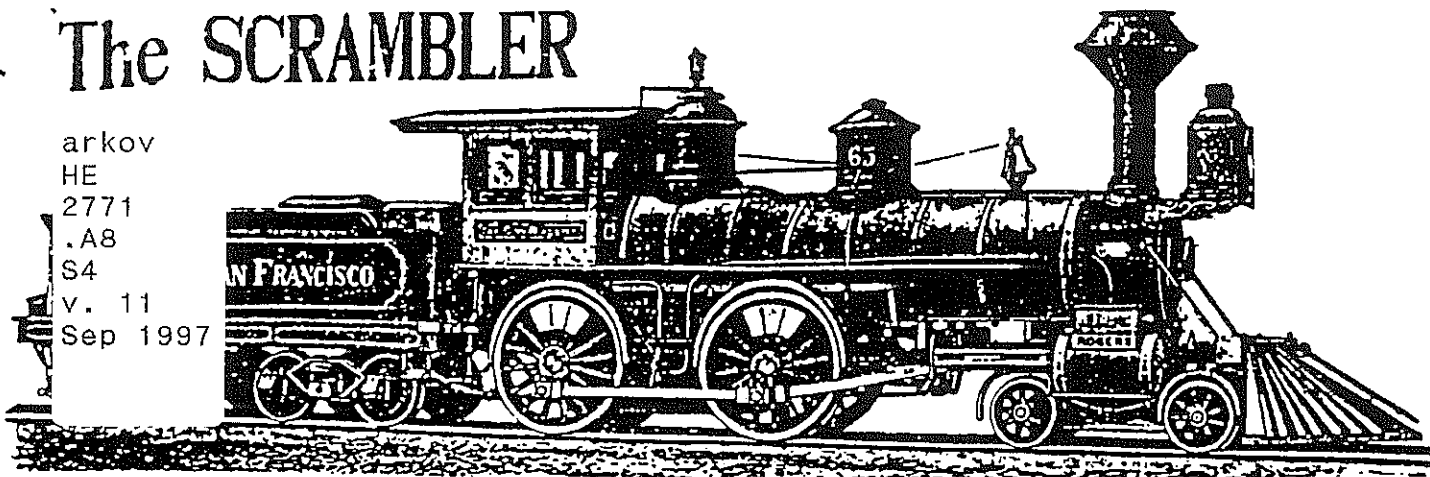


The SCRAMBLER

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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 11 NUMBER 1 SEPTEMBER 1997



MINUTES OF MEETING August 21, 1997

The Chapter met for the regular business meeting at 7:00 p.m. on August 21, 1997 at the Shiloh Museum's "Old General Store." The meeting was called to order and members and guest were welcomed by President Tom Duggan.

We had one visitor at the meeting, Mr. Red Tober, who moved here a year ago from West Virginia. He is working for the Arkansas & Missouri Railroad in Springdale.

The minutes of our July meeting was approved as published in the Scrambler.

National Director Bob Oswald had no additional information to report to the members.

Vice President and Program Chairman Bill Merrifield gave an update on programs for the remainder of this year. In September, He will present "Everything You Wanted To Know About Steam But Were Afraid To Ask." There will be a joint meeting in October in Eureka Springs as previously planned. There has been a forthcoming offer for a program on the White Pass & Yukon RR. Bill will be working to set it up for our November meeting. Lastly, the December program will be the annual Christmas program.

Treasurer Bill Ussery read the treasurer's report. Mentioned in the report was the sale of one RAILROADS OF NORTHWEST ARKANSAS book, pay-out for name tags, pay-out two SCRAMBLER printings (includes the outstanding scrambler bill from March), and pay-out for Bob Oswald's recent National Meeting expenses. Our \$4,000 C.D. matured and the amount will be rolled over for another six months. It was agreed that our \$1,100 balance in the checking account should be sufficient for the next five months until the next C.D. matures.

George Allison, editor of the SCRAMBLER, reported that the newsletter was put together early because he was going to be out of town during the time he would normally work on it. Given this open opportunity to chide George, Tom Duggan recommended that he get out town more often. We all laughed but, in all honesty, we appreciate the effort that George puts forth to provide the newsletter.

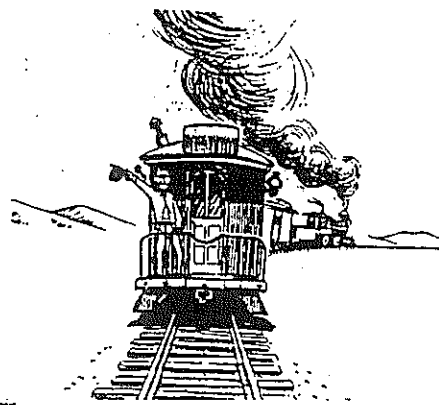
Tom Scott reported that Ervin Lewis sends his greetings. Ervin underwent knee surgery and is recuperating at home.

Ray Toler, Chairman of Special Committee, had no report on the loss of the Manitou passenger car. Brass fixture parts from the car were on display at the meeting. Photos of the damaged car were passed around for everyone to see.

