, causing confusion. Accidents blamed on train crews missing or misreading train signals or radio transmissions or on dispatcher error rose to 91 in 1995, up from 87 in 1992. (AP)



THE PRESIDENT'S OBSERVATION



1. Riley Cushman, a former member living in Independence, MO, died on June 13, 1996. He was a near-charter member and worked on the restoration of the A & M cars. He will be fondly remembered by the membership.

2. Apologies are in order to those members who relied on my carefully drawn and incorrect map showing the way to Rennie Neider's house. Bob Oswald or Ray Toler will have to take the map responsibility on future outings. Rennie's live steam layout was really impressive and everyone had a good time.

3. Michelle Westfall-Edwards, Shiloh Museum Exhibit Designer, will be joining us at the July meeting. The old railroad exhibit at the Museum has been taken down and Michelle wants our ideas on what to do with the 10' by 3.5' space in the Exhibit. This will be a great opportunity to help the Museum. She will no doubt need some items from us for the new display.

4. Please check your calendars before the July meeting so we can draw up a roster for table duty:

4 Corners Ancestor Fair-indoors at the Springdale Holiday Inn Convention Center
Friday, July 26 10:00 am to 5:00 pm
Saturday, July 27 8:30 am to 5:00 pm

Frisco Festival al fresco in Rogers
Saturday, August 24, 9:00 am to 5:00 pm
Sunday, August 25, noon to 5:00 pm

We are still on the waiting list for the Benton County Fair. If there is a vacancy for the Fair we will be notified sometime after July 15.

5. Mary L. Wilkes of Fayetteville donated a collection of railroad books and about 45 *Trains* to the Chapter in memory of her deceased spouse Wray Wilkes. Several of the books looked quite interesting for steam fans.

6. Loy Sullivan of Highfill donated a great picture of the Highfill depot which once abutted his property. I will ask the Editor to run it in a future edition of the *Scrambler*.

7. We are responsible for arranging the joint meeting with the Kansas City Chapter this year. They were unable to join our June excursion to Rennie Neider's as they had a trip to Iowa the prior week. Perhaps we could suggest a ride on the ES & NA as the joint meeting in the fall. Please give this some thought so we discuss this at the July meeting.

8. SEK Publications, 2210 South Main, Fort Scott, KS 66701 has reproduced a set of thirteen 1908 railroad maps used by employees of the Railway Mail Service. The set costs \$29.95 plus \$6.00 shipping.

9. See you on Thursday, July 18. Bob Oswald will be doing a program on railroads in the movies.

Sincerely,
Tom Duggan

WHALE, HO!

Chapter member CHARLES LENOIR makes frequent business trips between Kansas City and Portland, Oregon and - being the true railfan that he is - he almost always goes via *Amtrak*. At the Chapter meeting on April 26 he was extolling the quality of service on the *Coast Starlight*. He related that on his most recent return trip as the train was skirting the coast line, the train made an unexpected stop. The conductor came on the PA system and announced that the engineer had stopped the train so that passengers could get a good view of the whales that were surfacing just off shore. Charles said it was just another example of the outstanding attitude of the *Amtrak* crews on the *Starlight*. "Even the conductors are friendly," he said.

From The Local

April 22, 1996

Dear Mr. Alison:

In the April issue of "The Scrambler," you asked about speed records of trains in this area, and the Chief and the Rockets. Here are some data, largely culled from passenger timetables of the late 1940s.

The Frisco train serving Fayetteville, called the Twin Meteor, did not emulate its namesake. It was in no hurry, taking 2 hours 17 minutes to do the 66 miles between Springdale and Van Buren, about the same time that the slow-moving excursion train does today.

A much faster train ran through the west side of Benton County, the Southern Belle of the Kansas City Southern. It ran the 373 miles between Kansas City and New Orleans in 18 hours, averaging 48.5 mph. That included many stops, and several slow grades through the Ouachitas.

A little farther west the Katy-Frisco Texas Special made the 689-mile run between St. Louis and Dallas in a little over 14 hours, averaging 46.6 mph. Its competitor, the Missouri Pacific Texas Eagle, averaged 51 mph. on the route through Little Rock.

