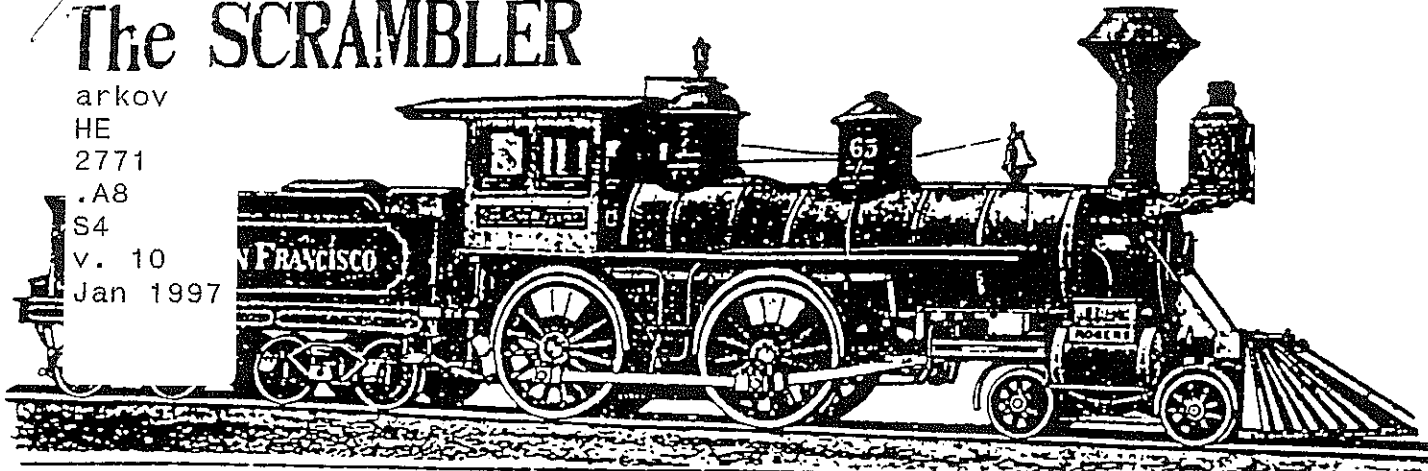


The SCRAMBLER

arkov
HE
2771
.A8
S4
v. 10
Jan 1997



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 10 NUMBER 5 JANUARY 1997



MINUTES OF MEETING
NOVEMBER 21, 1996



The CHAPTER met for the regular monthly meeting on November 21, 1996 at 7:00 PM at the Shiloh Museum's "Old General Store." The meeting was called to order by President Tom Duggan, and members and guests were welcomed to the meeting.

The minutes of the October meeting as published in the SCRAMBLER was approved by voice vote.

In the report from officers Ray Toler reported for National Director Bob Oswald, Ray reported that member Ery Lewis, who was an accredited war correspondent for radio station WLS, Chicago, during WWII, has donated to the CHAPTER, a copy of his memories of his experiences during that time. Bob will also miss the December meeting due to his performance at a play, "A Dragon Tale."

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

Eugene Schmitz reported that he has been working as conductor on the Arkansas & Missouri RR passenger trains.

Ray Toler reported on the Missouri & North Arkansas / Colorado Midland business car, The Manatou. He will meet with Mr. Tony Hannold to see what we will be able to do to preserve or salvage the car.

The nominating committee re-nominated the current officers to continue in office for next year.

Juanita Toler reported on the December meeting which will be at the Toler residence December 12th at 6:00 PM. Juanita needs to know, no later than December 8th how many members will attend, and what dish they will bring.

There was no old business to discuss.

Under new business Bill Ussery presented a calendar from the Central Oklahoma Chapter Bill proposed a study on preparing a calendar from this chapter.

George Alison reported on expansion of the Bank of Fayetteville Train Bank.

Also it was reported that John Dorsch has purchased two more passenger cars that will be stored on the A&M RR

President Tom Duggan reported on a school in Rogers needing items and members for a display on railroading for the school.

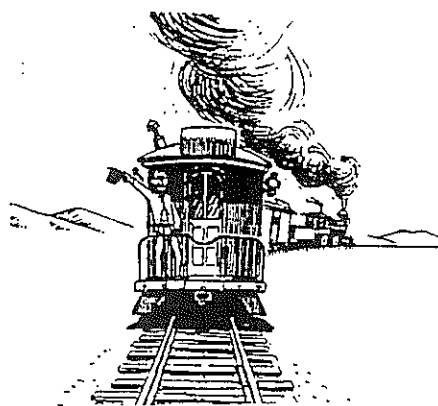
Ery Lewis read a letter of than thanked Bob Besom for his support to the CHAPTER and has placed a copy of his war-time experiences with the desk at Shiloh Museum for loan to CHAPTER members.

There being no further business, the meeting adjourned and a program was presented by several members of the CHAPTER.

