
THE SCRAMBLER

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June 1998

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MINUTES OF MEETING May 21, 1998

The Chapter met for the regular monthly meeting at the Shiloh Museum's "Old General Store." The Meeting was called to order by President George Alison and the members and guests were welcomed. One visitor present.

The minutes of the previous meeting as amended were approved as published in the Scrambler.

In the report from officers, National Director / Membership Chairman Bob Oswald reported on the scheduled directors meeting in Roanoke, VA. He also reported on the the A & M RR's offer for the sale several items. He read an article on the possibility of AMTRAK service soon to be started in Oklahoma.

Vice President / Program Chairman Bill Merifield reported on the scheduled programs for the next several months. Programs are still needed from September through the end of the year. Ron Allen has the program in June, Tom Duggan in July and Bob Oswald in August. Everyone should look for programs for the fall.

Treasurer Bill Ussery gave the treasurer's report and a copy is on file with the secretary's records. Bill also reported on recent A & M excursion trains.

Scrambler Editor reported on a new format for the Scrambler to 8 1/2 by 11. He also mentioned several items to be included in future issues of the Scrambler.

Under special committees, plans were made for the booth at the chautauqua, there was a general discussion of the activities

The business meeting was adjourned and a program was presented by several members with a show and tell.

Ron Allen
Secretary

University of Arkansas
Libraries, Fayetteville
ARK COLL-OV
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Received on: 01-23-04
The Scrambler

AMTRAK NEWS

Dome Car Ride

Starting this month, the only full-length glass-top dome car in regular passenger service begins weekend service on the Piedmont route. Originally built in 1952 for the Chicago, Milwaukee, St. Paul and Pacific Railroad, the car now named the Mount Mitchell will debut on the Piedmont as a feature of new "Weekend Club Service."

The dome car is named for North Carolina's highest mountain and will host "Weekend Club Service" every Friday, Saturday and Sunday, through August. For a surcharge of \$8 to the regular train fare, passengers can reserve seating in the dome car. Additional "Weekend Club Service" amenities include complimentary beverages, newspapers and magazines on-board. Capacity on the special car is limited to 50 people and is available on a first-come, first-served basis, with reservations required.

Source: Amtrak via *Friends of Amtrak* (May 1998)

Sooner State Slated To Enjoy AMTRAK Service By Spring

U.S. Senator Don Nickles, Oklahoma Transportation Secretary Neal McCaleb and AMTRAK President George Warrington on May 19 announced the possible return of Amtrak service to Oklahoma as early as spring 1999. The funding for the new service comes from \$23 million for Oklahoma passenger service restoration included in the Tax Relief Act of 1997.

Four routes are under consideration: (1) Oklahoma City to Kansas City via Tulsa, (2) Oklahoma City to St. Louis via Tulsa, (3) Oklahoma City to Fort Worth and (4) Fort Worth to Newton, Kansas via Oklahoma City.

Oklahoma City at the beginning of the Amtrak era was served by the Chicago to Houston *Texas Chief*. The last Amtrak service to Oklahoma City ended in October 1979 when Amtrak suffered a massive cut inflicted by the Carter administration. Tulsa's last rail service was the Santa Fe's *Tulsa* that operated until April 30, 1971.

AMTRAK Wins Major Express Rights Battle with UPRR

In September 1997 Amtrak applied to the Surface Transportation Board (STB) for a directive requiring the UPRR to provide Amtrak with rail services so that it could offer expanded express service. The UP was concerned that the expanded Amtrak express service would compete with general freight carried by UP and create operational and logistical problems for the UP's own freight trains. While the STB application was pending the UP was directed to let Amtrak operate trains of up to 18 cars that contain as many as nine express cars.

The STB on May 28, 1998 determined the scope of Amtrak's express operations. It ruled that Amtrak express need not be restricted to specific commodities, weights and equipment as requested by some freight railroads. The STB permitted Amtrak to offer express service broadly defined as premium transportation at premium rates- as an adjunct to Amtrak's passenger service. It also found that the legislation estab-

lishing Amtrak was largely silent on the meaning of express. However recent legislation concerning Amtrak made it clear that Congress wanted Amtrak to increase its express and other revenues. The STB also felt it was illogical to try to circumscribe the new express service when neither the railroads nor Amtrak had a clear idea of how the new service would develop. The STB also rejected the UPRR's contention that Amtrak's expanded express service was tantamount to requiring the freight railroads to subsidize competition in the form of Amtrak.

