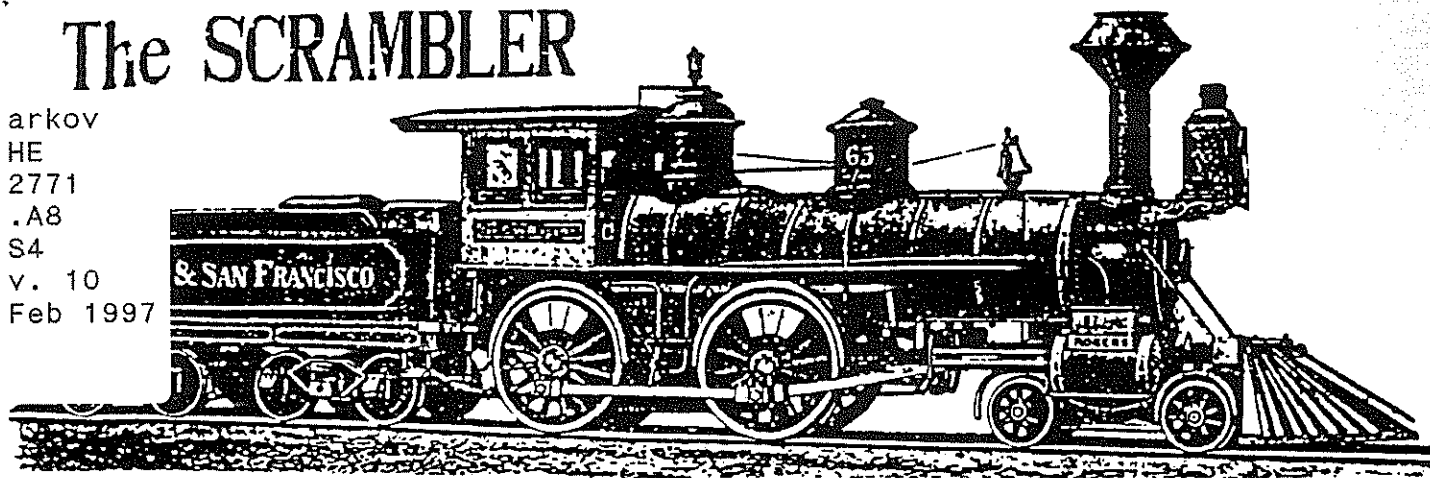


The SCRAMBLER

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Feb 1997



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 10 NUMBER 6 FEBRUARY 1997



There are no minutes to the January meeting due to the fact that there was no January meeting due to the unfavorable weather conditions. Keep your fingers crossed for the February meeting.



1850s steam engine to churn again in India

THE ASSOCIATED PRESS

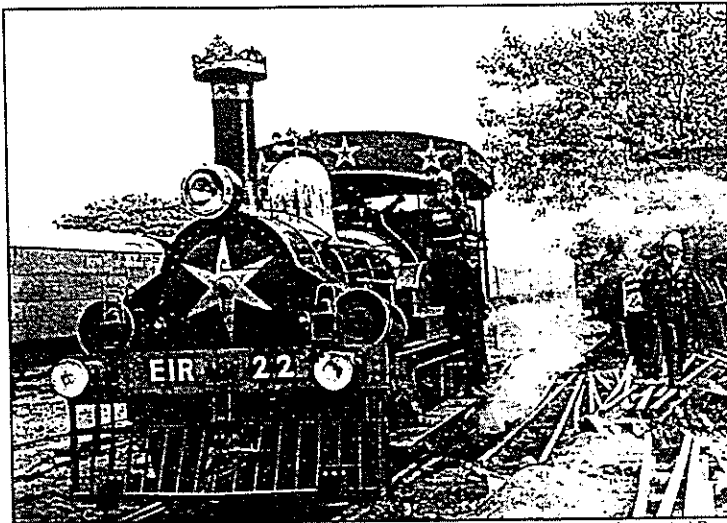
NEW DELHI, India — Memories of trains that belched smoke and emitted piercing whistles are sending buffs searching the globe for a ride behind a vintage engine.

Now they can add India to their list of destinations. The 142-year-old Fairy Queen will soon begin tourist excursions from New Delhi.

"There is a passion about the steam, fire and movement of a steam locomotive. A steam engine will never let you down," said Cedric Spiller, former head of marketing for British Rail, who traveled here recently to see the exhibits at the National Rail Museum, the Fairy Queen's home for the last 88 years.

In a world dominated by high-speed transport, Spiller and fellow members of an international club of steam engine fans prefer to drink in the scenery at about 25 mph.

When it chugs out of a station in northern India next month on its inaugural tourist run, the Fairy Queen will be the world's oldest steam locomotive to operate on a main line. Forty other steam locomotives still ply Indian tracks, but most operate on small branch



Railway workers test drive the 142-year-old steam engine Fairy Queen in New Delhi, India, on Thursday. The oldest working steam engine will soon be rolling out again to take a train load of nostalgic steam engine buffs to tourism sites.

lines, and none are as old as the Fairy Queen.

The green-and-black engine will haul steam engine aficionados on a six-hour journey to Alwar, 95 miles south of New Delhi.

Tourists will see historic sites at Alwar, spend the night at the

nearby Sariska tiger reserve and return on the Fairy Queen, all for \$500.

The Fairy Queen will consume more than 10,000 tons of coal and about 9,500 gallons of water to complete the journey.

Pamphlets urging tourists to

"rekindle the romance of a bygone era" have been sent to tourist agencies abroad. Ashwani Lohani, director of the National Rail Museum, said steam engine enthusiasts from the United States, Britain and Germany responded, writing for more information.