Ron Allen
Secretary



THE PRESIDENT'S OBSERVATION



Observations -January 1997

1. The Christmas party meeting at the Toler's on December 12 was very enjoyable. We had a turnout of around 30 members and spouses. Thanks to Ray, Juanita and Bo for such a nice setting.

2. The existing slate of officers was re-elected by acclamation for 1997. We did not know the Chapter Director situation so could not do anything. Bob Oswald advises that the three-year term of Russ Hauser expires at the January 1997 meeting. Russ has been having some health problems and will not be renewing his membership for 1997.

We need to elect a new Chapter director at the January meeting. Our other Chapter Directors are Eugene Schmitz (term expires at the January 1998 meeting) and Larry Cain (January 1999)

3. The World War II foreign correspondent memoirs of member Erv Lewis are well worth reading. Copies may be borrowed by Chapter members at the front desk of the Shiloh Museum in Springdale.

4. Member Bob Besom has agreed to let the Chapter furnish materials for an exhibit on railroading that will start in March 1997 and end in November 1997. The exhibit will be housed in a small glass case so not a lot of material will be required. Bob and I have tentatively agreed to a theme encompassing both past RR history and railroading of today. Too many people seem to think of railroading in the past tense so the exhibit might be a small step in changing public perception.

5. Southwest Regional Director Bob Terhune had some nice comments about our Chapter. A copy of his letter appears elsewhere in the newsletter.

6. The A & M is seeking to increase off season revenues through charters. A copy of the letter is to be found elsewhere in the newsletter. Mr. Hannold said that charters to Fort Smith would encounter long delays as the bridge is controlled by BN dispatchers in Fort Worth. The BN has reduced dispatcher positions and things are difficult.

Bob Oswald saw the old Erie caboos (the former gift shop at the Springdale depot) on a siding at Meeks Lumber in Fayetteville. Bob thinks it has been sold by the A & M.

See you on January 16. The presentation will be on the Combs, Cass And Eastern Railroad. The logging line of 16.03 miles operated from 1914 to 1926 and has long been shrouded in obscurity.

Tom Duggan

FAMED ARTIST FOGG DIES-
Noted railroad artist, Howard L. Fogg, age 79, died October 1 at Boulder, Co. A member of the Intermountain Chapter, Fogg began his railroad art career in 1945 with the American Locomotive Company. In the 1950's, he became a freelance artist, painting hundreds of classic railroad works of art. He was one of five honorary members of the Brotherhood of Locomotive

Engineers. He is survived by his wife of over 50 years, Margot, and three sons, Richard, Peter, and Howard III, all of Boulder. Services were private.

PENTREX RESTRUCTURES MAGAZINES In a news release, dated September 12, Pentrex Publishing announced that *Pacific RailNews* and *Passenger Train Journal* will be combined into one magazine, to be titled, *RailNews*. They also announced that

Locomotive & Rail-way Preservation will be folded into their very successful, *Vintage Rails Magazine*. Former PRN editor Brain Solomon will be leaving Pentrex to pursue a photography career; all others will remain on staff.

- NRHS News

FROM THE
GATEWAY RAILLETTER

Sold on the fast track, Europeans expand high-speed rail system

While the United States stewes about whether to electrify — and therefore eed up — the Northeast Corridor Amtrak line between Boston and New Haven, Conn., the Europeans keep opening up new routes for their high-speed trains. For y-to-city European travel, you n't beat them, and every year the rvice gets better.

The most recent arrivals are halys" trains that run from Paris Brussels and Amsterdam. ey're styled on the French TGV odels. Newly opened tracks alv the trains to run at top speed (out 180 mph) most of the way in Paris to Brussels: They make a 212-mile trip in two hours.



Ed Perkins
Consumer Reports on Travel

ree minutes, station-to-station. me Thalys trains go on from ussels to Amsterdam, but on nventional roadbeds (which are etty good in Europe). The Paris- msterdam trip now takes a bit un- r five hours, but ultimately will e cut to a bit over three hours n high-speed lines are finished r the entire route.

True high-speed trains — those at go up to 200 miles per hour — require special roadbeds with only e most gradual curves. Because heir powerful engines, however, ey can tolerate hills reasonably ell. That's why high-speed trains require special roadbeds: When ld-style railroads were laid out, voiding hills was more important an avoiding curves.

As of this summer, European ilroads have built well over 1,000 iles of special track for high- eed trains. The longest stretches e in France: 330 miles Paris to alence, 184 miles Paris to Lille nd the Chunnel entrance, and 139 iles from Paris to Tours, with a ranch line to Le Mans, plus a few dditional branches and connec-

tors. Spain has just under 300 miles, from Madrid to Seville, Germany has about 200 miles from Hannover to Wurtzburg, and Italy has about 200 miles from Florence to Rome. France, Germany, Italy and Spain are all planning extensions of their high-speed networks.