Santa Fe and the Union Pacific advertised 39 3/4 hours for their premier trains running between Chicago and Los Angeles. The Super Chief and the City of Los Angeles averaged about 56 mph. for the run of over 2,000 miles. I recall reading in those days that they hit speeds of over 100 mph. on straight stretches.

Faster still were the competitive Burlington and Union Pacific trains between Chicago and Denver. The Denver Zephyr and the City of Denver averaged about 65 mph. The Rock Island Rockets, despite their names, were generally not as fast as the premier trains of competitive lines. For example, the Rocky Mountain Rocket averaged 56 mph. between those two cities.

But the fastest long-distance trains in the Midwest ran between Chicago and St. Paul-Minneapolis. Four railroads were competing for the passenger traffic, the Burlington, the North Western, the Milwaukee, and the Soo. The premier Zephyrs, 400s, and Hiawathas made the run in 6 hours and 15 minutes. For the Burlington, that was 427 miles at 68 mph., including six stops.

Fred P. Lollar
P.O. Box 746
Rogers, AR 72757

Sincerely,

F.P. Lollar

VIEWLINER SLEEPERS ARE A HIT!

Amtrak has introduced their new Viewliner single-level sleeping cars on the *Crescent* between New York and New Orleans and on the *Lake Shore Limited*, New York to Chicago and they have met with great approval from the passengers.

The first 18 of \$100 million order for 50 cars have been delivered and placed in service. The Viewliners replace the 40-year-old Heritage sleeping cars. The charges for the Viewliner service are 20% higher than for the Heritage, but riders seem more than willing to pay the difference. According to Amtrak more than 40% of passengers upgrade to first class sleeping accommodations on all their trains.

These are the first single-level sleeping cars to built in the U.S. for more than forty years and are roomier, more comfortable, and have better lighting and larger windows than the Heritage cars. The additional row of windows above the regular seat windows provide more natural light by day and allow upper-berth passengers to have outside views at night.

By early 1997 the Viewliners will be in service on *Siber Service* trains between New York and Miami/Tampa and on overnight trains between Washington and Boston. Each car can accommodate 30 passengers, up from the 22-passenger Heritage cars. Each Viewliner has 12 compartments, two deluxe bedrooms and another deluxe bedroom equipped for mobility-impaired passengers. Each compartment sleeps two adults.

The Deluxe bedrooms, with lower berths and wider upper berths could sleep two adults and one child in comfort. Each is equipped with its own shower. The deluxe bedrooms are connected so they can be opened up for a deluxe suite.

All 15 rooms are self-contained modular units with sleeping areas that are quiet and well-insulated. Each room has its own climate control, video monitor and stereo entertainment system. There is one shower in the car for compartment passengers.

The 50-car order is being built by Amerail and are manufactured in Chicago and Hornell, New York. Amtrak estimates that the new cars will save an estimated \$4 million in annual maintenance costs. The bi-level sleeping cars used on western routes and some eastern routes cannot be used on some eastern routes because of tunnel clearances.

(Thanks, Jim Asplund)

From The Local.

It's Still The Law

The Arkansas Railroad Commission was formed in 1899 to control abusive railroad practices particularly in respect of freight rates and passenger service. It lasted until 1933 and at one time also regulated corporations, petroleum production, issuance of securities and franchises for bus and truck companies. The establishment or closure of any railroad office had to be approved by the Arkansas Railroad Commission. In later years many of its railroad functions taken over by the Interstate Commerce Commission which itself ceased to exist on December 31, 1995. The Arkansas Railroad Commission was the moving force behind many railroad laws in the 1907-1910 period. Most surprisingly many of these 1907-1910 era laws are still on the books in 1996 as Section 23 of the Arkansas Code of 1987. Here are a few of the railroad laws still in force:

Passes: No railroad may give passes to any state officials *except* the Governor, Secretary of State, Auditor, Treasurer or members of the General Assembly. (Looks like the politicians knew how to take care of themselves!)

Passes given in exchange for advertising space in Arkansas publications must be valid for intrastate travel only.