"Such an old locomotive in working condition cannot be found anywhere in the world," Lohani said.

David and Julie Leach, museum visitors from New Zealand, said they hoped the Fairy Queen's fares would drop so budget-minded travelers also could take part.

"Steam engines give you a taste of what used to be. They are dirty, messy, smoky — but that is all there was when we were kids," Julie Leach said.

Museum officials were waiting to see whether their first trips succeed before considering other packages.

Ravi Sharma, manager of the International Tourism Bureau, said the railways should be used to promote tourism in India, which gets 1 percent of the world's vacation traffic.

"We need better marketing and more cleanliness," Sharma said.

1997 RAILWAY HERITAGE GRANTS PROGRAM

Funds for the 1997 Railway Heritage Grants program have been approved by the Board of Directors. The 1997 program will have \$20,000 available to fund railway heritage preservation projects.

The details of the 1997 program are still being worked upon. Application forms and revised terms and conditions will be available from the National Office by **February 1, 1997**. We suggest that people and chapters who are interested in applying contract Lynn Burshtin before February 1 in order to be on the initial distribution. The deadline for submitting proposals will be **May 1, 1997**, subject to revision with the final terms and conditions. The 1997 program will be similar to that offered in 1996, but there may be a few refinements to improve the operation of the program.

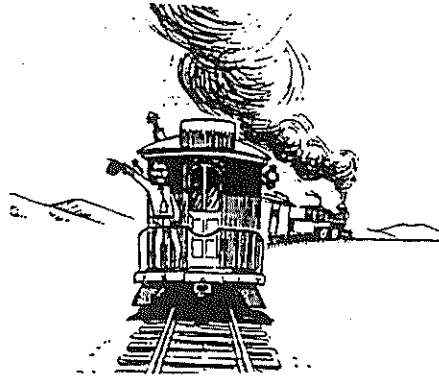
In 1996, the NRHS Railway Heritage Grants program supported 10 preservation projects around the country with total awards of \$26,000. These projects covered many aspects of preservation — rolling stock, buildings, document preservation and shop equipment.

The NRHS Railway Heritage Grants program is funded entirely through donations. In 1997, for the second year in a row, the Society has been fortunate to obtain substantial outside funding to supplement the donations from our members. The continuation of this program and the amount of funds available depend in large part on your tax-deductible donations to the NRHS. For all those who have supported our efforts, please accept a heart-felt "Thank You" from the many chapters and museums which have been helped already, as well as those which will receive help in the future.

Greg Molloy, National President



THE PRESIDENT'S OBSERVATION



1. Bill Ussery had his picture taken for the Rogers Historical Museum. He was dressed in a conductor's uniform and a life-size photo of Bill will be displayed at the Museum's railroad exhibit that starts in March 1997.
2. The Springdale Nursing Center is looking for volunteers to spend time with their patients in a variety of activities. If you have a bit of time please call Susan Lairson at 756-0330 to learn about the many opportunities.
3. Bill Ussery has received several membership renewals at the old rates. At the National Convention last year the delegates voted on an increase of \$3.00 for National dues effective for 1997. The new rates are \$29 (individual) and \$31 (family). Please note that the chapter only rates have not changed.
4. The "Collector's Case" at the Shiloh Museum of Ozark History in Springdale will be in the chapter's hands from March through November 1997. This will be an excellent opportunity to showcase railroads, railroad history and NRHS. The "Collector's Case" consists of three shelves totalling about 16.5 square feet of display space. One thought I had was to show the importance of railroads **today** in Northwest Arkansas. For example if the KCS coal trains ceased to operate, the Flint Creek Power Plant in Gentry would be unable to generate power for the area. In a similar vein the Arkansas & Missouri Railroad's incoming shipments of feed mill grains play a vital role in the poultry industry of this area.
Please think about the "Collector's Case" as we will need a committee to start work immediately on this project.
5. The February 20 program will be done by Bob Oswald. His topic is titled "40 Feet Below". This is the story of the underground freight railway that operated in Chicago's Loop moving packages, coal and ashes for the many commercial establishments in the area. The railway was in the news a few years back when it was flooded by the Chicago River.
6. Bill Merrifield has announced the following programs:
March 20- The Combs, Cass And Eastern Railroad- Tom Duggan
April 17- The Garden Railroad -Fred Lewis
May 15- The Ghan (Australian train) - John Hendricks
7. We hope to resume our tradition of a joint meeting with the Kansas City NRHS chapter sometime this fall on a Saturday.
8. I visited the Fort Smith Trolley Museum last Saturday. In addition to operating a nicely restored 1923 Birney single truck safety streetcar on their newly expanded line, they are involved in a number of restoration projects involving streetcars and buses. It is well worth your time.

Coal train derails near Missouri Capitol

JEFFERSON CITY, Mo. (AP) — Twenty-five cars of a coal train derailed Saturday morning near the Missouri Capitol, spilling coal on tracks along the Missouri River. No one was injured.

Three rail cars fell over and 22 more were piled up about a half-mile from the Capitol. Each car carried about 100 tons of coal, but authorities weren't sure how much spilled. None went into the river.

"It's a big mess. The cars look like a toy train set thrown around, just a life-sized version," said Kelly Toebben, who walked to the tracks to take pictures

of the wreckage.

The 112-car Union Pacific Railroad train was en route from the Powder River Basin near Gillette, Wyo., to a coal exporting facility in Chester, Ill., railroad spokesman Mark Davis said.

The derailed cars were about halfway down the train. Rail delays were expected as crews cleared the two main tracks, which are used by about 35 trains each day, Davis said.

The cause of the accident had not been determined.

