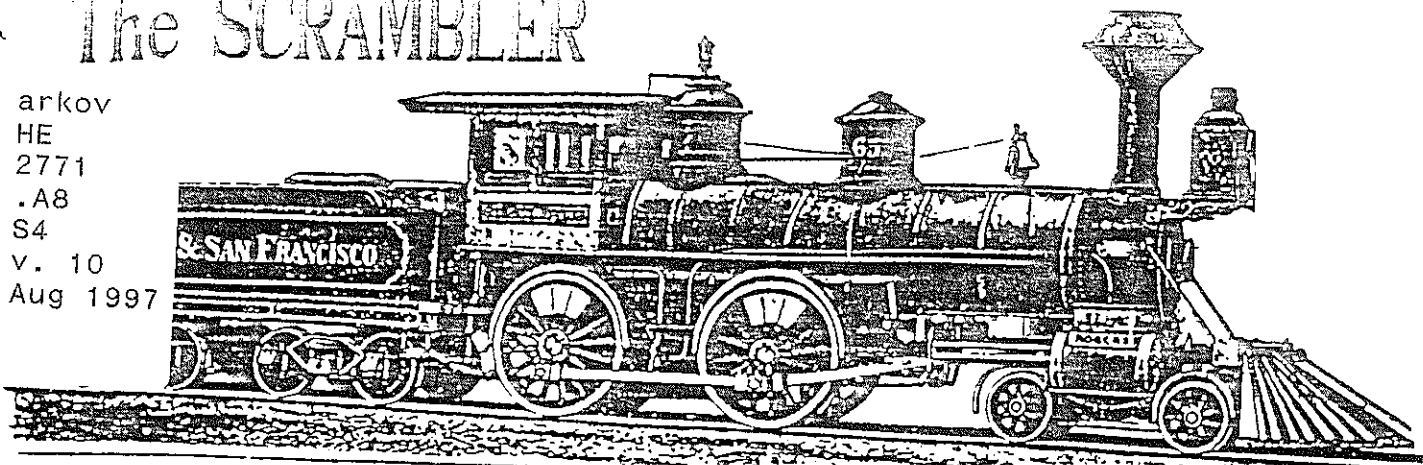


# The SCRAMBLER

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Aug 1997



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY  
VOLUME 10 NUMBER 12  
AUGUST 1997



## MINUTES OF MEETING JULY 17, 1997

The CHAPTER met for the regular monthly meeting at the Shiloh Museum's "Old General Store" at 7:00 PM on July 17, 1997. The meeting was called to order and members and guests were welcomed by President Tom Duggan.

The minutes of May and June meetings were approved as published in the Scrambler.

In the report from the officers, National Director/Membership Chairman Bob Oswald introduced John M. Banks for membership. The application for membership was accepted by acclamation.

As National Director Bob gave a report on the National Convention held in Salt Lake City, Utah. The meeting was attended by both Bob Oswald, and member Martin Post. A copy of Bob's report is on file with the Secretary's records.

Bob reported on his expenses while attending the National Convention. A motion was made and passed to reimburse Bob for his expenses.

Bob also reported on an upcoming rail excursion on the UP to Tyler, Texas.

Vice President and Program Chairman Bill Merrifield gave a report on programs for the remainder of the year and the joint meeting with the Kansas City Chapter October 25<sup>th</sup>.

Treasurer Bill Ussery gave the Treasurer's report. A copy is on file with the Secretary's records.

Complements were given to George Alison for the promptness of the Scrambler this month.

Ray Toler gave a report on the Manitou and a work date was set.

Under old business Bill Ussery reported that we have obtained group insurance for as many as six members who are working on CHAPTER projects.

Under new business a discussion was held on the Rogers Frisco Festival. The decision of the group was not to participate in the event this year.

Also under new business Ray Toler announced that the booth will be set up and operating at the Tired Iron of the Ozarks event on September 6<sup>th</sup>.

Martin Post gave an interesting report on his travels to the National Convention. He encourages other members to attend National Conventions and Board of Directors meetings when they can. A person does not have to be a board member to attend the Board of Director's meeting.