Some European countries are taking a different tack to high-speed rail travel. Rather than spend the huge amounts of money required for completely new rights of way, they're using "tilt" trains that can operate over conventional roadbeds. By tilting slightly, those trains can tolerate sharper curves than the TGV-style trains used in France and through the Chunnel. Even with a tilt, however, those trains are limited to a top speed of somewhere near 120 miles per hour except on straight stretches. To provide the necessary power and quick acceleration, virtually all high-speed trains are electrically driven. And although tilt trains can use conventional roadbeds, they must be kept in top condition. Finland, Sweden and the United Kingdom are relying completely on conventional-roadbed high-speed trains. Germany and Italy plan to use them on some routes.

Now, more than ever, trains are a great way to get around in Europe. From city center to city center, high-speed rail lines can match or even beat flying time over distances up to 300 miles or so. And, compared with planes, trains are more reliable in bad weather, they're roomier and more comfortable, they provide picture windows for sightseeing, and they avoid the hassles of getting to and from airports. Having once tried the Chunnel trains, I'd never again even think about flying between London and Paris.

A rented car still beats the train for a leisurely tour of the countryside. But a car can be a liability in a big city. That's why I like those rail passes that let you combine different days of rail travel and driving. Eurailpass offers them, as do the national passes for France, Switzerland, the United States and Scandinavia.

"Trainspotters" think they are on right track

BY SARAH LYALL
NEW YORK TIMES NEWS SERVICE

LONDON — Still smarting from the film that gave the world the false impression that trainspotters were a bunch of shiftless heroin addicts, Britain's real trainspotters are struggling to improve their tarnished image.

Trainspotting, which describes the practice of identifying and then writing down the details of passing trains — most popularly, the locomotive number — used to be considered as reasonable a hobby here as pasting stamps in an album or chasing butterflies with a net.

In a country that invented the steam locomotive in the early 19th century, trainspotting began as a way of channeling small boys' inevitable interest in trains.

But in recent years — even before the novel and then the movie "Trainspotting" made the term more familiar — "trainspotter" has come to mean a general nerd or loser, the kind of person who wears ugly National Health Service eyeglasses and carts around a sheaf of pens and a sad, soggy sandwich.

Sometimes, trainspotters are simply called "anoraks," in a reference to the jackets they wear against the cold that blows across Britain's train stations.

"People regard anyone who is interested in trains as, dare I say it, a puffernutter," said Raymond Williams, an officer for the Association of Independent Railway Preservation Societies.

It was to combat this unfortunate image that the National Railway Museum in York recently decided to start an image-building campaign for trainspotters, or railway enthusiasts, as it calls them. The museum hopes to raise more than \$30,000 for its effort, and has begun by introducing two trainspotter dolls sporting hip new anoraks made from the latest microfibers.

"We're trying to make the public aware that there's more to an interest in railways than standing at the end of the platform and taking down numbers," said Jo Beckerley, a spokesman for the museum. "We just want people to know that trains can be romantic, groovy even." She paused. "Apparently Cher likes model railways."

Murray Brown, co-editor of *Rail Express*, one of several dozen British journals devoted to train-related topics, said it was all the media's fault. "The media have, in effect, brainwashed the public into thinking the word 'trainspotter' is demeaning," he said bitterly. "If you're on a train platform, you might say, 'Look at that moron — doesn't he have anything better to do than write numbers down in a notebook? What a pathetic pastime.'

"But what's the point of sticking a bunch of stamps into a scrapbook, or watching 22 men kick a piece of leather around a field and then kiss each other?" Brown asked. "What is the purpose of sitting by a river fishing in the rain, only to throw the fish back in the river, or hitting balls into holes you can't see?"

Enthusiasts point out that there's much more to a love of railroads than simple trainspotting, in any case. Some take photographs of trains and submit them to railway magazines; some campaign to reopen defunct stations; others seek out historic trains.

It's clear that even in railway enthusiasm's tight-knit brotherhood (oddly enough, few women seem interested in watching the trains go by), trainspotters can be objects of skepticism.

"Let's be honest, there's quite a few who are a pretty grim bunch," said Handel Kardas, a consulting editor at *Railway World* magazine. "They hang around looking like they ought to have someone keeping an eye on them."

The Arkansas & Missouri Railroad would like to invite your organization to join us for a beautiful ride through the scenic Boston Mountains.

We are offering **LOW** rates on charters during our off season. So, here is your organization's opportunity to either offer low fares to your members (so that everyone could ride), or for charity's sake charge a little more and raise some extra funds. Either way **YOU JUST CAN'T LOSE. WOW, WHAT A DEAL!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!**

We have up to 200 seats available on our three beautifully restored nostalgic passenger cars. For the **LOW LOW** price of \$1,500.00 you could charter our train for 4 hours.

JUST IMAGINE... If you were able to fill the train that is **ONLY** \$7.50 per person, and even if you could only get 60 passengers it would still only be \$25.00 per person.

Considering our train fare is normally \$33.00 for weekdays and \$38.00 during weekends per person, this is a deal you just can't beat.

If this has sparked an interest, please do not hesitate to call (800) 687-8600 for further information or to book your charter today!!!

We look forward to seeing you!!!!