Winn left a valuable legacy with his research and writings about railroads

The Washington County Observer

By VELDA BROTHERTON
Observer City Editor

Just a year ago, historian Robert Winn passed away. His research papers and collection of photographs went to Shiloh Museum.

In honor of Winn, who devoted so much of his time to recording the history of the area, this week's column will be reproduced in part from an article he wrote for *The Washington County Observer* in July of 1979.

It was published in *Recollections* and was titled *The First and Last Passenger Trains*. Winn loved trains and the history of the railroad and wrote about it extensively for *The Observer*. He also published two books totally devoted to the subject. They were *Railroads of Northwest Arkansas* and *Steel Rails and Crosscut Ties*.

He began his article:

"Almost one hundred years ago, ninety-seven to be exact, on July 4, 1882, the first passenger train rolled into Washington County and was welcomed at the Fayetteville depot by a crowd of 10,000 people, the playing of the University band and a reception committee headed by Congressman T.M. Gunter; railroad officials were greeted with great pomp and ceremony and escorted to the Quarrels House on the corner of East and Meadow Streets where an elaborate banquet was held followed by a dance which lasted well into the following morning."

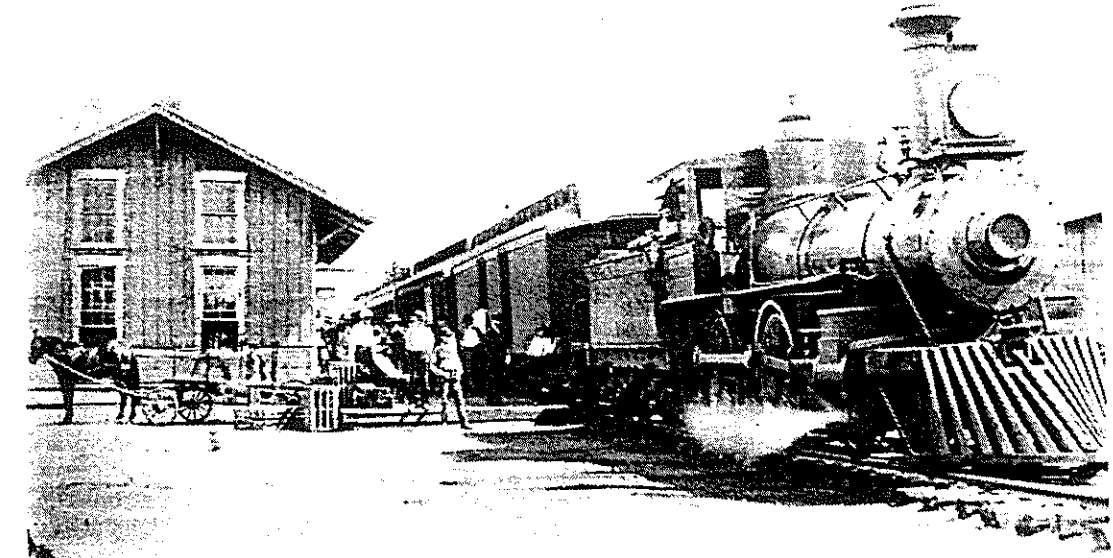
Winn went on to say that the total population of Washington County in the 1880 census was 23,844, which meant that almost half of that entire population turned out for this momentous event that would change forever the lives of everyone in this state.

Winn continued:

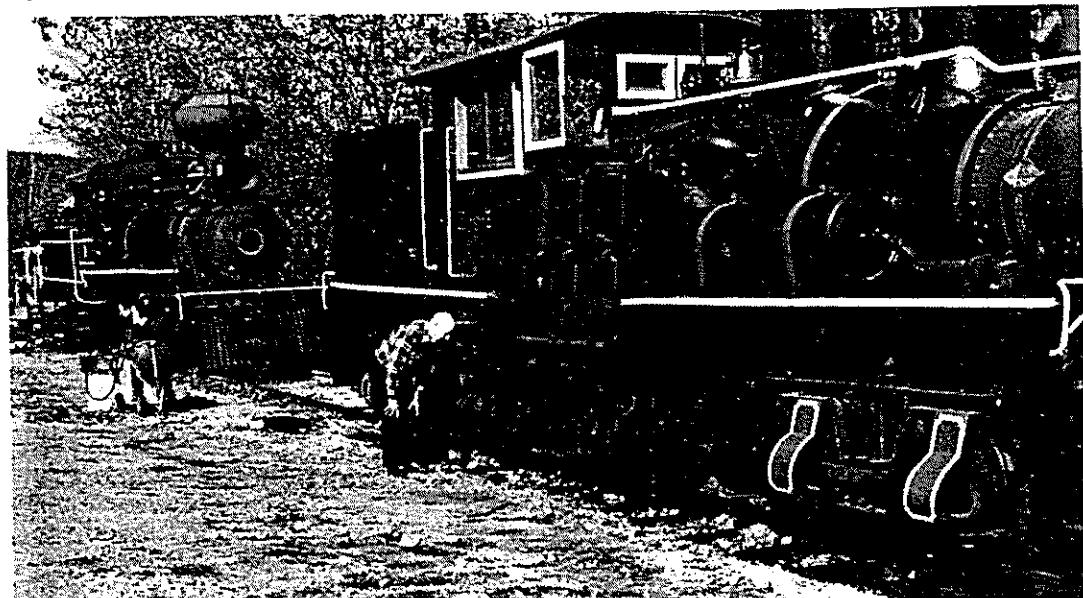
"The railroad had taken fourteen years to build. Actually it had been completed before 1882; freights had been brought over the Ozark divide at Winslow, then Summit Home, one car at a time, but the tunnel was not finished and passenger service begun until 1882. The first recognition and discussion for the need of a railroad began in 1855.

