

arkov
HE
2771
.A8
S4

v. 11

Jul 1998 June 11, Number 12 11

July 1998

Arkansas-Boston Mountains Chapter, National Railway Historical Society

The Scrambler

MINUTES OF MEETING JUNE 18, 1998

The "Chapter" met for the regular monthly meeting on Thursday June 18th at 7:00 PM 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 to the meeting. There were two guests present.

The minutes of the last month's meeting were approved as published in the "SCRAMBLER".

In the report from the officers, National Director / Membership Chairman Bob Oswald reported that he has a set of minutes from the Roanoke meeting. These minutes will be available to anyone who would like to review them.

Vice-President Bill Merrifield gave a report on future programs.

Treasurer Bill Ussery gave the treasurer's report. A copy of the report is on file in the secretary's files.

Secretary Ron Allen reported on a recent visit with Dr. Martin at the Fort Smith Trolley Museum, and on the availability of a locomotive roster. Several members indicated interest in the roster and Ron stated that he will have them available at the next meeting.

Scrambler editor Tom Duggan had nothing to report on the Scrambler. Most members were satisfied with the new 8 1/2 by 11 format rather than the old legal size. Tom said the new format is easier to work with.

Under old business, Tom Duggan reported on the recent booth operation at the Chautauqua. There were several comments on future shows.

There was some discussion on future shows with the booth. The booth will be operated at the Oktoberfest on Dickson Street.

Under new business Bob Oswald introduced a resolution that the chapter charter Car 102 on the last excursion train of the season. The resolution was seconded, voted on and passed. A copy of the resolution is on file with the secretary's records.

There was some discussion of having our November monthly meeting on the train.

Tom Duggan gave a report on the National Director's meeting in Kansas City and the train ride. There was some discussion on a joint meeting with the Kansas City chapter along with the ride.

University of Arkansas
Libraries, Fayetteville
ARK COLL-0V
11:11
Received on: 01-23-04
The Scrambler

July 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
Vice President	BILL MERRIFIELD	751-7163	5278 Silent Grove Road, Springdale, AR 72762
Secretary	RON ALLEN	751-0761	2718 Jean Street, Springdale, AR 72762
Treasurer	BILL USSERY	751-2873	112 Willella Place, Springdale, AR 72764
National Director	BOB OSWALD	521-9714	2511 Elizabeth Ave., Fayetteville, AR 72703
Director	RAY TOLER	751-7810	P.O. Box 6005, Springdale, AR 72766
Director	LARRY CAIN	751-1949	3413 Butterfield Coach, Springdale, AR 72764
Director	GENE SCHMITZ	443-4097	1645 Wedington Drive, Fayetteville, AR 72703
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 1. Please call 501-750-8165 for directions to the Shiloh Museum

The *Durango & Silverton* line has been sold by First American Railways, Inc. to Charles E. Bradshaw, Jr. The previous owner, First American, which also operates the Florida Fun Train, is to receive \$3 million by July 1, 1998. The transaction also involves the sale of stock to Mr. Bradshaw. The existing bank debt will remain in place. First American will continue to manage D & S for one year with Mr. Bradshaw serving as an "active advisor". First American will also have an option to repurchase the D & S for \$3 million for a one year period. The Business Wire press release of June 25, 1998 also contained a series of caveats relating to the future financial viability of First American, weak ridership on the Florida Fun Train, high debt levels and unscheduled repairs to rail equipment. It appears the Fun Train is no fun for First American.

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

Bob & Annie Oswald- Member
2511 Elizabeth Ave.
Fayetteville, AR 72703

Ray Toler stated that we need to start working on the annual Christmas dinner by appointing a committee. Bob Hofer was appointed to the committee. Tom Duggan made a motion that we have the Christmas Dinner at Fred's Hickory House the same as last year. The motion was seconded, voted on and passed. This year the dinner will be pay your own way. The dinner meeting will be tentatively set for December 10th.

Tom Scott reported on a recent trip he took on the steamboat Delta Queen and the associated train and trolley rides. He also reported on the stops in Pine Bluff and Memphis. Tom also mentioned and showed a book he has on the Illinois Terminal Railroad.

Bill Merrifield mentioned the five Sullivan brothers who died in the sinking of a ship in World War II. Their father was an employee of the Illinois Central Railroad.

Bill and Ernestine Ussery were appointed to be in charge of the coffee and cookies next month.

The business meeting was adjourned and a video program. Trains Unlimited, "Steam Trains" was presented by Ron Allen.

Ron Allen
Secretary

Arkansas & Missouri Railroad

Passenger Service Revival in 1999 ?