Minutes continued on next page

#### Operation Lifesaver

- Assisted chapters in beginning and continuing their involvement in Operation Lifesaver programs. (Vittitow)

#### National Railway Bulletin

- Prepared 1996 Annual Report for Issue No. 3, 1997 using information supplied by Audit Committee and several members of the national staff. (Molloy)
- Continued with preparation of Issue No. 3, 1997 - the Activities Annual (Tatnall and staff)

#### National Convention Committee

- Held discussions with Promontory Chapter concerning the 1997 National Convention, and gave assistance upon request. (Calvert and committee members)

#### Public Relations

- Furnished press kits to Promontory Chapter for convention publicity. (Davis)

#### Chapter Development

- Completed final paperwork (charter membership certificates, etc.) for the newly-chartered White River Junction Chapter, located in Vermont. (Thornton)
- Investigated Chapter Development's recent past records to target individuals who had received requested information on chapter formation and had not responded, to follow-up on their intentions. (Thornton)

#### Membership Records

- Made further programming refinements to the membership database as necessary. (Pinsky)

#### Railway Heritage Grants

- Grants Review Committee reviewed fourteen grant applications, and made their recommendations for 1997 grant awards to the National President. (Gibb and committee)

#### Libraries

- Had numerous discussions with Greystone Communications about potential NRHS assistance in the production of a railroad history series for the A&E television network. Certain films from the NRHS collection have been loaned to Greystone for possible use in this project. (Dakelman, Molloy, Burshtin)
- Have been contacted by Potomac Chapter in regards to a donation toward future film restoration which they wish to make in memory of a chapter member. (Dakelman)
- Since November 1996, have presented film and/or slide programs at eight NRHS chapter meetings and at four events of other rail-oriented organizations. (Dakelman)

#### Emblem Sales

- Have made numerous contacts with vendors and members in order to prepare recommendations on improved sales items. (Swan)
- Processed members' and chapters' orders for items bearing the emblem of the NRHS. (Burshtin)

#### Other

- Distributed the updated Property List in April 1997. (Marshall)

### **V. LONG TERM PROJECTS**

#### Libraries

- Continue to accession reference materials donated to NRHS Library. (Burshtin and library volunteers)
- With assistance of volunteer staff, continue to assist researchers. (Burshtin)
- Continue to provide 16mm films, videos and slide programs on loan from the NRHS collections for chapter programs and other events. (Burshtin)
- Two 16mm films have been sent to a professional lab for restoration - a 1930s vintage Pennsylvania Railroad/Reading Railroad film, and a 1946/1968 film on the railroads of Hawaii. Appreciation has been expressed to West Jersey Chapter and Hawaii Chapter for their financial assistance with this project. (Dakelman)
- Videotape transfer of the NRHS 16mm film collection continues as time permits. (Dakelman)

#### Public Relations

- Continued to produce and distribute monthly editions of NRHS News. (Davis)
- Assisted chapters as necessary on public relations issues. (Davis)

#### Membership Records

- Processed renewals and new memberships, and assisted members and chapters with questions regarding same. (Burshtin)

#### Other

- The NRHS National website is operational, with further modifications and updates to be completed in the near future {website address is <http://www.rhhistorical.com/nrhs> }. (Bettioli)
- Assisted various chapters with the construction of their chapter websites. (Bettioli)
- Held discussions with E. Lewis Pardee regarding the extension of the Philadelphia National Office lease. (Eastwood)
- Contacted incumbent elected National Officers and Regional Vice Presidents concerning their intentions for the November 1997 election of officers; and, are currently accepting nominations for the above positions for this upcoming election. (Oswald and Nominations Committee)
- In concert with Office Manager, investigated and resolved members' queries concerning their length of membership. (Dietrich, Burshtin)
- Awarded 25 and 50 year membership award pins to members. (Dietrich)
- Awarded 25 and 50 year membership award certificates to chapters. (Dietrich)