(MINUTES CONTINUED)
ON PAGE 3



THE PRESIDENT'S OBSERVATION



Mary Wilkes of Butterfield Trail Village has given the Chapter some more railroad material collected by her late spouse, Wray Wilkes. We received some breakfast menus from the *City of Los Angeles* (1964-1970) along with various UP calendars. Mrs. Wilkes previously gave us some interesting RR books.

The Tired Iron show at Gentry on September 6 recorded total revenues of \$64.91 including donations of \$3.16. Ray Toler has graciously decided to pay the \$10 space rental charge out of his own pocket. My car died of fuel pump insufficiency at Healing Springs so I arrived four hours late at Gentry. There are some very nice people in Healing Springs who tried to be helpful.

Chapter member Bruce Mielke has been handling the restaurant situation for our October 25 (Saturday) Eureka Springs joint meeting with the Kansas City NRHS Chapter. Elsewhere in this issue of the *Scrambler* you should find details on how to get to the restaurant including maps by Bruce Mielke. It serves both buffet and a la carte with prices starting at \$3.99. We plan to assemble at the restaurant between noon and 1 PM for lunch followed by Marc Montray's slide show on the A&M, KCS and BN. Marc considers it more of an essay so it should be interesting for the non railfan as well.

We will then go to 299 North Main Street, the Eureka Springs & North Arkansas depot, which is located just outside the Eureka Springs city limit on Highway 23 North, to ride the steam train. The trip is 4.5 miles long and takes about 45 minutes. The train operates every 90 minutes on no fixed schedule. The fare for groups of twenty or more is \$8.18 per person. We anticipate that there will be 15-20 people from Kansas City and somewhat more from our Chapter. The Eureka Springs railway operates a lunch and dinner train. Unfortunately it is pulled by diesel equipment and charges a hefty \$17.34 per person for a set menu.

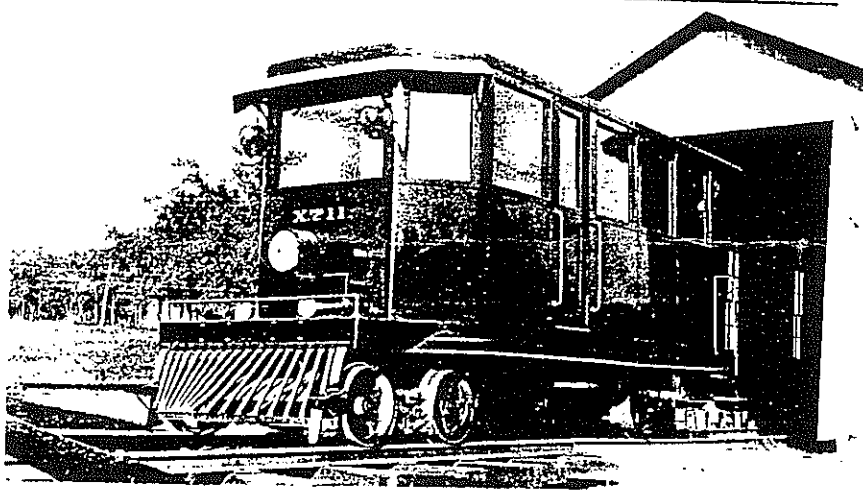
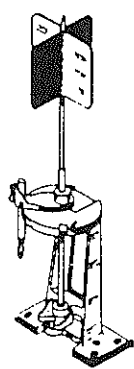
We should consider carpooling to Eureka Springs as the parking situation can be difficult.

Sincerely,

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CLASSIC
DETAILS



M&NA inspection car 95, taken in Harrison in 1934. This car was built by the Harrison shop forces in 1928 and 1929 at a cost of \$7,380.56. It is reported to have a Buick engine & drive train. The unit is shown lettered for the ? Crane Construction Co. as their No. X711. Crane purchased 95 in 1934. Emerging from its own "car barn", 95 is half way on the 20'-6" turntable that was built specifically for its use. E. G. Baker who was gracious enough to provide the photo, reported that X711 was later sold to the Katy (MKT) Railroad. Can anyone provide additional information concerning this car? If you had help construct this unit, please let us hear from you. We know very little of this unit, so any tid bits of information will be helpful.

(MINUTES CONT)

Under new business: The question was raised "whether or not the chapter should establish a policy for reimbursement to members conducting business in behalf of the chapter?" No further discussion was initiated on the subject.

Members were requested to volunteer to head the Audit Committee and the Nomination Committee. George Allison and Tom Duggan were appointed to direct the Nomination Committee work. Larry Cain and Bob Stark volunteered to perform the Audit work on the Treasurer's account.

A head count was taken of those who plan to attend the Eureka Springs trip in October. It was decided to contact member Bruce Milkey in Holiday Island for suggestions on a dining place for the luncheon meeting.