On Wednesday, June 24 your editor was at the Springdale depot awaiting the arrival of the train. The two-car train, pulled by No. 60, was 35 minutes late and the auxiliary power units that operate the two air conditioned cars were still inoperative due to non-arrival of parts..

While waiting for the train I spoke with an A & M employee who shall remain nameless. The employee stated that Tony Hannold, the now retired A & M President, had indicated a willingness to let a third party operate the

passenger service after November 14 ,1998. Hannold's idea would see the railroad acting as a contractor by providing track, locomotive, two cars, engineer and brakeman for a set fee. The new operator would be responsible for all other aspects including marketing, on board services, and ticketing. Earnest money of \$30,000 would have to be paid up front by the new operator. At least two individuals, one in Springdale and one in Van Buren, are thought to be "interested". The Springdale party was

reported to be planning to make a proposal by the end of June. The Springdale individual wants to run the service with an engine other than the unreliable Alco RS-1 units.

The Chapter's dealing with the A & M over the years have shown that things can change rapidly, even day to day, when dealing with the railroad. Thus Hannold's apparent willingness to permit passenger service after 1998 is not a shock. However one has to wonder whether the willingness is merely a

Passenger Service Revival in 1999 ? (Continued)

public relations gesture intended to lessen the muted criticism heard about the decision to end passenger service at the end of 1998. At the Chapter's Springdale Chautauqua booth on June 13 there were many who expressed sadness at the end of the passenger service. However it also

seemed that a good many of those expressing regret had never actually ridden the train. Perhaps it is the fact that a Springdale-Van Buren trip now costs the average four person family something in excess of \$ 100 to say nothing of lunch or the \$12 boat-lunch trip at Van Buren.

One also has to maintain healthy skepticism about the A & M's actual ability to operate third party trains on a timely basis. The new management has made it crystal clear that passenger service is a distraction from the main business of operating a freight line. By any standard the passenger service is poorer in 1998.

Web Page

The offacial [sic] Arkansas & Missouri Railroad web site is www.arkansasmissouri-rr.com. The home page text is extremely difficult to read as the text is in purple against a dark blue-black background. It had several color photos and the normal complement of spelling and grammar errors that seem to be a hallmark of A & M documents. The site is about eight pages long and contains little significant information. It appears to have begun life in January 1998.

Engine No. 20

Engine No. 20 continues to reside on a siding following the late April cracked wheel incident at Van Buren. The cracked wheel cannot be repaired locally and must be sent out of town by eighteen wheeler. The engine is named after C. Bruce Sterzing,, the former president of the Delaware & Hudson RR. Sterzing, remembered as an Alco loyalist, is well known for the Alco PA-1s used in the passenger service between New York's Grand Central Station and Montreal. The PA-1s were overhauled in 1975 by the Boise Locomotive Works. They were used on Amtrak's New York City- Montreal

service before being sold to Mexico. The D & H gray and yellow paint scheme is a lovely one. Until about a month ago the A & M had the shell of a D & H unit. It was then cut up.

Manitou Update

The former Missouri & North Arkansas business car *Manitou*, destroyed by fire in July 1997, still remains in the A & M's Springdale yard. The south end of the car now has a pronounced bend. Its new neighbor is a baggage car that replaces the CN units stored next to the *Manitou*.

Santa Fe 2903 Has a Moving Experience

C. Kevin McCabe

Remember the saying about the difficulty of passing a camel through the eye of a needle? Try passing the largest locomotive in Illinois over a bridle path, a park, an alley, a parking lot, a construction site, and several city streets—now that's difficult!

The locomotive Santa Fe 2903's first mainline trip in a third of a century began Monday, March 20, 1995, alongside the Museum of Science and Industry (MSI) and ended 11 days later at East Union (Illinois) Station. Between the two dates

and locales was an incredible amount of work and worry, a modicum of swearing, and some of the finest examples of volunteerism in the history of the Illinois Railway Museum (IRM).