Depot Facilities: Lines with no night freight or passengers are permitted to close the waiting room at 7:00 pm provided the waiting room is re-opened at 6:00 am.

The depot must be provided with wholesome drinking water. (This was important in an era when cholera, typhoid and other water-borne diseases were common.)

Depots in any Arkansas city or incorporated town must maintain separate restrooms for men and women.

Bulletin Board: Every telegraph station is required to set up a bulletin board showing arrival and departure times of trains. If a train is ten or more minutes behind schedule this information must be posted on the bulletin board.

Crier: All railroads operating passenger trains must have a crier to announce departures, destinations and track numbers. (Wonder why the crier didn't have to announce arrivals ?)

Solicitation: It is illegal to drum up business on trains or depots for hotels, lodging houses, bath houses, physicians, surgeons or masseuses.

Excursions: The most recent railroad law to go on the books is dated April 13, 1995. Article 23-13-210 specifies that a non-profit sponsor, operator or owner of a special passenger excursion train shall be subject to a claims limit of \$10 million. The non-profit sponsor must maintain insurance of not less than \$10 million with a deductible not in excess of \$10,000. (I would imagine this legislation is the reason the Little Rock Chapter is involved with the Union Pacific excursion runs.)

Contributed by Tom Duggan

Commuter trains arrive in Dallas

Democrat-Gazette Press Services

DALLAS — Since the 1950s, the only riders of the local trains in Dallas have been cattle on their way to the stockyards.

That changed Friday when a shiny new 40-car fleet of commuter trains began rolling in, packed with a big question: Will car lovin', pickup truck-huggin' Texans climb aboard?

"In Texas, everybody likes to be independent, to have their own car, have their own truck, be their own boss," said Chad Beattie, who works as a furniture salesman near downtown.

But even Beattie said he'll give the train a try. And that is the kind of adventurous spirit the Dallas Area Rapid Transit is counting on. DART hopes suburban commuters will board trains just as nonchalantly as livestock.

"The popularity has always been your own personal vehicle before," said DART representative Tony Salters. "But people are finally realizing that it's better for the environment and people who use light-rail won't have to fight for parking spaces."

Dallas will be the first city in the Southwest to have an electric rail system. Under a federal mandate to reduce air pollution, the city had been trying for a decade to win public support for the \$870 million project.

Voters refused to support an earlier more expansive rail system, so DART decided on a smaller version that did not require voter approval. Despite the slimmer project, DART had to deal with threats from suburban groups to derail the train system over safety concerns.

Amtrak runs through Dallas but stops only once and does not serve the suburbs. Trolleys used to serve the area but stopped running 40 years ago.

The DART train runs 11 miles from downtown Dallas to Oak Cliff, a southern section of the city whose residents regularly ride DART buses. The system will include a downtown transit mall, paintings, sculpture and poetry at its stations.

About 15,000 people a day are expected to take the train. In December, DART plans to open another line to the north and by 2010 have lines serving the entire city, including the Dallas-Fort Worth Airport.

To determine whether Texans will take to the rail, *The Dallas Morning News* surveyed 496 households and found that four out of 10 people say they are likely to ride the train.

Business people are bullish. Development is sprouting along the train's routes and businesses say they are planning stores near the railway's 21 stations.

They expect a situation similar to Miami, where property values near rail stations increased by as much as 160 percent between 1980 and 1993. Portland, Ore., has seen over \$1 billion in development attributed to its commuter rail system.

But some are not buying it, claiming train service is too meager to be an alternative to driving.

"The way the city is set up," said Frank Brice, a vehicle salesman. "If you don't have a car in Dallas, you're in big trouble."

Dallas joins St. Louis, Sacramento, Calif., Denver and Los Angeles in embracing rail pro-

jects over recent years to deal with problems like pollution, traffic congestion and decaying downtowns.

The Clinton administration has raised annual transit financing by more than a third, to about \$5 billion, with tentative backing for a new light rail line through northern New Jersey.

"Why?" asked Transportation Secretary Federico Pena, stuck in traffic coming into Dallas on Thursday night from the airport. "The evidence is what's happening to me right now. People have realized you need other options besides the automobile."