### PLACE NAMES III

Continuing southward, looking at place names along the Arkansas & Missouri Railroad (nee Burlington Northern, nee Frisco--Ft. Smith Sub of the Central Division), below AVOCA is ROGERS. The origin of the name of this railroad created city is well documented and the name has never changed. After the steep ascent out of the valley of Little Sugar Creek, a broad plain confronted the builders--an excellent spot for a construction camp. Captain Charles W. Rogers was the Superintendent of the Frisco and in charge of building the line. (He had been master of the ironclad Hydrangea during the Civil War--hence "Captain.") He was a Missouri native, had worked his way up through the railroad's ranks, and, unlike Messrs Peirce, O'Day, and Winslow, was extremely popular with the public. From these humble beginnings grew ROGERS, which still celebrates its railroad heritage at its annual Frisco Days Festival.

BENTONVILLE JUNCTION (from Sen. Thomas Hart Benton--1782-1858) is now within the city limits of Rogers. It is the eastern end of the Bentonville Branch, which at one time ran all the way to Grove, Indian Territory. Rogers was also the terminus of the Rogers Southwestern Railroad and its successors.

Five miles farther down the line is the fast-growing town of LOWELL. No one seems to know if it was named for the famous Massachusetts family or its namesake town, or for a local resident or railroad man. One local historian opined that the name may have come from the location of a well in a topographic declivity--Low Well--ouch! The short-lived Monte Ne Railroad of William Hope "Coin" Harvey diverged eastward at Lowell.

VOGEL, some two miles south of Lowell, was a fruit shipping point in the 1920s and 1930s. Subtle remains of the grade for a short spur may be found just south of the State Highway 264 crossing. The name probably came from a local family.

SPRINGDALE was first called SHILOH. The area was first settled in 1825 by the Fitzgerald family which later operated the Butterfield Stage station there. When in 1872 it became necessary to establish a post office, it was discovered the name had been preempted elsewhere in Arkansas (that one no longer exists!). So the town was named for the large spring in the center of town.

The village of Johnson and the station of JOHNSONS (the Frisco always included the "s") were likely named after the family that built the 1830 mill just west of the town.

Just north of Meeks Lumber yard in Fayetteville was sited still another fruit shipping station. First called LILBURN (after Mary Lilburn Freyschag Davis--wife of Hiram A. Davis, the first strawberry shipper), the name was changed in the teens to BARBARA. This was for Barbara Davis Olney, a daughter. The rails were taken up in the 1950s, but a grade is still evident. Oddly "Barbara R R Station" still appears on some maps of Fayetteville.

Even though the railroad is essentially north-south, in the Frisco's time it was nominally east-west. Thus when sidings were installed a half mile north of the Fayetteville depot, the station was named EAST FAYETTEVILLE, soon shortened to EFAY. The last of the Efay tracks were removed in 1996 and the station no longer exists.

Several of FAYETTEVILLE'S early settlers came from Fayetteville, Tennessee in the 1820s and brought with them the name of their town. So the connection with the Marquis de LaFayette is second-hand. The Pacific & Great Eastern (Wyman) line and often renamed Kansas City & Memphis diverged eastward and westward respectively from Fayetteville. As did two Frisco branches from separately named stations, to be covered in the next installment.

At the present rate this may take until 1998 to finish.

RCO

7. I have the satisfaction of knowing that I am supporting a nationwide effort, not just something local. Because I believe in the importance of railway history in all its forms, I recognize that neither I nor my chapter can do it all. NRHS promotes the historical projects that are important to me.

These are just a few of the benefits I find in my NRHS membership. You probably have others. My point is that we have a great thing going at NRHS. We have talented officers, a capable staff, and a solid program. If our members don't know about this, then we need to tell them.

Finally, I call your attention to the annual opportunity to nominate a regional vice-president. As I said last year, this is not a closed or perpetual appointment; although I am happy to serve in this office, anyone who wishes is welcome to be nominated, and nominations should be submitted before September 15th to the nominating committee, of which our own Bob Oswald of Arkansas-Boston Mountains Chapter is chairman.

Yours sincerely,

  
Bob

cc: Greg Molloy, President, NRHS

### NATIONAL ACTIVITIES REPORT June 27, 1997

This document summarizes the activities of the National Officers and Staff on behalf of the Society since the Spring 1997 Board of Directors Meeting in Portland, Oregon.