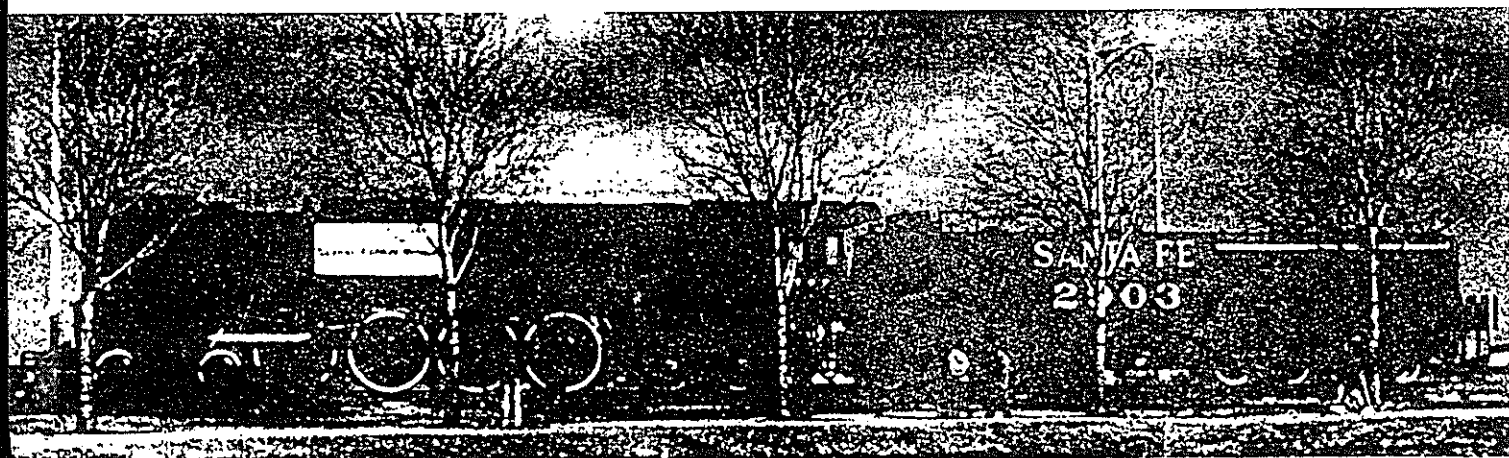
Project 2903 began long before we knew the locomotive would be ours. We sent initial inquiries and requests for help to the City of Chicago, Chicago Park District, railroads, and many others in late 1993. Our formal proposal, presented to MSI in August 1994, after nearly a year of discussions, outlined the process of both moving the locomotive and raising funds to cover the expenses. As we awaited MSI's response

This is the second article of a two-part series about the Illinois Railway Museum.

throughout the fall, the "Steam Team" spent hundreds of hours planning for a move that might not happen at a time not yet known.

We had earlier planned to move during the winter to take advantage of frozen ground. That possibility disappeared because of the long delay awaiting MSI's decision as well as Illinois Central's reluctance to cut its welded-rail mainline when the tracks were frozen. MSI finally gave us the locomotive on December 14, 1994. Since time was not critical (the only restriction would come from MSI's construction of an underground parking garage in late 1995), we planned to make the move in the late spring of 1995 or perhaps even later. MSI agreed—then changed its mind.

On February 17 MSI abruptly told us to move the locomotive by April 1; their planned construction, which could strand the locomotive for



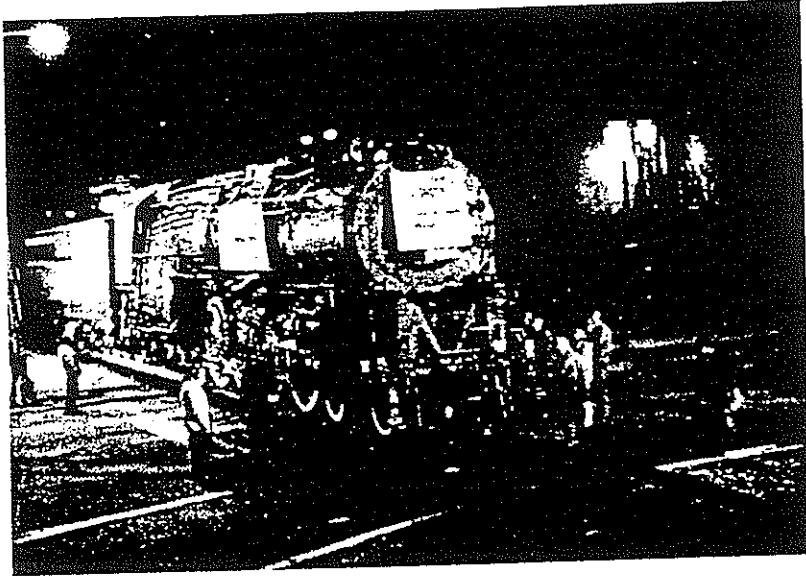


Photo by Dan Paulissen

Early morning of March 22 finds 2903 inching its way across 57th street towed by a Caterpillar tractor.

up to three years, had been moved up to that date. Our carefully crafted timetable was tossed aside while we scrambled to complete all preparations in less than six weeks. Brake system repairs, rod removal, and other mechanical work accelerated to an intense pace despite the coldest weather of the decade. Project Mechanical Officer Bill Fogelis, in particular, worked on the locomotive nearly every day. Permit approvals from the city and park district, agreements to move over private property, coordination with railroads, and other administrative tasks moved as fast as bureaucracy allowed—that is, not very—with uncounted phone calls, applications, contracts, agreements, proposals, negotiations, and some outright begging and pleading.