We were reminded of the upcoming events involving the chapter. The Tired Iron show in Gentry will be held on September 6th. Autumnfest in Fayetteville will take place on the weekend of October 12th. Sign-up sheets were available at the meeting for members to man the booths at the events. A question was raised as to whether we should order more merchandise to sell at these events. Bob Oswald stated that he could provide past issues of the NRHS BULLETINS as promotional hand-outs.

Tom Duggan informed us that there are only twelve copies left of Bob Winn's book, RAILROADS OF NORTHWEST ARKANSAS.

Tom Duggan wrote a letter to Colorado Midland Chapter informing them of the burning of the Manitou. They corresponded back with a thoughtful letter including pictures showing Missouri & North Arkansas passenger equipment. Also, Mrs. Wilkes provided articles of the Manitou during its time in Kensett, Arkansas.

Martin Post asked that we all check our addresses on the Chapter roster and let him know of any changes.

Bob Stark informed us of the Internet sight by ConCor named "Grand Central Railroad Station of Cyberspace". It's reported to have loads of information on Conrail, Amtrak, and other historical societies.

The business meeting was adjourned and Bob Oswald gave a quick report on research that he and Howard Brandes were doing. Bob provided a station plat showing old trackage in the vicinity of the Farmer's COOP property in Fayetteville.

Ray Toler presented an interesting program pointing out many unusual facts concerning the driving of the golden spike at Promontory, Utah.

Railway important to history of the region

Only one major rail line remains to mark the impact of trains on growth of Northwest Arkansas

The Morning News

Trains play an important role in the history of Northwest Arkansas but only one major rail line operates in the region today.

Take the city of Rogers, for example. The city takes both its birth date and name from trains. The city officially celebrates its birthday as May 10, 1881, when the first passenger train arrived in Rogers. And the name comes from Capt. C.W. Rogers, general manager of Frisco Railroad.

One of the early rail lines was the Bentonville Railway, which ran between Rogers and Bentonville from 1882 to 1898.

But, in 1898, John Bayless of Cassville, Mo., proposed extending the railway into what is now Oklahoma and linking up with Kansas City Railroad. The new line was called the Arkansas & Oklahoma

Railroad.

By 1900, the owners sold it to Frisco, and it became known as the Bentonville Branch of the Frisco. Fares rose from 2 to 3 cents per mile.

But, as fruit crops began to rise and more people purchased cars, the train's popularity dropped, and it stopped passenger service in 1927. Railroads reached their peak during World War II when passenger trains were crowded beyond capacity. Some freights carried war material. But after the war passenger use of the train declined and the line ended. The passenger train last ran through Fayetteville Sept. 18, 1965.

Today there are only two trains still running that passengers can use.

Some visitors to Eureka Springs like to take a 45-minute narrated ride on a restored steam train at the Eureka

Springs and Northwest Arkansas Railway, 299 N. Main St. From May to November, trips depart from the town's original depot on the hour, 10 a.m. to 4 p.m., Monday to Saturday.

It costs \$8 for adults and \$4 for children age 5-12. Call 253-9623 or 253-9677 for more information.

But the longer and better-known passenger excursion comes from the Arkansas & Missouri, which bought the railroad from Burlington Northern in 1986 and has been providing passenger service from Springdale to Van Buren and Van Buren to Winslow for the last seven years.

The train leaves the Springdale Depot at 8 a.m. Saturdays and Wednesdays. It costs \$34 on Wednesdays and \$39 on Saturdays for round trip tickets to Van Buren. For information call 751-8600.

Doris Dewberry of Oark, Arkansas has been doing some family history research. She sent a copy of *The Madison County Record* of August 5, 1937 which contains an interesting page one article on the St. Paul Branch abandonment.

**St. Paul Branch Line Ends 50 Years Service
Last Train Given Farewell by Folks Along Time-worn Track.**

Fayetteville, Ark. July 31, 1937

When No. 768-9, the Frisco's St. Paul branch train, stopped at the depot Friday at 5:45 PM it had completed its last trip over the 42 mile railroad line to Pettigrew and return. The last scheduled train has "pounded the steel" along the White river valley into the very heart of the Ozarks foothills.

Last minute protests by Senator Hattie W. Caraway and Congressman Claude A. Fuller to the Interstate commerce commission succeeded in saving 13 miles of track from Fayette Junction to Elkins until Oct. 1. However work trains will begin Monday to take up the steel between Elkins and Pettigrew.

The little bob-tailed train left Fayetteville's station Friday morning, consisting of an engine, a solitary coach - a combination chair and baggage car that still uses oil lamps and has a coal stove for winter heating purposes. Twelve empty box cars, to be used on the work train, were picked up at the Junction and the train began its seven hour round trip.

Six children- three boys between 10 and 12 years old and three girls slightly younger- spent a dime each to ride the train from Combs to St. Paul and back, an eight mile round trip.

Pettigrew, in Madison county, is perhaps the hardest hit of all the branch line towns. The nearest bus line is at St. Paul, eight miles away. Pettigrew has no telephone. The only outside communication its 200 inhabitants will have is a daily star mail route from Fayetteville.