#### I. STATISTICAL INFORMATION

##### Membership Records:

Total number of chapters: 173

- White River Junction Chapter received their chapter charter in April 1997.

##### Renewal statistics:

1997 Regular Members	15,690
1997 Family Members	3,192
Total Paid Memberships as of June 20	<u>18,882</u>

1996 Regular Members not yet renewed	2,063
1996 Family Members not yet renewed	468

Contributions included with dues renewals: \$20,862

##### National Railway Bulletin publication dates:

Issue No. 2 of 1997                      May 14, 1997

#### II. OFFICER VISITS AND OTHER ACTIVITIES

May 8	Molloy	Delivered program at Hagerstown Chapter banquet; visited Hagerstown Roundhouse Museum.
May 17	Molloy	Delivered program at Rochester Chapter banquet; visited chapter museum and shortline excursion train operation.
May 17	Hodges	Attended Rochester Chapter banquet; visited chapter museum and shortline excursion train operation.

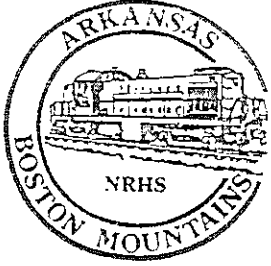
#### III. PERSONNEL CHANGES

- Don Bishop appointed as a member of the 1997 Grants Review Committee, joining committee members Hugh Gibb (Chairman), Fred Frostick, Robert Kornreich and Jim Patton.

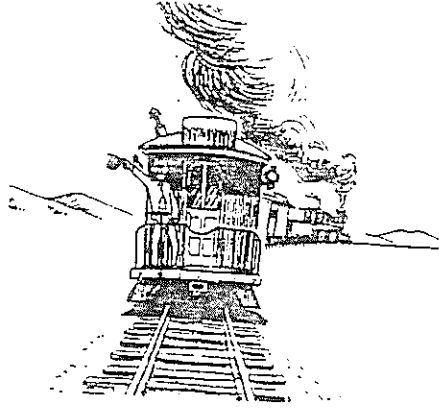
#### IV. MILESTONES ON REGULAR ACTIVITIES

##### Financial

- Completed the annual Form 990 filing with the IRS. (Billings, Heavenrich)
- Reviewed Form 990 tax return. (Heffron)
- Reviewed draft of Audit Report. (Heffron)
- Had various correspondences with Treasurer and Comptroller on financial issues. (Heffron)
- Prepared and distributed financial reports and analysis to elected officers and account managers. (Heavenrich)
- Provided technical background information to Associate Director-Chapter Development on incorporation, bylaws and IRS regulations for prospective chapters. (Heavenrich)



THE  
PRESIDENT'S  
OBSERVATION



1. Ray Toler will present the August 21 program. He will do a program on the UP/CPRR meeting at Promontory Point, UT in 1869. It's an interesting program and I hope you can mark your calendar for 7:00 PM on Thursday, August 21..
2. I have asked your Scrambler editor (George Alison, Jr.) to include the Manitou fire article as a service to our out of town members and friends. I have also written the Colorado Midland Chapter to advise them of the Manitou's destruction..
3. Duane Hand of Rogers, AR (925-1084) has been trying to locate a photo of the railroad bridge over the White River east of Rogers built by the Kansas City & Memphis (Monte Ne). He has looked in all the logical places but to date has had no luck. He would really appreciate your help.
4. We need a head count for those planning to attend the joint meeting with the Kansas City Chapter in Eureka Springs on Saturday, October 25 at the Eureka Springs & North Arkansas tourist railroad. Please check your calendars to see if you wish to participate.
4. We need volunteers for the following committees:  
**Audit Committee**- This committee is required to check the Treasurer's books and records and report their findings at the December meeting.  
**Nomination**- This committee is requested to present a proposed slate of Chapter officers for 1998 at the November meeting.
5. Under August new business will be a member-requested discussion as to whether the Chapter needs to establish a policy relating to the reimbursement of Chapter members for attendance at NRHS events. One Chapter member has suggested that there be a fixed annual limit for reimbursement.
6. We need programs for August and September.
7. The Collectors Case display at the Shiloh Museum, featuring items from Chapter members, ends August 31. The Museum is open from 10 AM to 5 PM, Monday-Friday.