But many academics, citing projects like the one in Los Angeles, say the trains have had a poor record of bringing urban revivals or attracting as many riders as expected.

"It's an 1890s idea and it's an 1890s technology," from the era before cars and urban sprawl, said Peter Gordon, associate dean of the University of Southern California School of Urban and Regional Planning. "To think this is the kind of thing we ought to be building now as cities are expanding and spreading out is crazy." Real-estate developers and construction firms often persuade cities otherwise, he said.

In Dallas, home to many of the nation's largest developers, real-estate interests have been consistent rail transit supporters. But downtown Dallas still has one of the highest office vacancy rates in the nation, with few signs that the yellow, white and black trains converging there will bring more tenants.

Houston has repeatedly considered but backed away from rail projects, relying instead on bus and car-pool lanes along the highways. Austin is toying with a plan for economical diesel trains only.

All 20 miles of the first phase, including a branch extending to the north, are expected to be open by May.

By 2010, Dallas and its suburbs plan to have 53 miles of light rail, 98 miles of bus and car-pool lanes and 37 miles of commuter rail lines, including the links to Fort Worth and the Dallas-Forth Worth Airport. The total cost could reach \$4.1 billion.

Ultimately, said Mayor Ron Kirk, Dallasites will emerge from their autos. "I am reasonably confident," he said, "that once the metro area gets a firsthand look at the efficiency of transit, the debate is going to be, 'When do you get to my neighborhood?'"

Information for this article was contributed by Associated Press writer Katie Fairbanks and New York Times News Service writer Allen R. Myerson.

Fast Trains For Florida

TALLAHASSEE, FL— The state of Florida has selected the Florida Overland Express consortium to develop its next-generation high-speed rail system.

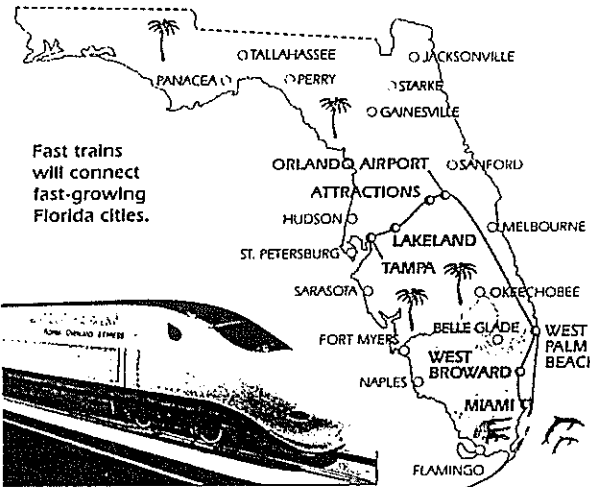
To be completed over the next 25 years, the 310-mile line will connect Miami, Orlando and Tampa, using 200-mph trains.

GEC Alsthom of France, which has developed similar high-speed railways in Europe and South Korea, will manufacture the system's power cars. Bombardier of

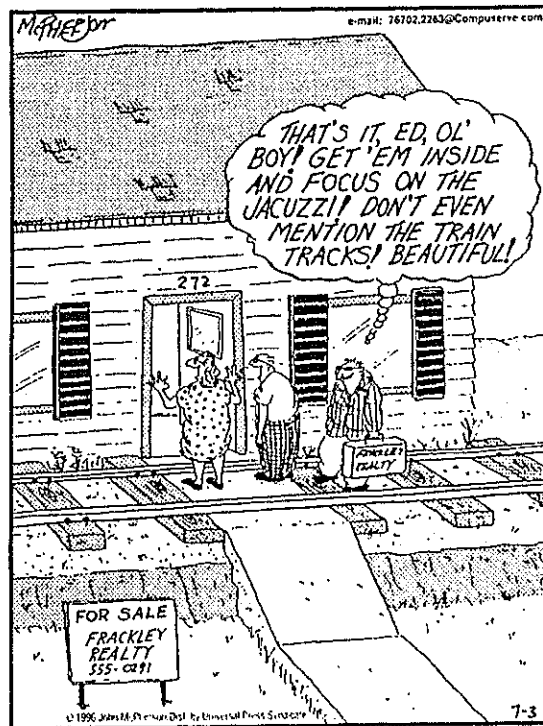
Canada will make the passenger coaches.