"All progress was halted during the years of conflict between the states and it was not until 1868 that the State Legislature passed an act granting aid to railroads."

Last year blasting was begun on the twin tunnels west of Winslow for the new highway



TYPICAL OF EARLY DEPOTS...This depot in Rogers in the 1880s is pretty much the standard of depots all along the Frisco line through the Boston Mountains of the Ozarks. Like today's post offices, they had an architecture particular only to them. Stations became the social gathering places of towns' residents, a place to visit and greet strangers and friends alike. *File Photo*



PRESERVATION OF AN ERA...Robert Winn paid a visit to the steam engines housed at Eureka Springs while doing research for some of his articles. Engines like these, part of the rolling stock of the Eureka Springs and North Arkansas Railroad, take tourists on a short ride in that unique town to show what it was like to ride the rails in the 1800s and early 1900s.

540. Imagine the difference in that tunnel construction and that of this first railroad to span the Ozarks.

Blasting was common, of course, but work crews were made up of black and Chinese laborers. Unlike today, many of those laborers did not live to see the completion of the job. The dread smallpox struck down many of the blacks, and they are buried under the rails in a place known as the African Center.

Many towns sprung up along the route. Trains stopped at each one for the handling of freight and the convenience of the passengers. At each of these stops the company built a depot and section house for the residence of the maintenance crew foreman.

Those depots became the center of much of the towns recreation. Everyone from children to

the elderly had to go meet the train.

Of the later years, Winn wrote:

"During World War II the railroads reached their peak of service. Passenger trains were crowded beyond capacity, with military personnel having preference over civilians; additional freights carrying military material and troop trains increased the burdens placed upon the railroads."

Fewer and fewer people rode the trains after the war, and by the 1960s the number of passengers became so small that the railroads could not continue to operate at such a great loss and were forced to discontinue service.

Winn wrote of their demise: "On Friday night, September 17, 1965, the last passenger

Photo courtesy of Shiloh Museum
train ran north from Fort Smith to Monett, Missouri. The following morning, Saturday, September 18, the last passenger train went south between these two cities."

An era had passed forever into history.

Several years ago passenger trains were attached to the twice daily freight that runs between Springdale and Van Buren. One more those who wanted to travel the rails and recapture some of the feeling of those early days could do so. But, of course, nothing is quite the same.

The old depots are gone, and many of the small towns that followed the passenger trains into oblivion. No longer do the steam engines puff black smoke, and chug noisily along, and many say it just isn't the same without them.

'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 trainspotting were a bunch of shiftless heroin addicts, Britain's real trainspotting 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, trainspotting 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 puffblower," 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 trainspotting, 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 enthusiasts' tight-knit brotherhood (oddly enough, few women seem interested in watching the trains go by), trainspotting 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."

Historic trains work as good public relations symbol

SCHEDES H. A. TO NEWS SERVICE

Like the Energizer Bunny, Union Pacific's historic trains just keep going and going. They're a lot bigger than an Anheuser-Busch Clydesdale and a lot heavier than the Goodyear Blimp, but as corporate P.R. symbols they're hard to beat.

Like the Blimp, they draw attention in a big way.

Since sending most of its steam locomotive fleet to scrapyards in the late 1950s and turning over operation of passenger trains to Amtrak in 1971, Union Pacific has used vintage trains to draw attention to the company and its profitable freight operations over 31,000 miles of track stretching from the Pacific Northwest to New Orleans and Chicago.

The railroad's two steam locomotives and trio of streamlined diesels have rolled thousands of miles as "goodwill ambassadors" during the last 30 years.