Tom Duggan

---

The business meeting was adjourned and a slide show was given by President Duggan on the work being done on the Manitou business car.

Ron Allen  
Secretary

# Sooner Passenger Rail Service Push Renewed

By Chuck Ervin  
World Capitol Bureau

OKLAHOMA CITY — The chances for Oklahoma having its passenger rail service restored are greater than ever, a state senator said Monday.

Sen. Dave Herbert, D-Midwest City, is co-chairman of the newly created Passenger High-Speed Rail Task Force charged with investigating the feasibility of restoring passenger rail service to the Sooner State. The task force will hold its first meeting Wednesday at the state Capitol.

"I believe these task force meetings are the first step in bringing back passenger service, specifically Amtrak service," Herbert said. "I am convinced the information obtained by this study group will persuade those who have scoffed at the idea of

Amtrak's return to see the light."

Oklahoma has been without passenger rail service since Amtrak left Oklahoma 15 years ago.

Oklahoma Department of Transportation official Joe Kyle will outline the results of two Amtrak studies of rail service possibilities in Oklahoma on Wednesday.

The task force also will discuss the federal government's role in a return of Amtrak to the state.

"The latest information I've been able to obtain from Washington indicates Congress may provide millions of dollars to develop Amtrak services," said Herbert, the Oklahoma Legislature's most vocal proponent of passenger rail service.

"Special emphasis is being

placed on states without rail service," Herbert said. "Oklahoma alone could be in line for some \$39 million to restore rail service."

Oklahoma and South Dakota stand to reap the biggest benefits from high-speed rail service, said Herbert. He said Oklahoma's geographic location appears perfect for Amtrak's purposes.

"Our central location has made us popular with the trucking industry," he said. "So much so that we are considered by many as a trucking hub for the entire nation."

"A return of passenger rail service coupled with Washington's apparent desire to expand rail as a viable transportation option could make Oklahoma a hub for Amtrak service as well," Herbert said.

State Rep. Mike Tyler, D-Sapulpa, serves as the task force's other co-chairman. The 17-member panel includes 12 members appointed by Senate President Pro Tem Stratton Taylor, D-Claremore, and House Speaker Loyd Benson, D-Frederick.

The five additional members are Gov. Frank Keating's cabinet secretaries for transportation, tourism, commerce and public safety, and Corporation Commission Chairman Ed Apple.

The task force was created during the last legislative session which ended May 30. The panel, which will be impaneled until December of 1998, must develop funding options in addition to conducting rail service feasibility studies and report its findings to the Legislature.

## Freight contracts won't save Amtrak, experts say

Michelle Mittlestadt  
The Associated Press

### THE STATE

WASHINGTON — Once a money-losing train route headed for oblivion, Amtrak's Texas Eagle may have a new lease on life thanks to new private shipping contracts solicited by the national passenger railroad.

Amtrak Chairman Thomas Downs pledged that if the state of Texas provided a \$5.6-million loan to keep the Eagle afloat beyond its scheduled May shutdown, he'd find private-sector revenue.

The Texas Legislature provided the money. Now, Downs is keeping his part of the bargain.

In a weekend announcement, Amtrak said the mail and express shipping contracts secured for the Texas Eagle are enough to keep the San Antonio-to-Chicago route alive past Sept. 30, when its loan lapses.

"Amtrak is able to continue operating the train because its express business is growing and prospects for its future growth warrant continued operation of the train," the rail service said.

But while mail and express contracts may prove to be the answer for the Texas Eagle, they're not the solution for its financially ailing parent, rail experts said.

"It's a very significant ray of sunshine, but it's not the whole sun," said Scott Leonard, assistant director of the National Association of Railroad Passengers.

Leonard said Amtrak needs two things it has aggressively sought but from Congress has yet to obtain: A dedicated funding source and regulatory reform to cut the red tape hobbling the rail service.