When finally complete, the system will consist of 26 8-car trains, each seating 295 passengers. During their ride, business travelers will be able to stay in touch with their offices by fax or modem, and waiter service will be available in first class.

The Fluor Daniel and Odebrecht engineering firms will oversee the construction of the \$4.8-billion railway system.



Close to Home ... by John McPherson



George

6-16-96

It occurred to me today that a good bumper sticker would be one showing the outline of a train and bearing the message: We prefer TRAINSportation.

Assuming anyone in the chapter agrees, maybe one member or another with artistic ability could make such a simple drawing and print the message. There are places around here that make bumper stickers at a very reasonable price.

Erv

HEY BUDDY! YA WANNA BUY A BRIDGE?

(If you do, you've got about three, maybe four, years to raise \$15 million.)

The death warrant for the Chouteau Bridge across the Missouri River was signed on May 1 when a \$5 million federal grant was announced toward the building of a new four-lane highway bridge just adjacent to the Chouteau. The new bridge will cost about \$37 million and the state of Missouri and several local governments will share the remainder of the cost. The new bridge should be completed and ready for service by the year 2000.

The Chouteau bridge was built by the *Chicago, Milwaukee and St. Paul Railroad* and was completed in December, 1887. It was designed by Charles Strobel and construction was supervised by Howard Needles, Tammen and Bergendoff, the same firm that supervised the construction of the St. Louis light rail system. The steel for the bridge was fabricated at the Keystone Bridge Works in Pittsburgh, Pennsylvania, an Andrew Carnegie firm. From the time of its construction until it was given to the city and state government for conversion to use as a highway bridge, it was known simply as "the Milwaukee Bridge."

The bridge was constructed, starting at the south end and building to the north, with three spans, each 4404 feet long, and was built high enough to clear all river traffic, thereby eliminating the need for swinging or lifting spans.

The approach to the bridge from the south was on a high fill, some 40 to 50 feet above the bottom land of the Missouri River valley. The high fill continued south from the bridge and the tracks crossed the *Missouri Pacific*, *Kansas City Southern* and *Alton Railroads* via an overpass and continued on to the station at Second and Wyandotte Streets.

The north end of the bridge came on to the sharp bluff above the river. This required a sharp curve to the east onto a shelf of the bluff and the track continued on a gradual downgrade reaching the bottoms level at Birmingham. Also as the north end was a cut through the bluffs for the use of the *Quincy, Omaha and Kansas City* and the *St. Joseph and Grand Island* railroads, which shared use of the bridge. The "Suburban Junction" depot was located at this site. There was a derail on the *QO&KC* and *StJ&GI* tracks which had to be unlocked before these trains could proceed across the bridge.

The first passenger train across the bridge was the *Southwest Limited*, *CM&StP*, and the engineer was "Uncle John" Sweeney. In 1929 the *Chicago, Milwaukee & St. Paul* became the *Chicago, Milwaukee, St. Paul & Pacific*. The joint use of the bridge ended in 1929 when the *QO&KC* was taken over by the *Burlington Route* and it started using the Burlington Station in North Kansas City while the *StJ&GI* discontinued service into Kansas City.

The Milwaukee bridge ended its career as a railroad bridge in July, 1945 when the Truman Bridge further downstream was opened to traffic and the Milwaukee Bridge was declared obsolete. It then stood idle until 1951 when the city bought the bridge for about \$850,00 and renamed it Chouteau after a fur trader who was largely instrumental in the development of the area into the busy trade and wagon train terminus it was to become. When the bridge was converted for motor vehicle traffic, the high fill at the south end was removed and a rather sharp down grade was put in.

When the City engineers were boring into the piers of the bridge to determine their strength, they found that the creosoted timbers were in mint condition - just as good as when the bridge was built. For a number of years now the bridge flooring and rails have been in a bad condition and the maximum weight and speed limits have been lowered. Not even the city's fire trucks are allowed to cross the bridge. The superstructure remains solid to this day. As the saying is, "They just don't build 'em like that anymore."