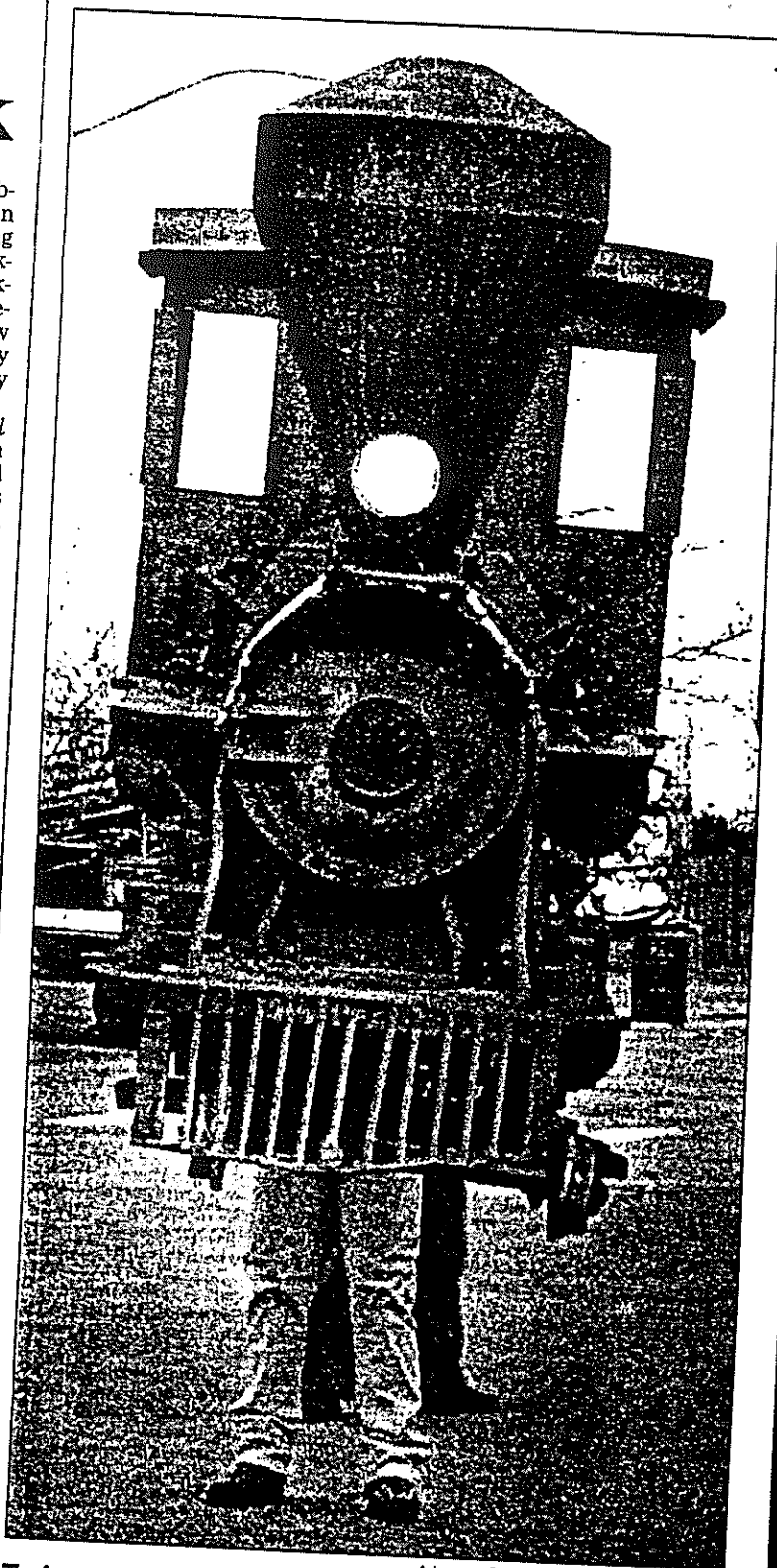
U.P.'s red, white and blue shield has been seen by countless people through hundreds of newspaper articles and news broadcasts featuring the photogenic trains.

Ever notice the big steam locomotive that appears on the opening and closing scenes of the popular children's television show "Shining Time Station"? It's U.P.'s No. 844.

In 1984, Union Pacific got creative with the nautical theme of the World's Fair and conceived the idea for a "Rivers of Steel" exhibit. The centerpiece of the display was 844, dispatched from its home base of Cheyenne, Wyo., to the fair site in New Orleans.

The trains have made appearances at events ranging from an anniversary celebration of Los Angeles Union Station to a centennial recognition in Kansas of President Dwight D. Eisenhower's birth.

Union Pacific is the only major railroad still in the excursion business. Another freight carrier, Burlington Northern Santa Fe, has in recent years borrowed Frisco 1522, a St. Louis steam engine, for promotional uses.



Arkansas Democrat-Gazette/Chris Johnson

Train making tracks Workers at Little Rock's War Memorial Park prepare Monday to load an old miniature steam engine that amusement park owner Lloyd Choate recently traded in when he bought a new train for the nearby Little Rock Zoo. The old train may wind up in the Hattiesburg Zoo after refurbishing. /- 7- 47

Ambulance Delayed

A Kansas City Southern train Saturday morning again delayed an Arkansas Emergency Transport ambulance which was called from Gravette to a head-on vehicle accident at Decatur.

According to Charles Redline of AET, this is the third such delay to emergency runs in recent months. Although the delay lasted less than two minutes, Redline said he had a Siloam Springs ambulance dispatched because there was no way of knowing

how long the two crossings in Gravette would be blocked.

AET was able to complete the run to the wreck which involved persons from Gentry, he said. One of the patients was transported to Northwest Medical Center.

"One of these days it's going to make a real difference," Redline said. Fortunately the two wreck patients stabilized and there were no life-threatening situations.

GRAVETTE NEWS HERALD

57 senators want more for highways

WASHINGTON — A majority of the Senate is seeking a \$6 billion increase in highway funding for 1998.

A letter sent Monday to Senate Budget Committee Chairman Pete Domenici, R-N.M., calls for spending \$26 billion from the highway trust fund. That would be about \$6 billion more than had been anticipated.

The letter was signed by 57 senators, including John Warner, R-Va., chairman of Environment Committee's transportation subcommittee, and Max Baucus, D-Mont., ranking minority member of that subcommittee.

Highway spending will be a major priority in Congress this year as it considers renewal of the Intermodal Surface Transportation Efficiency Act, a law that allocates funds among the states for roads, bridges and other transportation projects.

The highway trust fund, which receives money from taxes on gasoline and tires, could sustain spending of \$26 billion, the letter stated, and it urged that amount be allocated. (AP)

YOU KNOW YOU'RE A RAILFAN WHEN...

- ... you take your date to the railroad yard, just to check up on what's happening.
- ... you're watching a movie and you say "New York? How can they be in New York when there's a UP freight going by?!"
- ... every time you see a steam locomotive on TV or in a movie, you immediately know which one it is and where the sequence was shot.
- ... you have more Videotapes from Pentrex, Green Frog and Scholl than you do from Disney, Universal or Fox Videos.
- ... you show up trackside to film the fantrip going by and you have so much camera equipment that the locals ask you which TV station you're with.
- ... you're reading a book about "choo-choos" to your kid and you stop to explain that they've got the side rods drawn all wrong.
- ... standard equipment for a car is two Nikons, eight lenses, a brick of Kodachrome, a camcorder, four blank tapes, two tripods, employee timetables for every railroad within a 200 mile radius (500 mile radius out West), a scanner hooked into the car stereo with all AAR frequencies programmed in, and five railroad hats in the back window. And ... if you're really overboard: work gloves, steel-toed boots, hard hat, safety glasses, and a reflective vest (for those rare occasions when you get permission to enter the property).
- ... you can find the rail yard in a strange city within 5 minutes of leaving the interstate.

source: contributed by various members of CompuServe's TrainNet Forum

Trivia Question: Who was responsible for laying out the route of (a) US 71 from Fayetteville to Alma and (b) the last railroad built in Northwest Arkansas ?