ICC LIBRARY

According to a newsgroup on the Internet called misc.transport.rail.americas, the old Interstate Commerce Commission library was shipped to the University of Denver in September. According to the Denver Post, the university will open the reports, such as accident, to the public.

FROM THE ARKANSAS RAILROADER

Sincerely,

Rachel K. May
Passenger Train Manager

WHY THE PULLMAN COMPANY WENT BELLY UP

Taken from the Internet.

A traveler informed a Pullman agent that he wanted a Pullman berth. "Upper or lower" asked the agent. "What's the difference?" he asked. "A difference of two dollars," replied the agent. "The lower is higher than the upper. The higher price is for the lower. If you want the lower, you'll have to go higher. We sell the upper lower than the lower. In other words, the higher the lower. Most people don't like the upper, although it is lower of account of being higher. When you occupy an upper you have to get up to go the bed and get down to get up. You can have the lower if you pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher it will be lower."

At this point, the traveler took a taxi to the airport!

FROM THE ARKANSAS RAILROADER

Highlights from the Fall 1996 NRHS Board of Directors Meeting

The Society's Board of Directors met on Sunday, November 10, 1996 in Huntington, West Virginia. The Collis P. Huntington Chapter hosted the meeting and provided a weekend of activities including a banquet whose guest speaker was Collis P. Huntington - or, rather, an actor portraying the 19th century railroad magnate. A preliminary count showed 77 voting directors present at the meeting with a total attendance of 99. Here is a summary of some of the business that took place.

Elections and Appointments: All seven incumbent officers - Chairman, President, Senior Vice President, Vice President, Vice President-Public Relations, Secretary, Treasurer - were reelected for 1997. **Clement C. Heilen** was elected Sunshine Region Vice President to succeed the retiring Robert M. Bader; the other 15 Regional Vice Presidents were reelected. President Greg Molloy appointed **Dr. Willis A. Cude** as Director of Chapter Development and **Edward D. Thornton** as Associate Director of Chapter Development. All other staff members were reappointed.

President's Report: President Molloy explained that during 1996 we have had to concentrate on dealing with the loss of Allan Vaughn and with the Membership Records situation. Despite these problems, we have maintained our services to members, have expanded the Railway Heritage Grants program, and have seen a significant increase in financial contributions. We are now ready to return to the "expansion mode" and move forward again.

Membership Records processing has now been fully converted to an in-house system. Dues renewal packages will be sent to chapters in the next few weeks. Total paid membership as of November 7, 1996 was 19,675.

The **1997 Budget** was passed overwhelmingly. The additional income from the \$3 dues increase passed in June allows for a balanced budget while maintaining the same levels of service, including six issues of the Bulletin.

The **Railway Heritage Grant** program will benefit from a special donation of nearly \$10,000. Terms and closing date will be announced in the NRHS NEWS; application forms will be available from the National Office.

The **Fundraising** appeal in Bulletin #4 has been successful, with over \$3,000 raised so far. President Molloy noted that if each NRHS member were to contribute \$7, the approximate cost of a roll of Kodachrome film, we would receive over \$114,000, more than enough to have funded all the 1996 grant requests.

In Convention news:

- **Charlotte** (1996) presented a \$4,000 check to National as its initial share of the Convention surplus.
- **Salt Lake City** (June 25-29, 1997) is still finalizing details. The schedule and a pre-registration form will be in Bulletin #5/6; members can register for \$15.00 through December 31 or \$20.00 after that date.
- **Syracuse** (July 8-12, 1998) and **Sacramento** (June 22-27, 1999) are in the planning stage.
- Proposals for the year 2000 and beyond are welcomed.

In other matters: The **Perryville Chapter** in Perryville, Maryland, was granted a charter, bringing us to a record 174 chapters. The Central New York Chapter and the Midwest Chapter were awarded 50th Anniversary commemorative certificates, as were the New Orleans Chapter and Tampa Bay Chapter for 25 years. Chapter Activities reports for Bulletin #3 are due by February 15, 1997.

Complete details of the meeting will be in the full minutes, which will be mailed by March. In the meantime, you may direct questions to the National Secretary: David A. Ackerman, 1 Rich Court, Ho-Ho-Kus, NJ 07423-1511.

AF Locomotive

The surplus GM 44 ton locomotive that belongs to the museum may soon run. The batteries needed to start the engine were missing when the museum received the engine.

Thanks to Peter Smykja of Pine Bluff for four of the eight batteries needed to start the engine. The required batteries are 8 volt making a total of 64 volts when all eight are connected in series.

We would appreciate information as to a source of surplus batteries that will fit the engine.

It is possible use the locomotive to pull our "Dining Car", that was a MKT chair car, and the caboose over at least one half mile of our own track.

Riders

November had the highest ridership of any November since the car began operating. Many of the riders were school groups. Also a number of riders resulted from the "Gathering". The year to date number of riders is greater than the total for the entire last year even though the tornado caused some loss. There have been over 75,000 riders in the past 6 years.