The STB directed the UP to permit Amtrak to operate express over the lines of the UP system. It also made clear that the UP and other railroads could seek additional compensation in the event Amtrak's express business burdens freight railroads with additional costs.

One of the few positive aspects of Amtrak's dismal financial performance has been the steady increase of mail, baggage and express (MBE) revenues. Between 1993 and 1997 the MBE category increased from \$53 million to \$70 million. It is still a modest amount when one considers that the \$70 million for 1997 is only 4.2% of total Amtrak revenues. Much of the growth has come from carrying mail. Amtrak has a substantial mail business

on the *Southwest Limited*. Recently Amtrak has also wrested away Philadelphia-Jacksonville first class mail formerly carried by truck.

Amtrak faces a 2002 deadline to become self-supporting or face the possibility of liquidation or truncation. In November 1997 Amtrak entered into arrangements for the purchase of 250 material handling cars and 283 Road Railers in anticipation of a massive increase in express business. The new express business hopes to carry non-hazardous items such as fresh fruit, juices, refrigerated goods, consumer products and manufactured goods such as furniture. The new business would come at the expense of long haul trucks, not freight railroads. In 1997 Amtrak had total express revenues of only \$3 million consisting almost exclusively of small package station-to-station delivery. In 1997 Amtrak was anticipating 1998 express revenues of \$150 million (an increase of fifty times) and a net profit of \$60 million. By 2003 net profit on express business was scheduled to reach \$75 million by 2003. In early May 1998 Amtrak scaled back the express revenue forecasts by more than 50%.

The Amtrak Express network as of May 1998 includes 163 of Amtrak's approximately 500 sta-

tions. Express services offered include Regular Express (up to 75 pounds per piece and a limit of 500 pounds per shipment), Heavy Express (limited to 100 pounds per piece and 1,000 pounds per shipment). Heavy Express on pallets is limited to 2,000 pounds per pallet and a maximum of four pallets per shipment. Not all express stations handle Heavy Express. In 1997 Amtrak approached the Union Pacific Railroad concerning a planned increase of express service. The *Texas Eagle*, *Sunset Limited*, *Coast Starlight* and *California Zephyr* (Oakland-Denver) operate over lines of the Union Pacific. Amtrak proposed that the *Texas Eagle* carry up to 20 express cars eastbound and up to 15 express cars westbound, the *Sunset Limited* up to 15 express cars, the *Coast Starlight* three express cars and the *California Zephyr* up to six express cars. The planned massive expansion of Amtrak express business on the UP was worrisome. The UP refused to extend the agreement which expired on September 30, 1997 that permitted Amtrak to carry express on passenger trains operated on the lines of the UP. This caused Amtrak to ask the STB for a ruling on its express rights.

(Sources: STB Finance Docket 33469 (5/28/98), Amtrak homepage, Amtrak 1997 Annual Report)

A & M Train Wins Truck Struggle In Fayetteville

Friday, May 28, 1998 was a bad day for the A & M. Engine Number 62 was involved in a collision with a Prime, Inc. tractor trailer loaded with 68,000 pounds of California-bound frozen foods from the Vlastic International (the new name for the former Campbell Soups Swanson frozen foods) plant in south Fayetteville. The truck was loaded with 3,640 cases of "fun feast" frozen dinners. The driver claimed that the crossing lights and bells were not operating at the time of the accident. Railroad officials however believed that the lights and bells were in full operation at the time of the accident. Fayetteville police cited the driver for failure to yield at a railroad crossing.

The railroad estimated it suffered estimated total damages of \$200,000 to the locomotive, crossing signal and electrical relay box. The crossing signals were totally destroyed by the truck's trailer. Damage to the trailer was estimated at \$30,000. In addition it took more than seven hours to clean the site.