St. Paul turned out en masse to to meet the train on its way back to Fayetteville. Cameras took series of snapshots of it. An 82 year old man, clad in overalls, spoke slowly: "Well, I saw the first train come into St. Paul in '86, and I'm seeing the last one leave."

Only three of the regular train crew made the final run: Engineer Parley Yaw and Fireman Fred Stites, both of Fort Smith, and J. P. Belt, brakeman from Rogers. Henry Seaman, Fayettevill, replaced L.E. Mahoney, brakeman. Joe Cooper, Monett, took W.R. Oakley's place as conductor.

John Mulrenin, Fayetteville, was a member of some of the first branch train crews, and he continued as conductor on the branch almost continuously until two weeks ago, when he retired.

The St. Paul branch was built in 1886 and at that time terminated at St. Paul. Later the eight mile extension was made to Pettigrew.

Work will start Monday morning dismantling the turntable at Pettigrew. Then the track will be ripped up in half-mile sections. Six frame depots at Pettigrew, St. Paul, Combs, Delaney, and Durham will be sold to the highest bidder and the railroad right-of-way will go back to the original owners.

Service on the branch was daily until two years ago. Since that time the train has gone to Pettigrew on Monday, Wednesday and Friday. Declaring that the Frisco was operating the branch at a loss, company official petitioned to abandon it last year. Permission was granted by the Interstate commerce commission but two extensions kept the line open until last Friday.

Unless another extension is granted October 1, the 13 miles between Fayette Junction and Elkins will be ripped up this winter.

Submitted by Tom Duggan

The end of the line

OLD RAILROAD stations are sad. You can dress them up and remodel them after passenger service dies. Even hold meetings and programs in them. Fit the Chamber of Commerce out with offices, or put in a local visitors center.

But they are still sad. The old Rock Island station at Forrest City had the Marion Hotel on top of it. That hotel had one of the finest restaurants of all railroad stations, with an extensive menu that included such rarities as wild duck. A hunter hired by the hotel brought them in. It was egal in those days.

Helena had two railroad stations serving three railroads with passenger service. The Missouri Pacific station is still there, transformed into the Delta Cultural Center. I remember when Missouri Pacific trains ran to Memphis on the north, and made connections to New Orleans and Jackson at McGehee and Tallulah, La., on the south.

The Delta Eagle was an air-conditioned streamliner with radio music playing in the coaches. Lunches were served at the counter and two tables in one of the coaches. The Delta Eagle went 60 mph in some places.

There were "doodlebugs," or motorcars as the train people called them. One went to Memphis, the other to Marvell, Holly Grove and Clarendon. In its heyday, a sleeping car connected Helena with St. Louis through Wynne and Paragould. The Missouri and North Arkansas had a train with sleeping car going to Kansas City, and the Y&MV (read Illinois Central) had passenger service connecting Memphis and Mississippi that crossed on the Mississippi River ferry Pelican.

HELENA'S STATION was saved. So was Walnut Ridge's. Newport's is still there, as are a number of others along the north-south line of the Missouri Pacific. The last time I looked, Lonoke still had its old Rock Island Station.

The point of all this is that Brinkley and Pine Bluff are trying to hang onto historic railroad buildings. Brinkley's seems to have the better chance of survival. The Pine Bluff facility is a superannuated railroad office, and the Union Pacific is viewing its existence with a certain ruthlessness. A photograph in Wednesday's *Democrat-Gazette* showed a large hole bashed through one wall by salvage workers.

Brinkley citizens have written to everybody they imagine to be influential, including me. It shows they are sincere in their ef-

forts. A letter with a packet of support material arrived from James B. Sharp, a well-known lawyer. It accompanied a brief historical sketch of the station, plus copies of letters from Arkansas political luminaries addressed to a top officer of the Union Pacific.

I predict success from such an effort. The UP, after all, seems to accommodate such requests wherever it is feasible.

THE BRINKLEY station was built by Rock Island about 1909 to serve the railroad's trains connecting Memphis, Little Rock, Oklahoma, Texas and New Mexico to the West Coast. It also served Cotton Belt trains operating from St. Louis to Texas, plus locals that connected Newport, Stuttgart and Helena.

It's a handsome brick building with a tile room, terrazzo floors, oak woodwork and a large ormolu chandelier. Wide concrete platforms run along the north and east sides. I remember it both ways, when it served passengers on the Rock Island's Rockets and the Cotton Belt's Morning Star and Evening Star.

I guess memories make old stations sad. There's nothing more exciting than the arrival of a passenger train. Barring a miracle, the old station will never more hear the ringing voices of arriving and departing passengers.

But it would be a shame to let that handsome old building be destroyed, especially when there are people who love it enough to want to save it.

Richard Allin's Our Town column appears Tuesdays, Thursdays, Saturdays and alternate Sundays. E-mail him at: rail@aristotle.net

Riding the Rails

A NATION ADDICTED to automobiles has difficulty seeing the role of passenger trains; indeed, the ease of transport by auto is responsible for the demise of passenger trains in the United States.