Congress has demanded that Amtrak be operationally self-sufficient by 2002. But it has yet to identify how to replace declining federal contributions for Amtrak.

The Eagle runs from San Antonio through San Marcos, Austin, Temple, Dallas-Fort Worth, Marshall, Longview and Texarkana en route to Arkansas and St. Louis, Mo. In Arkansas, the train stops in Walnut Ridge, Little Rock, Malvern and Arkadelphia.

Arkansas Railroad Club  
Little Rock Chapter - NRHS  
PO Box 9151  
North Little Rock AR 72119  
Email: ken.z.rw@ix.netcom.com

Calendar @ \$7.00 each  
Calendars (2-9) @ \$6.50 each

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The Little Rock Chapter NRHS

## RAILROAD CALENDAR 1998

The Arkansas Railroad Club's 1998 calendar consists of 14 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month and a photo on both front and back.

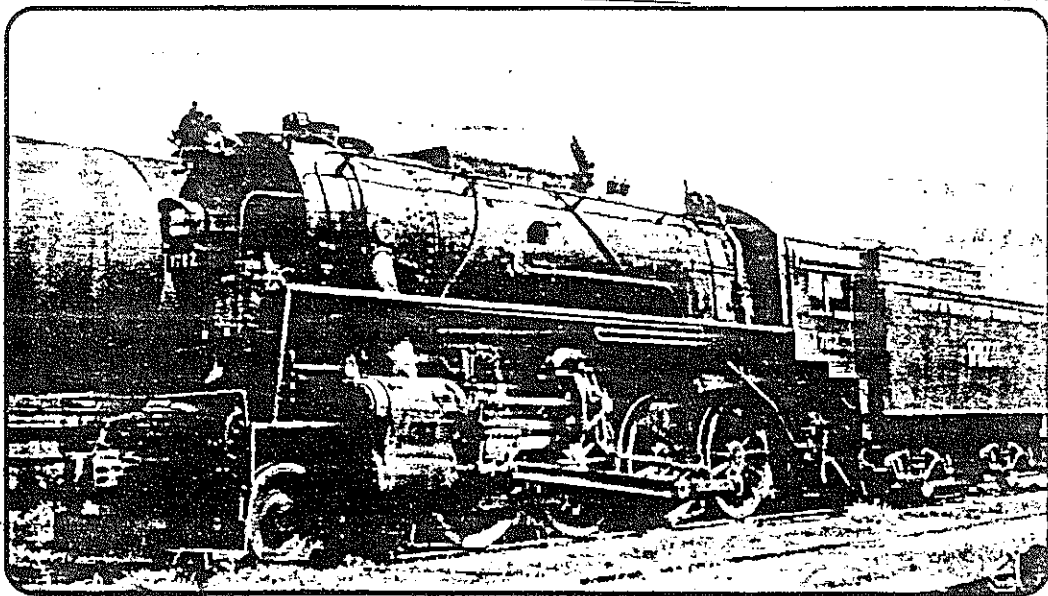
#### Railroads included are:

Reader, Arkansas & Missouri, Amtrak, BNSF, Union Pacific, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River, Helena Southwestern, Olympic Torch Train, and the Dardalelle & Russellville RR. Various photographers.

Our calendar (format and sample picture shown at left) will make a great and unique Christmas or special occasion gift. There's a discount for ordering more than one and all include postage.

## Arkansas Postcard Past

By Steven Hanley Arkansas Democrat Gazette



Warren, 1952 According to the words on the back, the Warren & Saline River Railroad locomotive No. 1702 was built in 1942 for the U.S. Army during World War II. It was apparently converted to civilian usage, perhaps hauling logs, after the war. If you have questions or comments, write: Arkansas Postcard Past, P.O. Box 2221, Little Rock, Ark. 72203.