Tony Hannold Leaves the A & M

In late May moving vans were seen at Tony Hannold's Fayetteville residence. Thus Tony Hannold's reign as A & M President and Chief Operating Officer has ended. His successor is Larry Bouchet. Hannold will be remembered by railfans as a railroader who had a keen interest in railroad history and preservation. He was also bottom-line oriented entrepreneur. Although the bottom line finally prevailed on the tourist train operation, Hannold operated a generally high quality tourist train operation.

One orphan from the tourist train discontinuance is the attractive station built for the tourist train service in Springdale. It is quite small but is most attractively furnished. One veteran Chapter member commented that the nicest aspect of the depot was the nicely done restrooms. Also orphaned by the train discontinuance will be the

big yellow metal storage shed adjacent to the depot. It was built in the fall of 1995 for the stated purpose of housing the combine and business car. Now that the pieces of rolling stock are destined to see new homes the storage shed has no purpose. The shed is ugly and does not fit in well with the attractive depot.

The last regularly scheduled tourist train will operate on Saturday, November 14.

Former D & H Alco Faces Scrapper's Torch

On Thursday, May 4, a man with a cutting torch was busily cutting up the engineless shell of blue and gold locomotive. The hulk bore number boards 3038 and had resided near the Huntsville Avenue crossing for about three years. It appeared to be from the Delaware & Hudson.

Upcoming Programs

Thursday, June 18

Ron Allen presents "Trains Unlimited-Steam Trains", a 50 minute video on the history of steam trains from the earliest days to the end of steam.

Thursday, July 16

Tom Duggan presents "Last Train to Muskogee", the story of the Frisco's 141 mile line from Fayetteville to Okmulgee, OK largely abandoned in 1942.

Thursday, August 20

Bob Oswald presents "Black Diamonds and Shining Rails".

Programs are needed for September and October. Please call Bill Merrifield at 751-7163 to make a booking for your program.

Meetings are held at the Shiloh Museum's General Store, 118 W. Johnson in downtown Springdale. Meetings start at 7:00 PM. All are welcome to attend

Did You Know ?

The last steam powered trains on the Frisco's Monett-Fort Smith line were replaced by diesels in the fall of 1950.

The last Frisco steam engine operated on February 28, 1952. This made the Frisco the first major railroad to operate exclusively with diesel power.

The last main line steam operations in Northwest Arkansas took place in 1952 in Benton County on the main line of the Kansas City Southern Railway.

More hobos are killed by riding loaded gondola cars than any other type of freight car. Load shifts in gondolas are deadly.

The Monte Ne Railway advertised that "Monte Ne is the only place in America where gondolas meet the trains."

The highest bridge on the Combs, Cass & Eastern Railroad was 125 feet tall.

Joint bars are held together by alternating bolts and nuts to reduce the possibility of a derailed car slicing off the bolts and nuts.

Amtrak in 26 years has received Federal operating subsidies and forgiven loans that equal some \$30 billion in 1998 dollars.

Amtrak in 1996 accounted for .3% (three tenths of one percent) of all US inter city passenger trips. Other providers included :

Autos	80.8%,
Airlines	16.8%,
Buses	1.1%.
Private aircraft	.6%.
Other	.4%

For each of Amtrak's 19.7 million riders in 1996 there were two people that used private aircraft for inter city trips.

Amtrak load factors for the year ending September 30, 1997 were as follows:

Northeast Corridor	41%
Intercity	52%
West	42%

The Prime Mover... a brief history of EMD locomotive production

By David Hadley, from
The Orderboard, Tampa Bay
Chapter - NRHS



Who would have thought that Harold Hamilton and partner Paul Turner would have the largest and most successful locomotive group when they opened their new company, Electromotive Engineering Company, in 1922 in the town of Cleveland, Ohio.

When EMC started they teamed up with Winton engine Company to produce small "doodlebug" passenger cars for branchline and mainline service starting in 1924. By 1930, the General Motors Corporation had bought out EMC and Winton to make it the Electromotive Division. The Electromotive Division really took off in the late 1930s when EMD began to produce heavy duty passenger locomotives such as the famous "E" series. These units (class E1 through E9) would be produced until the last E9 rolled off the production line in 1964. Along with the E-units, the "Blomberg" truck emerged with its outside swing hanger suspension system.