But trains can — and probably will — someday regain a significant role in transporting people.

That's why it makes sense for the state of Oklahoma to buy the Burlington Northern-Santa Fe Railroad line between Oklahoma City and Tulsa, as well as a spur to Stillwater.

At present, it is not likely that passenger service between the state's major cities is commercially feasible. The day when there will be sufficient demand for rail service might not be far off.

That is true, particularly if the state invests in rail service in a way that makes it attractive. If passenger service is to have a chance of thriving, Oklahoma leaders must start a process that will improve the trackage to the point that high-speed train service can be instituted.

U.S. Rep. Ernest Istook, R-Okla., in opposing Amtrak passenger service for the line, thinks only in terms of taxes instead of public investment. Putting billions of dollars into the national highway system, for example, turned out to be a major investment that pays off annually in fast transportation for everyone as well as more and cheaper products and produce.

Highway construction clearly is an infrastructure investment that spurred highway travel.

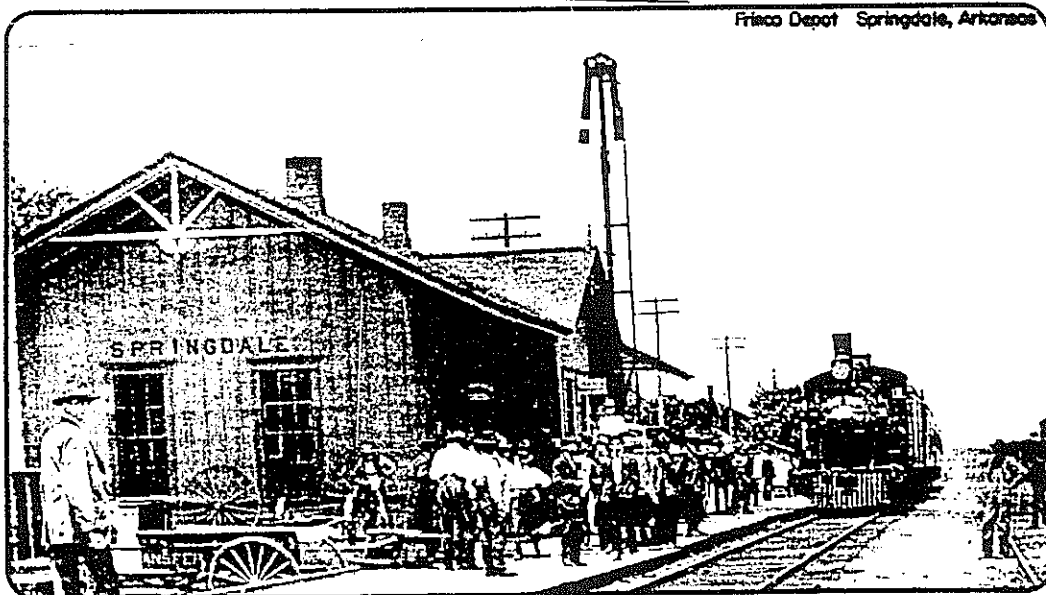
Similarly, investment in infrastructure that makes possible high-speed rail service is something that visionary leaders should be pushing.

Luckily, U.S. Sen. Don Nickles, Oklahoma's senior senator, sees the potential value of restoring passenger service, not to mention the practical matter of claiming Oklahoma's fair share of federal money being invested in the national Amtrak system.

Buying the railroad now at a bargain price (\$6 million) is a good investment of public money. And if Oklahomans are willing to invest more tax money to get the passenger service up and running, the benefits of the operation might start showing up more quickly than anyone predicts.

Arkansas Postcard Past

By Steven Hanley



Springdale, circa 1915 A large crowd was on hand for the arrival of a train at the Frisco Depot in the Washington County community. Note the horse-drawn baggage wagon parked beside the building. If you have questions or comments, write: *Arkansas Postcard Past*, P.O. Box 2221, Little Rock, Ark. 72203.

Two Benton County towns result of Kansas City Southern railroad

The Morning News

The second railroad to come to Benton County played a crucial role in the development of the county's western half.

In fact, two Benton County towns, Gentry and Gravette, owe their existence to the Kansas City Southern. For other towns along the line, Sulphur Springs, Decatur and Siloam Springs, the railroad's coming in the mid-1890s proved a boon for farmers and local economies boomed.

Today, the Kansas City Southern Railroad still plays an important part of the economy of this rural area.

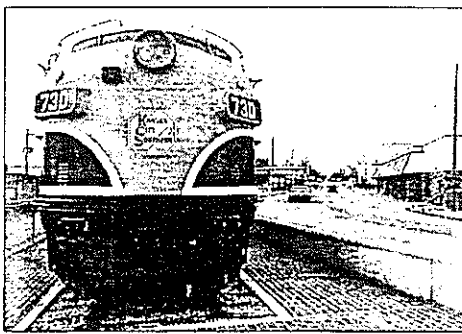
The 30-mile line between Sulphur Springs and Siloam Springs is actually part of the orig-

inal KCS mainline, a 780-mile-long line stretching from Kansas City, Mo., to Port Arthur, Texas, via Shreveport, La.