# NATIONAL RAILWAY HISTORICAL SOCIETY



ROBERT TERHUNE  
REGIONAL VICE PRESIDENT  
SOUTHWEST REGION

11702 BRANDON WAY  
HOUSTON, TX 77024  
(713) 464-1166

July 16th, 1997

To Chapter Presidents and National Directors  
Southwest Region, NRHS:

I have recently returned from the NRHS convention in Salt Lake City, where I had the pleasure of seeing a number of you, including Bob Oswald of Arkansas-Boston Mountains Chapter, Skip Waters of North Texas Chapter, and Bill Cude of Bluebonnet Chapter, as well as several other members of the Bluebonnet Chapter and my home chapter in Houston, the Gulf Coast Chapter, including its president Bill Waldrop. I met an old friend from the Central Texas Chapter who now lives in Las Vegas, and he told me that Tex Owens, the national director from that chapter had been there earlier but had to leave before it concluded, so I missed seeing him. As in the past, you will receive from national headquarters a synopsis of the actions taken at the business meeting, so I will not attempt to repeat them here.

I do, however, wish to address a question that comes up year after year and that was put to me at the convention. No doubt you have heard it yourself. The question is, "What benefit does our chapter receive from NRHS?" I think that the question is a valid one and needs to be answered over and over again. Here are seven things that NRHS does for me:

1. Six times a year I receive a well-written journal about various aspects of railroad history. Our Bulletin is edited by volunteers and contains manuscripts submitted by NRHS members throughout the country. Any member is eligible to submit an article for publication; in fact, the editors encourage our members to do so, and some in our region have done so.
2. I have the opportunity to attend an interesting convention every year if I wish. These conventions provide me with opportunities to go on excursion trains, often in very unusual and highly scenic locations seldom seen by the general public. They offer a variety of interesting seminars on various aspects of railway history. For example, at Salt Lake City I attended seminars on the history of Utah railroads, the history of the Heber Valley Railroad, and one on the merging of the SP and the UP. All three seminars were of highest professional quality and were very interesting and informative. (And they cost me nothing to attend.) Furthermore, I have the opportunity to meet and talk with people in other chapters and learn what they are doing. Sometimes I discover ideas that can be applied successfully in my own chapter.
3. My chapter's identification with NRHS lends credibility to our local efforts to attract membership and raise money. We can advertise ourselves as part of a national organization with over 20,000 members and growing.
4. My chapter can apply for NRHS financial support for one of its projects. In fact, the Gulf Coast Chapter received a Railway Heritage Grant of \$1,500 to assist them in the restoration of their GM&O parlor car Alton. Although the funds available for these grants cannot be predicted from year to year, NRHS awarded \$20,000 in grants to 14 chapters this year; last year it awarded \$25,000. This money, by the way, is primarily from anonymous private donations to NRHS, not from dues.
5. I have access to the NRHS library in Philadelphia from which my chapter may order films or video-cassetts for its programs at very little cost.
6. My chapter has a network of other regional chapters which can support us in our activities, such as excursions, and which we, in turn can support. This broadens our experience, increases our knowledge, and adds to our effectiveness.

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
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EDITOR	GEORGE ALISON	21356 BUR OAK	72762	248-1269

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

# Officials: Someone may have lived in train car

Scott Butki  
The Morning News

## ▼ SPRINGDALE

The ongoing investigation into a Springdale fire that destroyed an antique train passenger car Monday evening has revealed evidence that at least one homeless person had been living in the car.

The fire is being treated as suspicious, but the possibility of its being accidental has not been completely ruled out, investigators said.

The police had heard reports of one or more transients living near the car, Detective Mike Haney said. The car had been parked on the train track near the Tyson chicken plant off Huntsville Avenue for about four years, he said.

While going through the ashes left from the fire, investigators found evidence that there had

been clothes in the car and a pallet presumably used by someone to sleep on, Haney said.

Police continue to search for an older white man three witnesses said they saw moving away from the fire, Haney said.

It is not clear whether that man is a suspect or whether he was living near the train, but he is believed to have witnessed the start of the fire, and investigators want to talk to him about it, Haney said.

The fire may have been accidentally started by someone who was living in the car, he said.

The 65-foot car, "The Manitou," was built in 1882. Restoration work on the car by the Arkansas-Boston Mountain Railway Historical Society had recently begun.

An executive of the Arkansas & Missouri Railroad has been quoted as saying that the fire may be misdirected sabotage by someone who thought the company owned the train car.