In 1938 EMD released its most famous of all prime-movers, the 567 diesel power plant. The 567 engine would come in 6, 8, 12, and 16 cylinder versions. The 567 power plant would be used in almost every first generation EMD locomotive from there on including EMD's new workhorse, the FT.

The FT was EMD's first real mainline freight locomotive, which would pave the way for upcoming locomotives such as the F3, and probably the most famous of all EMDs, the F7. EMD would sell over 4,000 F7s, making it the best of the "bulldog" style of locomotives.

About the same time the F7 was selling like hotcakes, EMD released a brand new type of locomotive, one that could be used for almost anything, the "General Purpose" unit, or GP7. Once this design caught on, the famous F-unit bulldog style was history. The GP7 was refined and soon became the

GP9, until 1959 when it would become the standard for the railroad industry. Along with the GP units, EMD also released a six axle version of the GP7 called the SD7, or "Special Duty" unit. While several railroads bought SD units in the 1950s, they would not become popular until the 1960s.

The 1960s would bring some change for EMD as it released some new designs such as the GP30 in 1961 and the SD45 in 1966. With the first production of the SD45, along with some others such as the SW1500, GP38, GP40, and the SD40, came EMD's new beast, the 645 prime-mover. The 645 went into production through the ill-fated SD50 in the 1980s. In 1972, EMD demonstrated the new "Dash 2" series, which included the renovated SD45-2, SD38-2, GP40-2, GP38-2, and the most popular of all, the SD40-2. The Dash 2 series would have upgraded electrical systems, and other modifications to compete with General Electric, EMD's main competitor. There were around 4,000 SD40-2s sold between 1972 and 1988.

In the early 1980s, EMD developed their new 710-series prime-mover for the GP60 and the SD60, but at that same time locomotive sales dropped dramatically. In 1979 EMD sold over 1,300 locomotives, but by 1987 EMD was selling only 100 units, plus General Electric's program had the competitive edge. Things at EMD would not look up for a long time. In 1988 EMD would move locomotive assembly to a smaller plant in London, Ontario, and put EMD up for sale.

The SD60M of 1991, and the new SD70MACs of 1994 saved EMD from going out of business. After new development with the Siemens Corporation, railroads started to come back to EMD, especially Conrail and Burlington Northern. Within the last two years, new locomotives such as the SD75M and the SD80MAC, which have all had 710-series prime-movers in them of some sort have sold fairly well. The biggest news EMD is making now is the SD90MAC.

The SD90MAC will feature the new GM16V265H prime-mover. This is EMD's first engine that reaches 6,000 horsepower, and also is a four cycle engine unlike other prime-movers from EMD that were two cycle power plants.

Observations of the President

We had wonderful weather for our May meeting yet there seemed to be few on hand to "show and tell" their prized railroad treasures and stories.

Bill Merrifield took time off from his studies to make a quick appearance at the meeting. His appearance gave obvious results in the form of program volunteers through the summer months June, July and August. By September, summer vacations will be ending and programs will come forth readily.

There was talk of the annual joint meeting with the Kansas City Chapter next fall and I was reminded of the Director's meeting to be held in that same city in November. A meeting that we are all invited to attend and one that would be a treat being so accessible.

There was casual talk of the annual Christmas dinner knowing reservations would be needed before we knew it.

Our upcoming booth at the Springdale Chautauqua has been confirmed and volunteers lined up to man it. If you have spare time on June 13/14 drop by and help out.