The system, then known as the Kansas City, Fort Smith and Southern first came to Benton County in 1889 when construction crews reached the resort town of Sulphur Springs.

Construction on the line ceased at Sulphur Springs in 1889 after then-owner Arthur Stillwell's eastern financiers lost faith in his dream of building a railroad linking Kansas City to the Gulf of Mexico, and declined further requests for money to complete the railroad.

Stillwell approached the *Amsterdamsche Bank* in the Netherlands for assistance and in 1893 the company, renamed Kansas City, Pitts-



THE MORNING NEWS

A restored Kansas City Southern locomotive is a prominent feature of downtown Decatur.

burg and Gulf, began construction of the line through the small farming community of Decatur to Siloam Springs. Gravette and Gentry were both incorporated in 1894 after the line's completion.

Commuter Memories-Boston

The dictionary defines a commuter as one who travels daily or regularly between an outlying district and his place of work in the city. My first commutation stint was from 1957 to 1959 when I commuted 23 miles to Boston's South Station via the Greenbush line of the New Haven. Southern New England's dominant railroad was saddled with a large and growing passenger deficit at the same time the traditional industrial base was moving to other areas of the country. The Interstate highway system was just starting and in time would devastate the New Haven's long haul business between Boston and New York. The Eastern Airlines shuttle would later administer a fatal blow to the New Haven's long haul traffic.

As a student my monthly commutation ticket cost but \$19 per month. It had tiny paper coupons that were taken up by the conductor or his assistant. The inbound peak hour trains normally were pulled by Alco S-1 switch engines painted in a vivid orange used to demonstrate the railroad's modern thinking. Some runs were also pulled by former mainline Alco cab units bearing the New Haven's distinctive yellow script lettering against a now faded green background. The passenger equipment consisted primarily of heavyweight cars that had at one time seen Pullman service. The seats had a well worn green plush and some wags mentioned that the arrows from Indian attacks had only recently been removed. The lighting was battery and axle powered. Poor maintenance (the New Haven had again entered a form of bankruptcy a few years earlier) and very low speeds meant that the large lighting fixtures glowed dully at best. The dark green cars were ahead of their time as they absorbed enormous amounts of heat after sitting all day in the Fort Point coach storage yard. Efforts to cool the cars off by leaving the end doors open often resulted in a dense diesel fumes so common with Alco engines. In winter the steam lines froze with regularity. It wasn't too much of a problem as the run was scheduled for about one hour.

Off-peak service was provided by Budd cars. They were air conditioned, well lit and operated punctually. Our town still had one operating dairy farm and I recall the cans of milk sitting in the spring sun on the express carts. Boston then had several competing morning and afternoon papers and the Budd cars were a good way to ensure timely delivery of the various editions. By 1959 the passenger deficits had mushroomed and not even the Budd car could staunch the red ink. The New Haven wanted local municipalities to subsidize commuter rail operating losses and to reduce the heavy taxes levied on railroad properties such as the Beaux Art structure called South Station. By the late 1950s South Station was deserted except at the morning and evening rush hour. It had the characteristic mix of diesel fumes from outside, the greasy smell of hotdogs turning endlessly in the Union News Company lunch counter, and the smells of a building constructed in 1898.

No progress could be made on the issue of public subsidy of commuters. Some commentators even believed the public subsidy of commuter rail service was the precursor of Communism! On the night of June 30, 1959 police cars went through my home town announcing the sudden end of all Greenbush line commuter rail service. The Greenbush line tottered on for a few more years until the modest freight volume withered away to nothing. The tracks were taken up and rail service seemed a memory.

By the late 1980s Boston was choked with traffic. The Southeast Expressway, opened in 1959 and seen as a miracle replacement for commuter rail service, was operating at 300% of design capacity. During rush hours the breakdown lanes are opened to all traffic to create an extra lane. Gradually it was realized that commuter rail was a necessity for the South Shore area. The forty mile line from Boston to Plymouth recently began offering commuter service. The Greenbush line on which I rode suffered delays and opposition from residents in well off towns concerned with the noise and danger of revived passenger rail service. At last report the reinstatement of Greenbush line commuter service will cost about \$900 million due to expensive tunnels designed to minimize environmental impact in some of the bedroom towns. Construction projects in Massachusetts have a well documented history of going over budget so it would not be surprising if the project costs a billion dollars.

Next month- Three years of commuting on British Rail in London.
Submitted by Tom Duggan

PLACE NAMES IV

We're still within the corporate limits of FAYETTEVILLE. When the Ozark & Cherokee Central Railroad (soon to become the Frisco's Muskogee Sub) was built westward in about 1901, it connected with the main line about a mile and a half south of the Fayetteville depot at a place called MC NAIR or MC NAIR JUNCTION. The name probably honored W. P. McNair, the Frisco agent in Fayetteville in the 1890s. There were (and still are) two alternates--one the switch at McNair and the other a lower level line that passed under the main a short distance away. Both are still in use as A&MRR industrial trackage. The KC&M also gained access to Fayetteville over these rails.