Children groups continue to use the "dining car" for birthday parties that includes a ride on the streetcar. Children have a great interest in rail vehicles of all types. Reservation for the dining car may be made by calling 783-1237 even though the museum is closed week days during the winter months.

Visitor

Visitors are always a pleasure to have but the museum recently had an unusual visitor. Ara Mesrobian of Chevy Chase, Maryland called to see if there was a hotel near the trolley museum. Two weeks later he flew to Fort Smith just to visit the museum. Many rail fans have come by Fort Smith to visit the museum but this is probably a record of someone who came just to see the museum. We enjoyed the visit with such a dedicated rail fan. He is a member of and has visited many museums.

A recent check of the visitors register, which is voluntary for our visitors, revealed visitors from 32 states this year

FROM THE TROLLEY REPORT FALL 1996

The following poem is from the collection of Gene Hull. He writes:

"This little poem recalled an incident long forgotten. I had made my brakeman student trips in December 1940 and January 1941. About mid-January my name was placed on the extra board at North Little Rock, and I was ready for service on the Missouri Pacific Central Division.

I was given a heavy brass switch key, an employee's timetable, and a shiny, new electric lantern. But, there was one problem. The MOP didn't have any batteries for the lantern!

Luckily, there was an old Adlake oil-burner hanging in the garage at home. I filled the font with kerosene, and wiped the globe clean. This old "hayburner" did a credible job of passing signals for about a month, until a shipment of lantern batteries came in."

FAREWELL, OLD LANTERN!

(The oil-burning lantern has recently been banned from all railroads in Illinois, on orders from the state's commerce commission. Trainmen claim it is hazardous; engineers on high-speed trains find its light insufficient. The electric lanterns guide train movements at night. The following dirge was written by Tom Rooney, 4651 N. Laramie Avenue, Chicago, a switchman on the Elgin, Joliet & Eastern.)

*Old lamp, this parting brings the tears,
You've stood with me throughout the
years.*

*In nights of rain and sleet and snow,
With fortitude you've tried to glow.*

*Forgive the curses which I fired
At you when winds your flame expired.
My hands were numb; 'twas hard to scratch
A light from out the dampened match.*

*Your glow grew black from reeking oil -
But 'twas a mark of honest toil.
From boxcar tops to death-trap leads,
You filled each trick with noble deeds.*

*How I recall the distant day
When, bright and new, you came my way.
With eager grip I swung you high:
A happy railroad man was I.*

*Alas, that Time must roll away!
Lamps get rusty, men get gray.
The junk heap soon will claim your cage,
The relic of a great old age.*



FROM THE COTTON BELT STAR DECEMBER 1996

BY TRAIN AND PLANE!

This article appeared in the August 1966 issue of THE LOCAL
FROM THE LOCAL OCTOBER 1996

Here in 1966, amidst labor strife involving five major airlines, we hear that a national emergency exists, the general economy is threatened and that the country's communications are being boondoggled. While we hesitate to take alarm to this extent, feeling that airline patrons do, after all, constitute a special-interest minority, it does undoubtedly appear that air carriers are the Kings of the travel industry today.

It was not always so. Looking back through our *Pennsylvania Railroad* timetable of April 27, 1950, we find that the "Standard Railroad of the World" still pretty much dominated things by offering 12 fast trains daily from New York to Chicago led by three luxurious 20-hour flyers - the *Manhattan Limited*, the *Broadway Limited* and the *Golden Arrow*. On an inside advertising page, however, the traveler was assured that he could avail himself of RAIL AND AIR SERVICES - 48 HOURS COAST TO COAST - and at a cost no longer out of the reach for many.

The arrangement involved an end-to-end meet that placed the traveler on the train by night and aboard the plane by day. Westward, the departure was out of New York at 6:05 p.m. with arrival in Columbus, Ohio at 7:41 a.m. He was then taken over to the Port Columbus for an 8:15 a.m. plane departure via TAT (the eastern-leg predecessor of TWA). The flight terminated in Waynoka, Oklahoma at 6:24 p.m. where the passenger was taxied over to *Santa Fe* for a night run-through to Clovis, New Mexico, arriving at 8:20 a.m. Here Aero Car limousine took him out to Portair, New Mexico where he boarded TAT-MADDUX for the remainder of the journey by air to Los Angeles (Glendale) where the arrival was set for 4:20 p.m.

While all of this seems cumbersome, we must recall that air travel was yet to come into its own, due to lack of weather forecasting refinements and traffic guidance facilities in the night hours. The resulting 48-hour journey was still a great improvement over the best available surface time. One-way fare, including berth accommodation and transfer fare between rail and air facilities, was \$159.93. Yes, Rail was still King - but not for long. By the end of 1930, the first transcontinental air service was set up and passengers could fly all the way through - still not quite at a competitive rate - but it did foretell the end of rail domination of long distance travel.

Robert Terhune
11702 Brandon Way
Houston, TX 77024

December, 1996

To Presidents and National Directors
National Railway Historical Society
Southwest Region:

Season's Greetings:

As we approach the end of 1996 and look forward to the year ahead, I think it appropriate to review our accomplishments and consider our future. There is room for guarded optimism in both.