But Haney said the fire is being treated by the police as an isolated incident and not part of a history of problems that have plagued the railroad company in recent years. The investigation will be done by local authorities, he said.

Meanwhile, the Federal Bureau of Investigation continues investigating the June 4 derailment of an Arkansas & Missouri Railroad passenger train during an excursion from Fayetteville to Van Buren.

In that incident, the spikes holding a rail to its wooden ties were allegedly loosened. None of the 147 people on the train was injured in the derailment.

Larry Bouchet, the railroad's executive vice president, speculated after the derailment that it was probably an act of sabotage caused by one or more disgruntled former employees. At the time, a reward for information about the derailment and plans to increase security efforts were also announced.

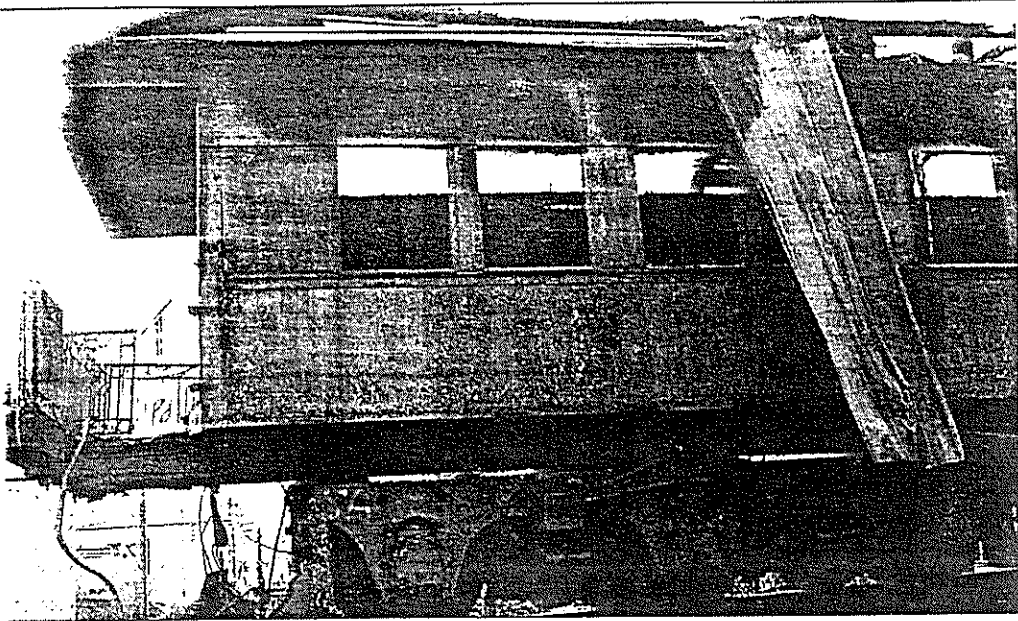
Bouchet stopped talking to the media about the derailment at the request of the FBI.

There were other problems before that one.

About a year ago, the company found railroad ties stacked 7 feet high on a section of track, Bouchet said.

Vandals also have broken numerous rail switches during the past year, he said.

Bouchet has not returned phone calls to this newspaper this week.



CHARLES BICKFORD / THE MORNING NEWS

## Historic car destroyed

Investigations by the Springdale police and fire departments into a suspicious fire that destroyed an antique passenger train car (above) continued Tuesday. The Monday evening fire near the Tyson plant on Berry Street was definitely not caused by an accident, Springdale Fire Marshall Dennis Miller said. The train car, owned by a Fayetteville man who intended to restore it, had been parked for some time at the end of a service track. Railroad officials were unavailable for comment. Firefighters (below) battle the blaze Monday afternoon.

Meetings...ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) 3rd Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, AR at 7:00 PM. Visitors are welcome at all meetings. Annual dues of the Arkansas-Boston Mountains Chapter effective January 1, 1997 are \$29 (individual) or \$31 (family)

ARKANSAS BOSTON MOUNTAINS CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
P. O. BOX 1303  
SPRINGDALE, AR 72765

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