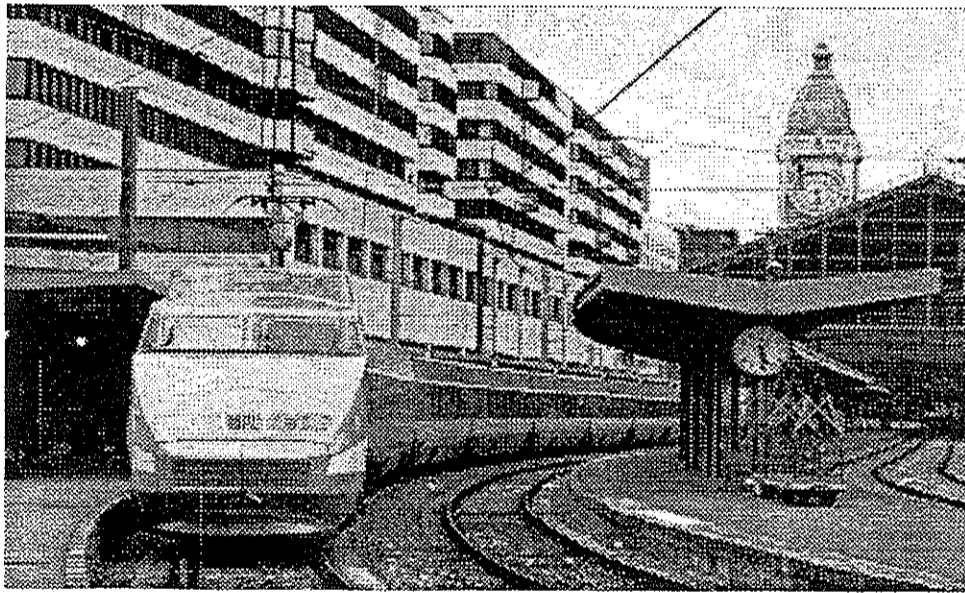
I made it out to Ray Toler's Tired Iron steam show in Gentry and amongst the many amusing things I saw was an old-fashioned tractor pull.

Everybody at the May meeting shared a favorite relic, collectible, or piece of junk, relating their railroad knowledge of the same. Many different and amusing items were shared with the knowledge that each was a prized treasure.

Ron Allen will have the June program, showing a steam video; he always comes up with an innovative new look at one of our favorite subjects, so count on being there.

That's it for now; hope to see you then.

Your president, George Alison



Arkansas Railroad History

The following railroad-related buildings are listed as being on the National Register of Historic Places of the National Park Service.

Bradley County

Warren and Ouachita Valley Railway
Station
325 W. Cedar Street
Warren, AR

Clark County

Missouri Pacific Railroad Station
S. Fifth Street
Arkadelphia, AR

Missouri Pacific Railroad Depot
W of jct. of N. First and E. Walnut Streets
Gurdon, AR

Cross County

Missouri Pacific Depot
SW of jct. of W. Front St. and E. Hamilton
St
Wynne, AR

Dallas County

Rock Island Railway Depot
3rd Street
Fordyce, AR

Hot Spring County

Missouri Pacific Railroad Depot
First Street
Malvern, AR

Jackson County

Missouri Pacific Depot
NW of jct. of Walnut and Front streets
Newport, AR

Lawrence County

Missouri Pacific Depot
SW First Street
Walnut Ridge, AR

Nevada County

Missouri Pacific Depot/Prescott Railroad
Station
300 W. 1st Street North
Prescott, AR

Pope County

Missouri Pacific Depot
N of jct. of C St. and Denver Ave.

Saline County

Missouri Pacific Railroad Depot
Adjacent to jct. of S. East and E. Hazel
Benton, AR

Sebastian County

Birney Safety Streetcar No. 224
100 S. Fourth Street [Fort Smith Trolley
Museum]
Fort Smith, AR.

Sevier County

DeQueen & Eastern Machine shop
Northwestern edge of DeQueen & Eastern
RR yard, adjacent to AR 329
DeQueen, AR

MOVIE OF THE MONTH

TERROR ON A TRAIN

MGM, 1952, 72 minutes, black & white.

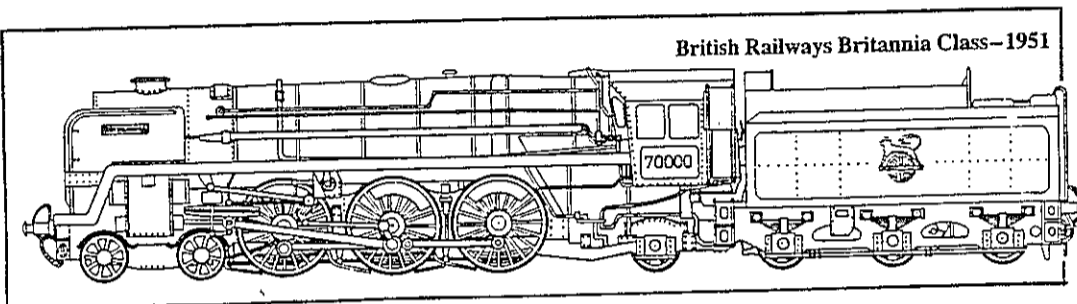
Glenn Ford, Anne Vernon, Maurice Denham, Harcourt Williams, Harold Warrender, Bill Fraser, John Horsley, Victor Maddern.