Answer: Henry Ben Shreve of Farmington, an 1891 civil engineering graduate of Arkansas Industrial University (later the University of Arkansas), was locating engineer for the Combs, Cass And Eastern Railroad (built between 1914 and 1917). He also laid out the route of what is now US 71 when he later worked for the Arkansas Highway Department.

Trivia Question: Fayetteville, Arkansas was the boyhood home of a man who rose to prominence in Frisco management and later became President of the Union Pacific in 1920. Who was this person ?

Answer: See next month's issue of the Scrambler.

Richard Allin

Our Town



WE WERE interested in the recent comments of the National Association of Railroad Passengers (NARP) that cautioned that recent reductions proposed for Amtrak's already skeletal long-distance passenger train network might one day lead to the elimination of that network.

The monumental disinterest of the Congress in an American rail passenger system might one day mean that the only survivors would be the Northeast Corridor, from Boston to Washington, plus a few other high-density corridors.

That's not good news for the world's greatest nation.

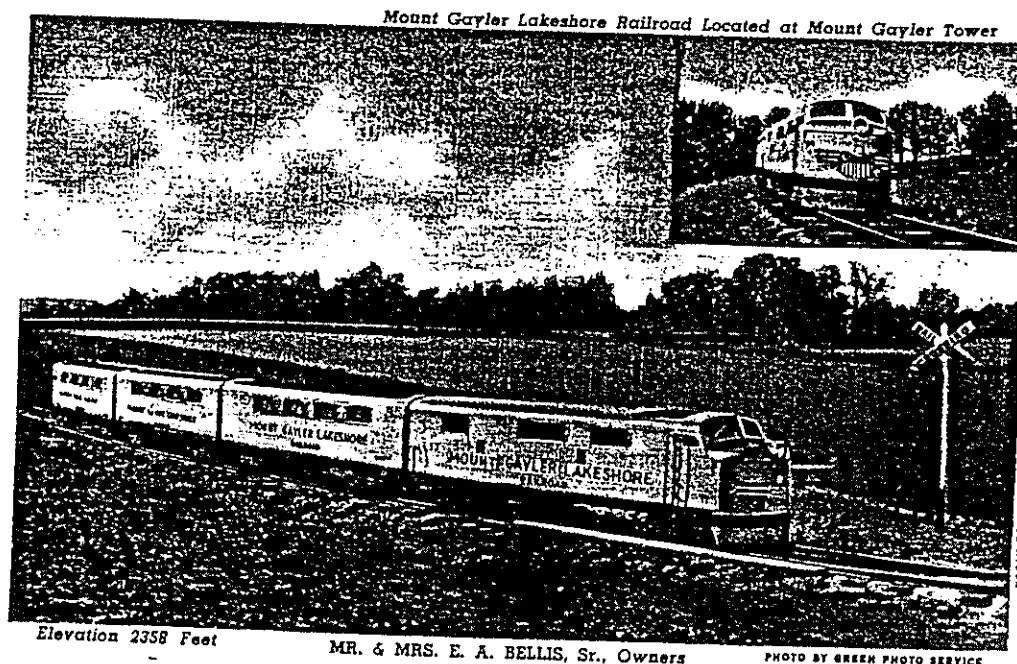
NARP noted that as work on the 1998 budget begins, Amtrak's survival is at stake.

"Amtrak must be provided sufficient operating support to continue running its entire existing network. Without a truly national system, neither Amtrak nor any other form of vital, national intercity rail passenger service will survive.

"That would make the United States the only advanced, industrialized country without meaningful national rail passenger service."

Richard Allin's *Our Town* column appears Tuesdays, Thursdays, Saturdays and alternate Sundays. You may e-mail him at: rall@aristot.net

Railroads of Northwest Arkansas-Book Two



Elevation 2358 Feet

MR. & MRS. E. A. BELLIS, Sr., Owners

PHOTO BY GREEN PHOTO SERVICE

From the Photo Collection of the Shiloh Museum of Ozark History, Springdale, Arkansas via Tom Duggan

Full steam ahead

Shirley Howard News Service

Cordell Frazier and three buddies stood outside their workplace, gawking at the iron giant resting along an out-of-the-way industrial drive in midtown St. Louis. Moments passed, work beckoned, still they stood, face-to-headlight with the past.

"I've never seen anything like that in my life," said Frazier, 25, not taking his eyes off Union Pacific Railroad No. 844 — 454 tons of steam locomotive — which sat, hissing loudly, not 50 feet away.

"I like the beauty of that big, old train," he said. "That's just a work of art to me."

"I stepped away from my job to see this. That tells you how much I feel about it."

Many people take off work, or school for that matter, when the Union Pacific railroad turns loose one of its two operable steam locomotives for a cross-country romp. That's just what the nation's largest railroad likes to see happen.

For U.P., it's a matter of public relations in an era when most people have little contact with the railroad, aside from maybe simmering at a crossing while a freight train rolls uninvited across their path.

The railroad says it isn't about to forget its heritage in an era of rail megamergers that often cover history under a snazzy new coat of paint and corporate logo. U.P. proudly notes that its workers drove the famed Golden Spike in 1869, linking West and East. The railroad was created in part by an Act of Congress signed by President Abraham Lincoln.