By way of accomplishment, the Southwest Region has grown by two chapters since this time last year: the North Texas Chapter in Dallas-Ft. Worth and the Brazos Valley Chapter in Lake Jackson, TX. Both have fine organizations, capable officers, and interesting programs. Equally important, two more areas of the Southwest now have chapters conveniently located, so that participation in local activities is now possible for an increasing number of NRHS members. This is as it should be if NRHS is to grow.

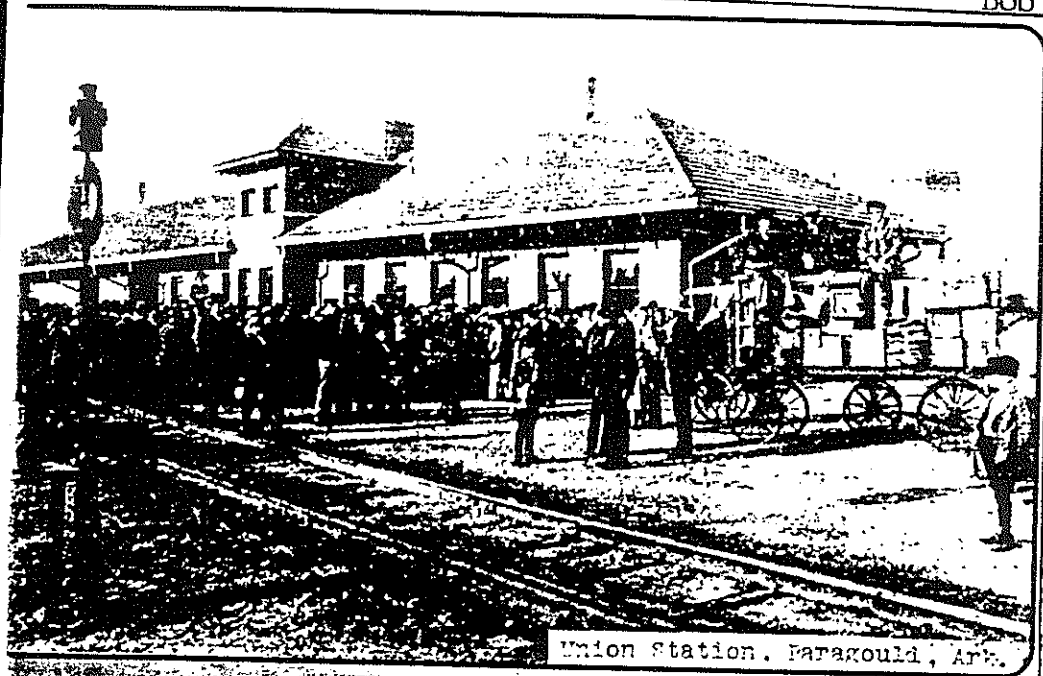
Individual chapters have done some impressive things as well. For example, the Arkansas-Boston Mountains Chapter has contributed a one year subscription to Trains magazine to a local library, an excellent way to promote interest in railroads and railroad history. They also contributed money to the Ft. Smith Trolley Museum, thereby demonstrating a practical as well as a theoretical interest in railway history. That museum, by the way, is run largely by NRHS members of the Midland Valley Chapter and has expanded its operation significantly during the past year. The Cotton Belt Chapter has been given several pieces of equipment by the Southern Pacific, striking evidence of how much SP appreciates the fine museum that chapter operates. Other chapters have made different but equally important contributions to railway history through trips, publications, and preservation of equipment.

In the year ahead I look for similar achievements as our membership grows and our chapters increase. As I have mentioned before, I would like to schedule a regional meeting for chapter officers and will say more about that after the new year. Meanwhile, please extend my seasons greetings to the members of your chapter and my best wishes to you and to them for 1997.

Yours sincerely,

Bob
Bob

Arkansas Postcard Past By Steven Hanley



Aging

A museum in their recent newsletter listed the ages of all their rail equipment. In looking at our museum's equipment, most have had many anniversaries.

FSL&PCo. # 10 is the oldest at 94 years old.

Hot Springs #50 92 years

Veracruz #6 89 years

FSL&TCO #205 77 years

#224 & #221 70 years

Kansas City 1545 77 years

#224 is completely restored and operating. #10, #50 and # 6 are scheduled to be restored.

These streetcars represent each of the types that Fort Smith Light and Traction Co. operated.

FROM THE TROLLEY REPORT
FALL 1996

Paragould, 1910 The Greene County town got its one-of-a-kind name when Jay Gould tried to cut off competition from J.W. Paramore's Texas & St. Louis Railroad by running his St. Louis & Iron Mountain tracks across the route of Paramore's. The town that grew up at the intersection was named after both men. This busy station was later erected to handle the commerce of a busy, vibrant city in the early years of this century.