A trainload of sea mines is being delivered from Birmingham to the British Naval Base at Portsmouth when it is discovered that it has been booby-trapped. The only available explosives expert is Canadian Glenn Ford (who is in the midst of a marital crisis). This is a pretty good suspenser and a look at British steam railroading right after World War II. Memorable spots: A little old toothless man ("Charley") appears from time to time to announce "I like trains ! I like trains!"

The locomotive appears to be one of the very few 2-8-2 Mikados ever used in Great Britain. It is LNER's class P.1, 220 psi working three cylinders. It had 62" driving wheels, 42,500 pounds tractive effort, with an additional 4,200 pounds from a trailing axle booster.

Further speculation suggests that a train of this nature would not be routed through London, but rather on a less populated route via Oxford, Reading, and Southampton.

0	dep.	Birmingham N. St.	ar.
8	dep.	Solihull	arr.
24	dep.	Leamington Spa	arr.
44	dep.	Banbury	arr.
66	dep.	Oxford	arr.
94	arr.	Reading General	dep.
110	dep.	Basingstoke	arr.
128	arr.	Winchester	dep.
141	arr.	Southampton	dep.
77	arr.	Southampton	dep.
103	arr.	Portsmouth & S.	dep.
104	arr.	Portsmouth Hbr.	dp.



Cooks, 1971

THIS IS NOT A MIKADO!
But the timing is correct.

IT'S THE LAW!

According to a judicial decision in New York, "A railway company which negligently throws a passenger from a crowded car on a trestle is held liable for injury to a relative who, in going to his rescue, falls through the trestle."

It is against the law in North Dakota for a railroad engineer to take his train home with him each evening unless he carries a full crew.

Illinois law declares that it is illegal for a streetcar conductor to collect fares without wearing a hat.

The Rockies by Rail, produced by Oregon Public Broadcasting, will be aired nationally by PBS on Wednesday, July 15 (check local listings for exact time). This history/travel feature, based on an American Orient Express trip from Portland to Denver last year, touches on the rail history of the route followed, including the Moffat Tunnel.

IRON HORSE NEWS, Colorado Railroad Museum May 1998

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter established November 1987

1998 DIRECTORY OF OFFICERS AND DIRECTORS

President	GEORGE ALISON	248-1269	21356 Bur Oak, Springdale, AR 72762
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Secretary	RON ALLEN	751-0761	2718 Jean Street, Springdale, AR 72762
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Editor	TOM DUGGAN	756-1901	15225 Lakewood Drive, Lowell, AR 72745

Meetings... ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) Third Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas at 7:00 PM. Visitors are welcome at all meetings. Annual dues for 1998 are \$29 for individuals and \$31 for a family. Dues are 50% less for members joining after June 30. Please call 501-750-8165 for directions to the Shiloh Museum

Delays on U.S. railroads other than the Union Pacific are increasing according to large industrial shippers. Georgia-Pacific has been forced to close a South Carolina mill twelve times this year due to non-arrival of shipments. Some 30,000 Ford cars and pickups are held on factory lots due to an inability to ship them by rail. UPS, which ships 30% of its packages by rail, is incurring extra costs as trains fail to arrive as promised. Norfolk Southern admits its on-time performance has slipped by 10% this year. BNSF reports on-time performance level for its western premium trains has fallen to an unsatisfactory 85%. The delays are caused by after-effects of the UP problem, an essentially static number of freight cars for a rapidly rising tonnage of rail cargo and a 20% reduction in route miles and employment over the past ten years. The mergers have resulted in fewer but larger hubs thus creating a ripe climate for delays. One customer said that for \$13-14 Federal Express can tell you the status of a package. However a railroad shipment with a \$10,000 freight bill is almost impossible to track let alone estimate the time of arrival (*Wall Street Journal*, May 29, 1998)

ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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SPRINGDALE, AR 72765-1303
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