These days, Union Pacific is the last major railroad with a steam locomotive on its active-duty roster. It gained that distinction two years ago, when Norfolk Southern snuffed the fires on its last steamer, saying that its rail system and workers had become too busy to host excursions that brought in little income.

Not so at Union Pacific, although its 31,000 miles of track are mighty busy, too. The railroad still finds value in historic steam- or diesel-powered trains that can't be entered in a column at the back of an annual report.

Mark Davis, a railroad spokesman, said the company's occasional use of the trains "gives Union Pacific an opportunity to show off the heritage, not only of U.P., but of the rail industry."

The striking passage of a steam engine gives people a comparison point with which to consider today's resurgent freight railroads, he said. "Maybe the next time someone is sitting next to a crossing and a train goes by, they'll see the vast contrast — where we were then and where we are today."

Frank Hackmann would agree. He's a St. Louis lawyer by day and a railroad enthusiast by avocation. In 1990, he helped publicize a convention of railroad historians that

brought four steam engines — including U.P.'s 844 — to St. Louis Union Station. "It's great P.R. for the railroad," Hackmann said. "I think the value's very high. I think to build a positive public reputation for their company is beneficial to them."

The railroad had made about a half-dozen new friends by 9 a.m. on a recent morning, before engine 844 and its 12-car train had even reached the foot of the MacArthur Bridge on a day-long "Autumn Colors Tour" to Poplar Bluff, Mo.

The "highball," railroad lingo for "let's roll," came about 8:35 a.m. With a shower of steam, the train crept gently into motion. Before it had moved a quarter-mile, U.P.'s Davis spotted a woman standing in knee-high weeds, frantically waving a ticket envelope. Engineer Steve Lee had seen her also, and stopped the train.

"We got stuck in traffic — I've got a ticket to ride," she shouted. Davis smiled and pointed her toward a coach door.

Heading east again, the train radio crackled out another message. Thirty passengers from Salt Lake City were waiting — mistakenly — at the Amtrak station downtown, which couldn't be reached from the track 844 was using.

Lee and company decided to make another unscheduled stop just east of 14th Street. More radio chatter: The number of stranded riders was lower than expected. "Dropped from 30 down to four, huh," Lee said dryly over the radio. "Yep, it'll make 'em quicker to load," came the reply.

Railroad workers with a Jeep Cherokee ferried the misguided riders south across the busy rail yard. They were waiting when the train came to a brief halt. Once they were aboard, 844 made a noisy climb up the ramp leading to the Mississippi River bridge.

As the train crossed the river, Davis was on the phone, giving school districts along the route an updated estimate of arrival time. Schools sometimes turn out entire classes to watch history blast through their town, he said.

"In the fall, in social studies classes they're often discussing the expansion of the West," explained Davis. "So the railroad fits right into what they're studying." It doesn't hurt that 844 is visiting rails along the Illinois side of the river that haven't seen a steam engine for several years.

Sure enough, about 200 students were standing in a narrow patch between the track and a street in Dupou, Ill., as 844 coasted through at 30 mph. The scene was repeated elsewhere along the route.

When Dupou was behind the last car of the train, engineer Lee began coaxing the 844 up to a cruising speed of about 65 mph, fast enough to give a challenging task to the enthusiastic "chasers" following in their autos along twisting country roads that sometimes parallel the tracks.

The rail line along the Mississippi River bluffs to Cape Girardeau is busy, very busy. Freight trains blasted by on a parallel track, every 15 minutes or so. Once, 844 slowed to 30 mph so a time-sensitive train carrying double-stacked shipping containers could overtake it. Other freight trains eased by when 844 made passenger stops. Davis said the route sees 30 to 40 trains a day.

The busy freight traffic and maintenance crews visible along the way belied the widespread belief that railroads are moribund. "When people stopped riding trains, the general perception was that the rail industry was dead when, in truth, it's exactly the opposite today," Davis explained.

"Folks don't hear much about the rail industry in terms of advertising; these trips are one way we can let folks know Union Pacific is alive and well," he said.

To U.P., with 1995 sales of \$10.6 billion, that justifies the cost of the vintage-equipment trips. Davis was unsure of the operation's budget, but quickly added that shareholders hadn't complained. "Sometimes we carry shareholders who turn out to buy tickets to ride," he said.

For public excursions, Union Pacific provides the train and operating crew; volunteer groups like the St. Louis chapter of the National Railway Historical Society market the trips and act as on-board hosts to help oversee passenger comfort and safety.

U.P. posts the trains' approximate schedule on the Internet and mails copies to local newspapers. That helps ensure that people are waiting, often with cameras and video recorders, at nearly every road crossing, rail yard and farm field.

On the Autumn Colors Tour, those standing trackside or driving alongside in autos seemed to be having as much fun as the 280 passengers on board.

When the train stopped to unload passengers or to lubricate the locomotive, people came close and memories quickly emerged, unsolicited. The old remembered, the young often stared in awe.

At Illmo, Mo., one preteen stared at 844's 80-inch-tall driving wheels rolling by and exclaimed, "Hey, the wheels on it are bigger'n mom."

Retired railroaders Frank Baumgartner and Homer Morgan showed up in Gorham, Ill., to gaze at a steam locomotive not unlike those that headed to scrap shortly after they began their careers. "It took me back home again," said a beaming Baumgartner.

"I think it's wonderful — it's yesteryear all over again," Morgan agreed.

At Chester, Ill., Bill and Jason Preston stood in the sizable shadow of 844's boiler and watched workers make a minor repair to the locomotive.