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

KANSAS CITY SOUTHERN STEAM
January 20, 1952

The Employee Timetable for the Northern Divisions of the KCS, No. 42, of January 20, 1952, lists these steam locomotives still on the active roster. Additional data came from Kansas City Southern, Route of the Southern Belle, by Terry Lynch & W. D. Cailleff, Jr.

| CLASS NUMBER | BUILDER | BUILT | TRACTIVE POWER | SCRAPPED | |
|--------------|---------|---------|----------------|----------|-------|
| E-3 | 478 | Pittsb. | 1-06 | 47,124# | 7-53 |
| 2-8-0 | 481 | " | " | " | 4-52 |
| | 484 | " | " | " | 4-53 |
| | 485 | " | " | " | * |
| | 489 | " | 7-06 | " | 4-52 |
| | 510 | " | " | " | 5-54 |
| | 522 | Baldwin | 12-07 | " | 10-52 |
| | 529 | " | " | " | 5-52 |
| | 531 | " | " | " | 6-52 |
| | 532 | " | 1-08 | " | 10-52 |
| E-4 | 553 | Richmo. | 3-13 | 54,724# | 10-53 |
| 2-8-0 | 555 | " | " | " | 12-53 |
| | 558 | " | " | " | 4-52 |
| | 561 | " | " | " | 4-52 |
| | 562 | " | " | " | 7-53 |
| | 563 | " | " | " | 9-53 |
| G-2 | 757 | Brooks | 1-24 | 120,000# | 12-52 |
| 2-8-8-0 | 758 | " | " | " | 4-53 |
| simplified | 762 | " | " | " | 4-52 |
| H | 802 | Schen. | 3-12 | 41,126# | 9-53 |
| 4-6-2 | 804 | " | " | " | 9-53 |
| | 807 | " | " | " | 5-54 |
| H-1 | 809 | " | 10-19 | " | 4-52 |
| 4-6-2 | 801 | " | " | " | 2-53 |
| J | 900 | Lima | 7-37 | 85,777# | 11-52 |
| 2-10-4 | 901 | " | " | " | 10-53 |
| | 902 | " | " | " | 10-53 |
| | 903 | " | " | " | 8-53 |
| | 904 | " | " | " | 1-53 |
| | 905 | " | " | " | 8-53 |
| | 906 | " | " | " | 8-53 |
| | 907 | " | " | " | 2-53 |
| | 908 | " | " | " | 8-53 |
| | 909 | " | " | " | 8-53 |
| L | 202 | Brooks | 7-17 | 75,000# | ?-53 |
| 2-10-0 | | | | | |



NOTES: All locomotives were scrapped at Pittsburg, Kansas. 2-8-0 No. 485 was sold to M. Beychok, Shreveport, LA, in August, 1953 (?). Lynch & Cailleff list several other locomotives not yet scrapped, but which did not appear in the ETT. The presumption is they were in the "dead line" awaiting the scrapper's torch. They are: 2-8-0 No. 520, Baldwin 12-07/5-52; 2-8-8-0 No. 764, Brooks 1-24/3-52; 4-6-2 No. 803, Schenectady 3-12/5-52; and eight 0-8-0 switchers, formerly Class E Consolidations.

This tabulation does not include power on the subsidiary Louisiana & Arkansas. The last working steam on the KCS was L&A 0-8-0 No. 251, found switching in the Kansas City yards in 1953. Lynch & Cailleff list only two display units, both 2-8-0s converted to 0-8-0s: No. 1023, ex-488, at Pittsburg, KS, and No. 1024, ex-487, at Texarkana, TX.

REQUIESCAT IN PACE

PUBLIC TIMETABLE, JANUARY 1, 1953

**THROUGH SERVICE AND EQUIPMENT
KANSAS CITY—SHREVEPORT—NEW ORLEANS**

Tables 1 and 2 *Southern Belle* Trains 1 and 2
Streamlined—Air Conditioned—Diesel Powered.
Chair Cars between Kansas City-New Orleans.
Diner between Kansas City-New Orleans.
Tavern-Lounge-Observation between Kansas City-New Orleans. (Bar service in Missouri and Louisiana.)
Sleepers between Kansas City-New Orleans—14 Roomette, 4 double bedrooms.
Kansas City-Port Arthur—14 Roomette, 4 double bedrooms.

| Tables 1 and 2 | | Trains 9 and 10 | |
|--|-------|----------------------|-------|
| Streamlined—Air Conditioned—Diesel Powered. | | | |
| Chair Cars between Kansas City-New Orleans. | | | |
| Diner-Lounge between Kansas City-New Orleans. (Bar service in Mo. & La.) | | | |
| Sleepers between Kansas City-New Orleans—10 Section, 3 double bedrooms. | | | |
| Shreveport-New Orleans—14 Roomette, 4 double bedrooms. | | | |
| (May be occupied at 9:30 p. m. and until 8:00 a. m.) | | | |
| Read Down | | Read Up | |
| No. 1 | No. 9 | No. 10 | No. 2 |
| *4 00 | *9 30 | Lv Kansas City, Mo. | 7 45 |
| 3 00 | 10 45 | Ar Shreveport, La. | 11 00 |
| 8 15 | 5 58 | Ar Baton Rouge, La. | 5 45 |
| 10 15 | 7 45 | Ar New Orleans, La. | *9 30 |
| 9 30 | | Ar Port Arthur, Tex. | *4 30 |

Kansas City Southern Railway

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

Railroads on the right track

Listen now to the story of the railroads' revival. In the 1970s, the industry was in such desperate financial condition that the possibility of nationalization—which would have cost taxpayers billions of dollars—was seriously discussed. Instead, railroads have defied predictions of their doom. They have become consistently profitable, achieved huge efficiencies and are merging with enthusiasm. Just how this came about is a stunning example of government policy gone right: in this case, deregulation.