However, there may be a reprieve from the death sentence for the faithful old friend! There is a movement afoot to save this bridge. It is one of the last examples of the early fabricated iron truss bridges built in early America. Because the Missouri River is a navigable stream, the Coast Guard rules require that any span across the river MUST be used for some kind of traffic. Therefore, the bridge can not be kept simply as a monument to the past - it must be used. The possible uses are as a pedestrian walkway, a light rail system bridge, or for bicycling. The cost of preparing it for one or more of these uses could be as high as \$15 million and a small group is working to raise that money. The cost of moving it piece by piece to another location could be phenomenal.

"Hey buddy! Ya wanna buy a bridge?" From The Local

OPERATION LIFESAVER

THINK ABOUT THESE FACTS BEFORE YOU IGNORE THAT CROSSING SIGNAL:

- A vehicle and train collide about every 90 minutes in the U.S.
- A motorist is 30 times more likely to die in a crash involving a train than in an accident involving another motor vehicle.
- More people die in highway-rail crashes each year than in airplane crashes in an average year.
- Nationally, more than 50 percent of collisions at public crossing occur where active warning devices (gates and lights) exist.
- Most vehicle-train crashes occur at grade crossings within 25 miles of the driver's home.
- The majority of grade crossing crashes occur when trains are traveling less than 30 miles per hour.

HOW LONG DOES IT TAKE A TRAIN TO STOP?

- A 150-car freight train stopping distance
 - 30 mph = 3,500 feet or 2/3 of a mile.
 - 50 mph = 8,000 feet or 1 1/2 miles.
- An eight-car passenger train stopping distance
 - 60 mph = 3,500 feet or 2/3 of a mile
 - 79 mph = 6,000 feet or 1 1/8 miles.

REMEMBER:

- Never drive around lowered gates. It is illegal and potentially deadly.
- Never race a train to a crossing.
- Don't stop on a crossing in traffic.
- If your vehicle stalls on a crossing, get out immediately and call the local law enforcement authorities for assistance.
- Watch for a second train when crossing multiple tracks.
- People should never walk, run or cycle on railroad tracks. It is trespassing and it is legal.

EDITOR'S NOTE: While our members are very well aware of the above facts and rules, they are repeated here for you to use



Burlington Northern Santa Fe Steam Excursion Schedule

From the Canyon Dispatcher, Grand Canyon
Chapter - NRHS

No, this is not a misprint, you are reading it correctly! BNSF is considering certain steam excursions in 1996. Some details are not final yet, but this is what is planned.

September: BNSF's 1st. Anniversary. Burlington Northern Santa Fe is discussing possible trips with Frisco 4-8-2 #1522 in Oklahoma and Texas in conjunction with BNSF's first anniversary (September 22), and Topeka Railroad Days on September 1-2, 1996.

Rail union seeks comments on merger

The Brotherhood of Maintenance of Way Employees union has set up a toll-free number to get input from rail workers affected by Union Pacific's proposed acquisition of Southern Pacific.

UP and SP are the two largest railroads serving Arkansas, representing sizable operations and employment in North Little Rock and Pine Bluff, respectively.

Affected BMWWE members may call (800) 688-1361, then dial access code 88, said Thomas E. Cosner of Sheridan, president of Local 1549. The proposed merger will be voted on orally July 3 by the federal Surface Transportation Board in Washington.

BMWWE members demonstrated earlier this year against the merger in Pine Bluff, saying Arkansas would become a "one-railroad state, monopolized by a single" major rail carrier if the merger is allowed.


Seven of 13 rail labor groups, including the Brotherhood of Locomotive Engineers and United Transportation Union, have supported the merger.