"That's something to see," marveled Bill, 54. "When I was a little boy, I'd come down and watch these steam trains all day."

Jason said, "It's good that the railroad keeps them around. It's a part of history. It's better to see them like this, rather than in a history book or on TV."



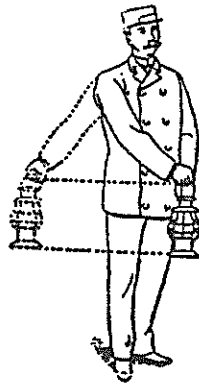
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY
THE COLORADO & SOUTHERN
RAILWAY COMPANY
FORT WORTH & DENVER CITY
RAILWAY COMPANY
AND
THE WICHITA VALLEY
RAILWAY COMPANY

THE STANDARD CODE
OF
Train Rules, Block Signal
and
Interlocking Rules.

TO TAKE EFFECT AT TWELVE O'CLOCK, NOON,
December 1st, 1929

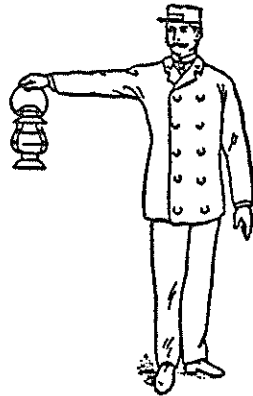
Issued in accordance with rules adopted by the American
Railway Association, January 17, 1928.

12a.



STOP
Swung across the track.

12b.



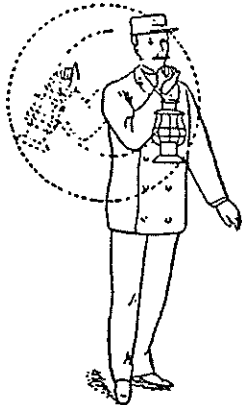
REDUCE SPEED
Held horizontally at arm's length.

12c.



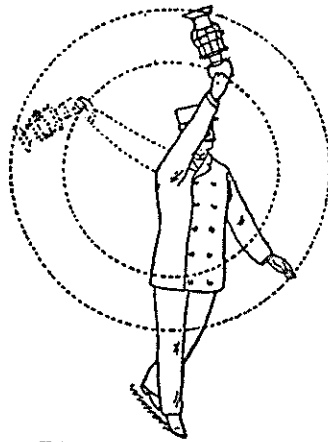
PROCEED
Raised and lowered vertically.

12d.



BACK
Swung vertically in a circle at half arm's length across the track.

12e.



TRAIN HAS PARTED
Swung vertically in a circle at arm's length across the track,
when running.

12f.



APPLY AIR BRAKES
Swung horizontally above the head, when standing.

HAND SIGNALS

These standard hand signals were in use at least as far back as April, 1899, (The Standard Code of the American Railway Association), and are, by and large, still in use today.



RELEASE AIR BRAKES
Held at arm's length above the head, when standing.

12h. Any object waved violently by any one on or near the track is a signal to stop.

ARKANSAS BOSTON MOUNTAINS CHAPTER, NRHS, OFFICERS

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NRHS DATES TO REMEMBER

1997

- February 1..... Applications for NRHS Railway Heritage Grants available.
- February 5..... NRHS News February issue deadline.
- February 15..... Deadline for chapter reports for Bulletin #3.
- April 1..... Deadline for chapter photographs for Bulletin #3.
- April 4 - 6..... Spring Board of Directors Meeting — Portland, OR.
- May 1..... Deadline for submission of applications for NRHS Railway Heritage Grants.
- June 24 - 28..... National Convention — Salt Lake City, UT.
- October 2..... 62nd Anniversary, NRHS.
- November 7 - 9..... Fall Board of Directors Meeting — Dearborn, MI.

1998

- March 27 - 29..... Spring Board of Directors Meeting — Roanoke, VA.
- July 8 - 12..... National Convention — Syracuse, NY.
- November 6 - 8..... Fall Board of Directors Meeting — Kansas City, KS.

1997 NATIONAL CONVENTION UPDATE

1. Enclosed with this issue of NRHS News is a flyer from the Central Coast Chapter relative to their inbound steam excursion trip over the Union Pacific Railroad from Denver, via the Royal Gorge, Tennessee Pass and Soldier Summit, to Salt Lake City for the 1997 National Convention. EDITORS: Please mention this in your Chapter newsletters and post the flyer where your members can see it.

2. Because of the lateness in getting information to the membership regarding the National Convention, the Promontory Chapter (hosts of the 1997 National Convention) has extended the registration deadline to **JANUARY 31, 1997**. EDITORS: Please mention this in your Chapter newsletters — PRESIDENTS AND NATIONAL DIRECTORS: Please bring this to the attention of your membership at your next meeting.

3. The following supersedes all previous schedules of events as listed in the *National Railway Bulletin*, e-mail, etc.:

Wednesday, June 25

- A. Nevada Northern Railroad. Buses depart at 7 AM. Limited to 200 seats.
- B. Also, Union Pacific E-9 excursion from Salt Lake City to Lyndyll, via the Provo Subdivision. Departs 8:30 AM.

Thursday, June 26

Golden Spike Monument and Ogden Union Station Museum. Buses depart 8 AM.

Friday, June 27

- A. Seminars
- B. Board of Directors & Membership Meetings
- C. Salt Lake, Garfield & Western Ry. Trips run at 10 AM and 2 PM. Limited to 100 seats each trip.
- D. Annual Banquet

Saturday, June 28

Union Pacific 844 to Cache Junction & return. Limit 500 persons.

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 \$29.00, family membership \$31.00

ARKANSAS BOSTON MOUNTAINS CHAPTER
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