Yet, the tale is barely known. If Americans think of railroads at all, they wonder why there aren't any superfast passenger trains. (The answer: They'd require huge subsidies that tax-shy politicians won't supply.) Railroads haul 41 percent of intercity freight—a vital but unromantic job. "Railroads have become part of society's plumbing," says Bill Withuhn, the Smithsonian Institution's transportation curator. "They're taken for granted unless there's a disaster." That's a pity, because there's a larger lesson here: industries can't thrive unless they can adapt to change.

Government regulation hampered the railroads from doing that. Before 1981, few industries were so heavily regulated. The Interstate Commerce Commission, created in 1887, had to approve virtually all freight rates and track abandonments. The ICC became a forum for all the interests (shippers, truckers, local communities, labor unions) that felt threatened by railroads' efforts to compete with trucks and airlines. Economics gave way to politics and legalities. The railroads were crippled.

Opposition from shippers and localities protected little-used branch lines. Rigid freight rates frustrated competition with truckers. Mergers were approved with costly labor protection agreements. A vicious circle ensued. Poor profitability reduced maintenance, and deteriorating service drove shippers to trucks. In 1970, the Penn Central, then the largest railroad, went

Robert Samuelson



bankrupt. A shutdown was unthinkable; factories in the Northeast and Midwest depended on the Penn Central. Congress ultimately provided more than \$3.2 billion in subsidies to sustain service.

By 1980, Congress—fearing gradual nationalization—was ready for a new approach. It passed a law that sharply curtailed the ICC's powers to approve rates or abandonments. Between 1980 and 1995, here's what happened:

—Freight traffic increased 42 percent.

—The number of railroad workers declined by 59 percent, from 458,000 to 188,000.

—The amount of rail track dropped 53 percent, from 270,000 to 180,000 miles.

—The number of locomotives declined by a third, from 28,094 to 18,812, and the number of freight cars decreased by 29 percent, from 1.7 million to 1.2 million.

Unprofitable track was abandoned; some went to small "short-line" railroads that, operating with flexible work rules and lower wages, could make them pay. Rail unions acceded to smaller freight crews in exchange for higher pay. A typical train crew in the early 1970s had five members; now it has two. Between 1980 and 1995, the industry's raw productivity (freight per employee hour) rose an astounding 218 percent.

Who benefited from all this new efficiency? Well, railroad shareholders for one. Industry profitability (measured as a return on stockholders' equity) more than tripled, from 2.5 percent in the 1970s to 7.7 percent in the 1990s. But the biggest winner has been the larger public, which has gotten safer railroads and lower freight rates. In 1980, there were 11 accidents for every million train miles; now there are less than

four. Freight rates, adjusted for inflation, have declined 53 percent since 1980. That helps keep overall consumer prices low.

The old Penn Central epitomizes the turnaround. In 1976, Congress took it over as the Consolidated Rail Corp. (Conrail). Subsidized initially, it became profitable in the 1980s and was resold to private shareholders in 1987. Now it is the object of a fierce merger battle between two railroads serving the Southeast—CSX and Norfolk-Southern—that want to buy it. If either succeeds, only four major railroads would remain: two in the East (Conrail's successor and the losing bidder); and two in the West—Union Pacific and Burlington Northern/Santa Fe. Each Western railroad is the product of a recent merger.

Few doubt that rail mergers have aided efficiency. Freight service is faster, because traffic is handled by fewer carriers over the most direct routes. But could there be too much of a good thing? After a Conrail merger, logic would have each Eastern railroad merging with a Western railroad. Would only two major railroads provide genuine competition? Some studies suggest they would, but the conclusions aren't universally accepted.

These questions will preoccupy government officials, who still approve mergers. But they are better questions than those of two decades ago. No one talks now about nationalization. Indeed, the United States has become a model for other countries that have tired of subsidizing their trains. And the moral applies more broadly: The concerted effort to protect all individual interests—from shippers to workers—may harm the larger public interest. A society that won't permit modest change for the worse can't achieve greater change for the better. We shouldn't forget.

Robert Samuelson is a columnist for the Washington Post. He is also a contributing editor and columnist for Newsweek magazine.

ARKANSAS DEMOCRAT GAZETTE
NOVEMBER 23, 1996

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
10:5
Received on: 01-23-04
The Scrambler