And only a half-mile to the south is the one-time engine terminal at FAYETTE JUNCTION. This was the western end of the 41-mile-long St. Paul Branch to the east. Industrial trackage including a wye, storage siding and track scale are still in place.

I have never been able to determine how GREENLAND got its name. Perhaps it alludes to the beautiful forested hills that surround it. The village has had more than its share of names--RUGBY, STAUNTON, WOFFORD--not necessarily in that order.

In 1828 Eli Bloyd settled along the West Fork of the White River. AS far as I know the hamlet was unnamed until 1878 when the WEST FORK post office was moved from Woolsey, a few miles to the south. The name obviously refers to the stream.

The first West Fork post office had been opened in the 1860s at Woolsey's Store. In 1881, after the post office had been moved, the Frisco built a station three miles south of West Fork and called it WOOLSEY. However there was already a Woolsey post office in Arkansas, so it had to be called PITKIN (for E. P. Pitkin, a local resident). After the preemption had vanished in the 1920s, the P. O. was renamed Woolsey, but it too has disappeared.

CLARY is a little known station in the woods south of Woolsey. Once a long passing siding, it is now just a two-car stub; but it is still listed in the timetable. Clary was named for L. B. Clary, Assistant General Manager of the Frisco in the 1950s.

BRENTWOOD, formerly GUNTER, is a pretty name whose origin is obscure.

The Frisco reached the apex of the Boston Mountains in late 1881, built a temporary track over the top and began digging a tunnel. And Edward WINSLOW finally got his town, now the highest incorporated community in Arkansas (1735 feet above sea level at the north portal of the tunnel).

Another little sidebar here: The old South Pacific Railroad evolved into the Atlantic & Pacific. The Santa Fe was also involved and the A&P land grants in Arizona wound up in Santa Fe hands. Many of the officers were involved in all the companies. Thus Seligman and Winslow, Arizona, have the same roots as those towns here in the Ozarks.

Still another sidebar, here about the BOSTON MOUNTAINS. Quoting Ernie Deane, in "Arkansas Place Names": Uncertainty clouds the origin of the name, whether it evolved from the French or whether, as at least one explanation holds, is from another source. Those who favor the French origin note that the word "bosse" in French means, among other things, an elevated surface, a hump, swelling or projecting knob. "Ton" is the possessive "your." "Bosse ton" might thus have given rise to Boston. A different explanation is based on a practice followed in the "west" at least as early as the 1850s of referring to any difficult task as "a Boston." Crossing these mountains in the days of ox and mule-drawn wagons, or by horseback or on foot, was indeed "a Boston," as a passenger on the Butterfield Stage wrote before the Civil War." Thanks, Ernie--

Well, once across the mountains and through the tunnel, it's downhill all the way.

RCO

LATE REPORT: The lower access at McNair to the Muskogee Sub is no longer in service, the only shipper having closed up shop. The rails are still in place.

ARKANSAS BOSTON MOUNTAINS CHAPTER, NRHS, OFFICERS

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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

FOREST HILLS Restaurant,
Steak House, & Gift Shop

Hwy. 62 East
Eureka Springs, AR
253-2422

October meeting
Saturday October 25
Assemble Noon to One with
activities following

LUNCH MENU
served daily at 11:30

Forest Hill's Buffet
all you can eat!!!
soup and salad bar 3.99
hot food luncheon bar 5.99
kids food bar 3.99

Salads

co Beef Salad 5.50
illed Chicken Caesar 6.25

Sandwiches

uben 4.75
d corned beef, sauerkraut, Swiss cheese
special sauce served on grilled rye bread
issic Club 4.50
double decker favorite, ham and turkey bit
uthwestern Bbq Chicken 5.25
y bbq grilled breast with pepper jack cheese
nach Melt 5.50
am cheese, spinach, tomato and bacon
dwich on grilled wheat
ney Mustard Chicken 5.50
ed breast basted with honey mustard sauce
rsey Steak Sandwich 6.99
led rib eye steak served on a steak roll with
teed mushrooms and horsey sauce
rest Hill Burger 4.50
r choice of any two toppings - onions,
shrooms, cheddar, pepper jack, American,
zzarella, ham, bacon, bbq or marinara sauce
im & Cheese 3.99
rkey & Cheese 3.99
rned Beef & Cheese 4.50
sandwiches served with potato chips
with french fries add \$1.00

Side Orders

y hot chicken wings 4.99
rmet crumb onion rings 1/2 foot 2.99
d cheese sticks 3.99
se french fries 1.75
Q beans, coleslaw 1.75
t drinks, coffee, iced tea 1.20