FAMOUS PLACES

Many locales and features have come to be associated with certain railroads by the railfan fraternity ("fraternity?"--sorry about that ladies--let's just say "rail-fanatics"). See if you know where these are:

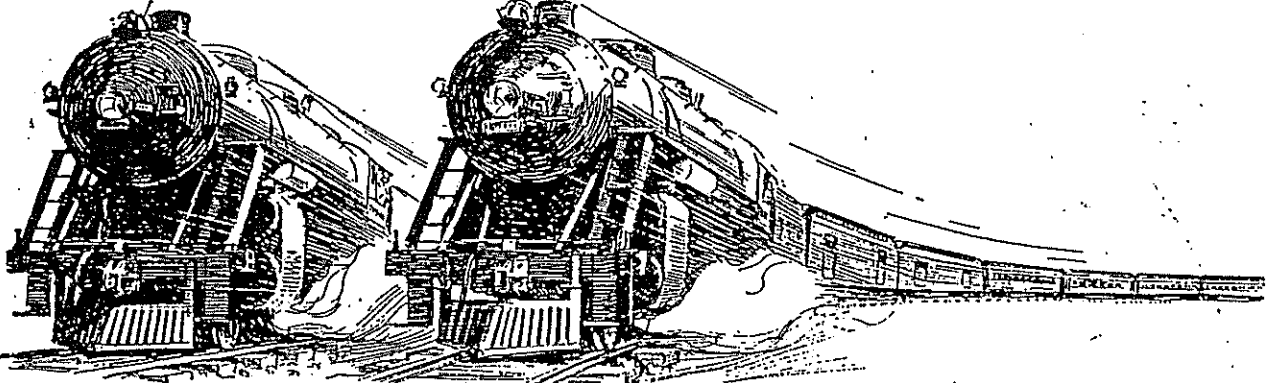
- | | |
|----------------------|--|
| 1. Big Shanty | A. St. Louis Southwestern Railway |
| 2. Cascade Tunnel | B. Boston and Maine Railroad |
| 3. Copper Canyon | C. Baltimore & Ohio Railroad |
| 4. Eads Bridge | D. Western & Atlantic Railroad |
| 5. Edgewood Cutoff | E. Northern Pacific Railway |
| 6. Feather River | F. Ferrocarril de Chihuahua al Pacifico |
| 7. Harpers Ferry | G. Chicago Great Western Railway |
| 8. Hoosac Tunnel | H. Union Pacific Railroad |
| 9. Horseshoe Curve | I. Terminal Railroad Association of St. Louis |
| 10. Key West | J. Chicago, Indianapolis & Louisville Railroad |
| 11. Lucin Cutoff | K. Southern Railway |
| 12. Monon | L. Atchison, Topeka and Santa Fe Railway |
| 13. Oelwein | M. Denver & Rio Grande Western Railroad |
| 14. Pine Bluff | N. Canadian Pacific Railway |
| 15. Proviso | O. Southern Pacific Railway |
| 16. Rathole Division | P. Florida East Coast Railway |
| 17. Raton Pass | Q. Illinois Central Railroad |
| 18. Sherman Hill | R. Pennsylvania Railroad |
| 19. Soldier Summit | S. Chicago and Northwestern Railway |
| 20. Spiral Tunnels | T. Western Pacific |

These places are historically or operationally significant, and often excellent sites for railroad photography.



COMPANION TRAINS

to Texas and Oklahoma



Texas Special

—a train providing the character of service that appeals to particular people

Lv. St. Louis.....	Frisco Lines.....	6.50 pm
Ar. Dallas.....	" ".....	1.15 pm
Ar. Ft. Worth.....	" ".....	1.30 pm
Lv. Dallas.....	M-K-T Lines.....	1.20 pm
Ar. Waco.....	" ".....	3.45 pm
Ar. Temple.....	" ".....	4.50 pm
Ar. Austin.....	" ".....	7.00 pm
Ar. San Antonio...	" ".....	9.35 pm

METEOR

—the favorite train from St. Louis to principal points in Oklahoma

Lv. St. Louis.....	Frisco Lines.....	6.58 pm
Ar. Vinita.....	" ".....	5.23 am
Ar. Tulsa.....	" ".....	7.00 am
Ar. Enid.....	" ".....	12.30 pm
Ar. Sapulpa.....	" ".....	7.40 am
Ar. Oklahoma City	" ".....	10.45 am
Lv. Sapulpa.....	" ".....	8.00 am
Ar. Okmulgee.....	" ".....	9.20 am

Oil Burning Locomotives

Dining Car Service all the Way
Fred Harvey Meals on the Frisco

June, 1925

RCO Collection

A1-57 (6-13-25)

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

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
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Woman Remembers the Early Days of Southern Railroads

Anita French
The Morning News

SULPHUR SPRINGS

At 96, Bobbie Kennard now grips a cane when she walks. There was a time when that same hand swung a lantern for the railroad.

Kennard, of Sulphur Springs, was born in 1900 in Oklahoma Territory. At age 18, she went to work for the Santa Fe Railroad as a depot operator. It was during World War I, and men operators were scarce, she said.

Kennard, whose last name was Landers then, lived in Cushing, Okla. Her first job was at Frey, a small station in an oil field. A converted box-car served as the depot, she said.

"They didn't even have a telegraph key in it, but they had a phone. I had to sit with headphones on. I was so disappointed because here I had learned telegraphy and couldn't use it," Kennard said.

She was taught Morse code by the same family friend who got her the job. As an operator, Kennard took orders, sold tickets and made out bills of lading. When she heard "DS, DS, DS" coming over the telegraph key, she would respond with her own signal, BL, BL, BL — "my initials," Kennard said.

"That showed I was ready to receive," she said.

At the Frey depot, smaller rail lines branched off from the main line. The rails snaked through the oil field, where tankers would fill up and then head to a refinery in Tulsa or Cushing. One of Kennard's duties was to get the numbers of the tank cars and send them to headquarters.

She also worked at depots in Avery, Norfolk, Fairfax and Chillico. Not long after getting her first job, she joined the railroad union.

"I made \$165 a month, which was a fortune in those days. Teachers didn't make that much. That's why I didn't go to college — I knew how things were," she said.

Kennard always lived in a boardinghouse in the town nearest the depot. One depot was so far from town that she had to be taken home in a hand-driven railroad cart.

"I got to my boardinghouse in such strange ways," she said.

Kennard was often the only agent at small depots. Her duties then included climbing and hanging an 8-pound lantern on the top of the railroad semaphore, a tall wooden signal.

She also had to deliver train orders. Kennard did this by standing beside the track with a hoop in her hand. The hoop held the order, and it was Kennard's job to hook the hoop over the engineer's outstretched arm as the train sped through the depot. It was risky, she said.

"I almost got killed a couple of times," Kennard said.

If she missed the engineer's arm, he would have to stop the train,

which wasn't supposed to happen. But it did at least once. One night a brisk wind snatched the order out of Kennard's hoop and blew it onto the tracks. As the train bore down, she ran ahead of it, trying to catch the piece of paper.

"I just barely got off the tracks before the train came whizzing by," she said.

The engineer stopped the train several miles down the track and came "stomping back" to the depot, Kennard said.

"He said, 'Bobbie, I'll tell you the truth. I've been looking for your body (on the tracks). Don't you ever, ever, ever do that again,'" she related.

Kennard said she was so "shaken" by the incident that she had to sit down.

The job had its rewards, however. Kennard said she met a lot of interesting people. She also particularly recalled working at Frazier and Chillico. At Frazier, there was a large store that carried nothing but Indian "regalia," she said, for the oil-wealthy Indians who lived in nearby towns.

At Chillico, there was a government school for Indians, who came to it from all over the country. The depot there was built especially for the school, Kennard said.

"Many (students) came in dressed in full Indian regalia or wearing expensive clothes. They were interesting to see, and if you think they didn't bring in baggage..." she said.

Kennard said it was difficult to remember everything that happened when she was a depot agent. But she hasn't forgotten the language of the job.

"A railroader never said such and such hours. They always asked, 'What trick are you on? Are you on the death trick?' which meant the midnight to morning shift," she said.

As one of the few women to work as a depot agent back then, Kennard said, the job was interesting but "no bed of roses."

THE MORNING NEWS OF NORTHWEST ARKANSAS

"I asked my Uncle Jeb why he and Aunt Tessie had so many kids. He replied, 'We lived down by the tracks. The train woke me up at 6 a.m., and I didn't have to be anywhere 'til 7.'"

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.

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