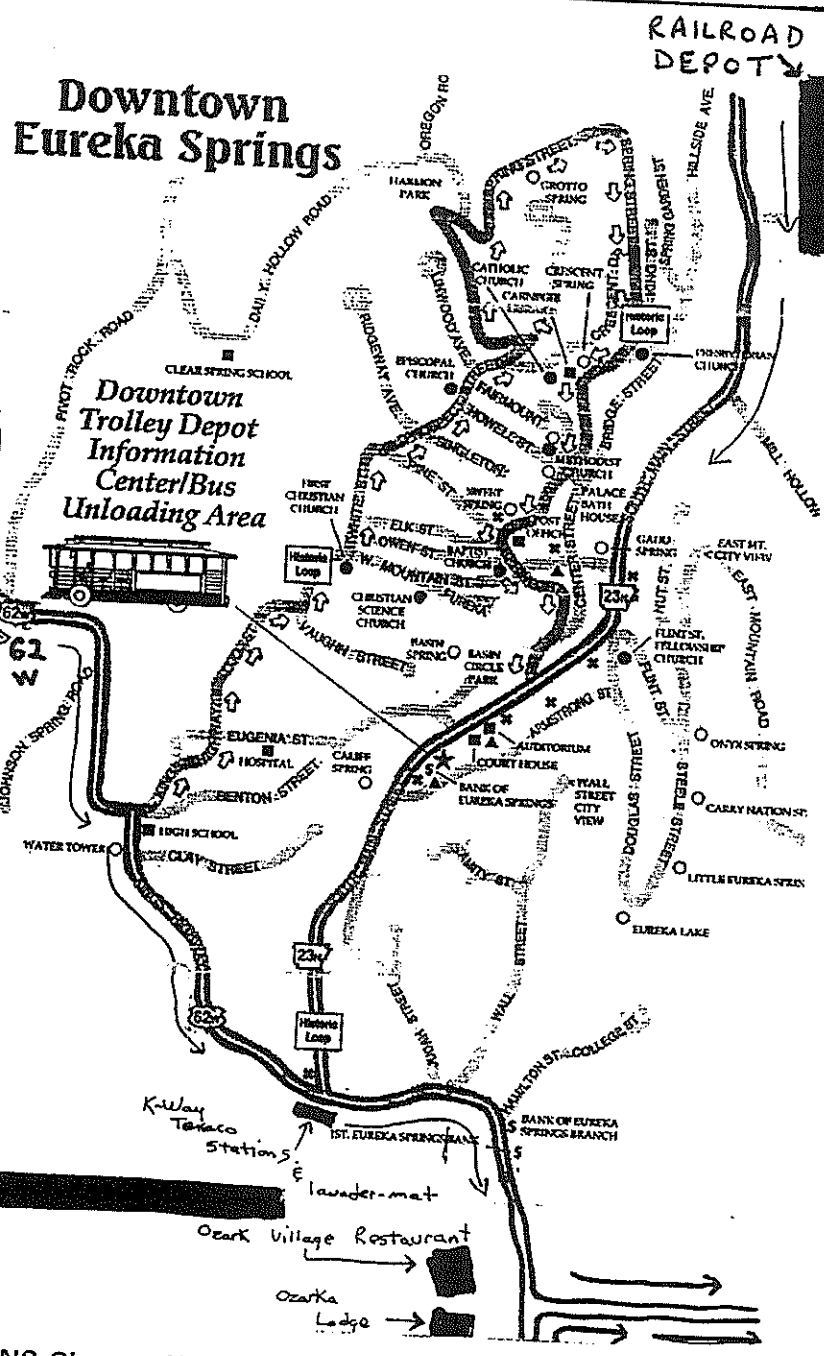
Pizza from our Wood-Burning Oven
our pizza is thin crust, California style, baked in our
traditional wood fired oven

mexico city 6.99
spicy beef, salsa, bell peppers, black olives,
cheddar and pepper jack cheese
bbq chicken 6.99
pulled bbq chicken, onion and smoked gouda
al capone 6.99
tomatoes, ham, salami and bell peppers
don corleone 5.99
ham, bacon, mushrooms & provolone cheese
nostra 5.99
Italian sausage, bell peppers, mozzarella cheese
roni 5.99
pepperoni & mozzarella cheese
palerma 5.99
tomatoes, anchovies, black olives and capers
santa fe 5.99
tomatoes, olives, jalapenos, pepper jack cheese
green & white 5.99
spinach, onion and feta cheese
margherita 5.25
tomatoes, basil, provolone cheese
greek 6.99
spinach, feta, pepperoncinis, black olives, garlic,
artichokes and oregano
veg head 5.99
tomatoes, artichokes, spinach, mushrooms,

Entrees

Chicken Fried Steak 5.50
Fried Catfish 5.99
New York Strip 6.99
Ribeye Steak 6.99
Tenderloin Filet 8.99
Chicken Fettucine Alfredo 6.99
all entrees are served with house fries (except pasta)
add a trip to the salad bar 1.99

Happy Endings
ask your server about our delicious
selection of cheesecakes and pies



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
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