By early March our target date was the March 20. We had lots of spare time, finish-

ing all mechanical preparations by 4:00 pm on March 19. We didn't have a permit from the park district yet nor signed agreements to go through the parking lot and construction site that stood between us and the Illinois Central, but those were mere details. Santa Fe 2903 was ready to roll!

IRM's volunteers, led by Steam Department Curator Tom Schneider and Bill Fogelis, were also ready. Members Ed Beard, Bob McCutcheon, Ralph Huber, Dan Paulissen, John Wozniak, Bill Delaney, Dale Nagel, Curtis Cox, and others had worked tirelessly with Tom and Bill to get 2903 ready to roll and continued their efforts during the move. Bill Fogelis arranged his vacation so that he could be present full-time during the entire movement of 2903, while other Steam Team members also took time off to

accommodate our schedule. Many IRM members from other departments lent a welcome hand as well. Ken Jamin helped with the crowds while nursing a hand injured in the preparations, Dave Diamond lent his construction expertise, and even General Manager Nick Kallas was seen swinging a spike maul (requiring him to be physically separated from a telephone for the first time in memory). It was extremely gratifying to see such wide-ranging support for the most public project in IRM's history. Now, if we could only find that cooperation for every project.

A day-by-day account perhaps best describes the process. However, there is no way to adequately convey the dog-tiredness after two straight days of round-the-clock work; the frustration of trying for the twentieth time to horse a huge, balky beast around a tight curve; or the absolute satisfaction of seeing the project through to a successful conclusion.

MONDAY, MARCH 20: R.J. Corman's crew was on site and rarin' to go before 6:00 am with two awesome side-boom Caterpillar tractors, an end-loader, a truckload of panel and track, and seemingly endless amounts of energy. Foreman Gary Miller was in constant motion, directing the removal of the fence and side-

walk around the locomotive, the movement of the track panels that once held the *Pioneer Zephyr*, and the setup of the air compressor to run 2903's brakes. The fact that it was raining with a piercing 40-knot gale off the lake dropping the wind chill well below freezing didn't seem to faze the Corman crew at all.

Corman's crew made the work look easy, though it certainly wasn't. Their Cats effortlessly picked up and moved 10,000-pound track panels, which the crew then wrestled into place. Crewmen shoved two panels together, one panel on the ground and another dangling from the boom, and slid a pair of bolts through each rail joint. Once the crew dropped the new panel and tightened all bolts, they leveled the panel with wood blocks and readied the next panel. It was like the "Dance of the Hippos"—fun to watch, but don't get in the way—repeated hundreds of times over the next days.

The crew had removed the knuckles from 2903's couplers, replacing each with a bracket to hold a cable hook. With Cats hooked up fore and aft and coordinated by radio, we could control movement of the locomotive precisely. Where only a single Cat could maneuver close enough, the loco's own brakes could be used with a compressor carried on a track cart behind the ten-

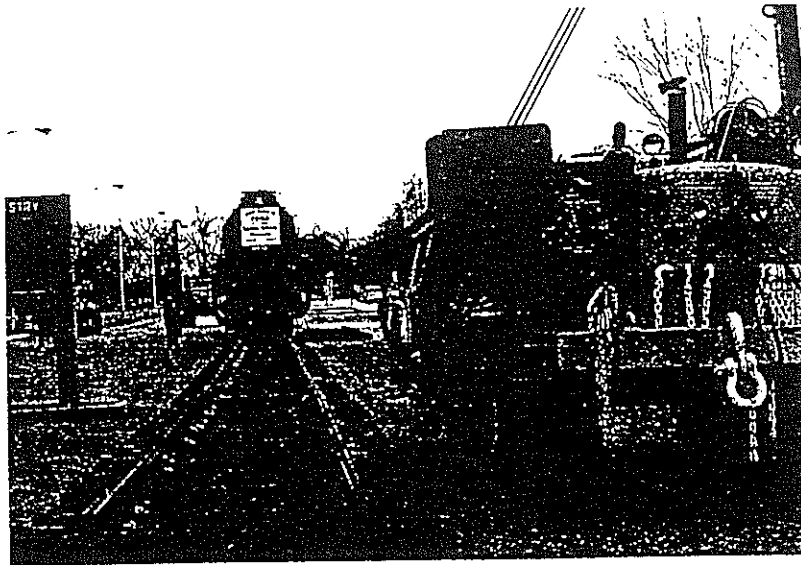
der. The first few short pulls still within the enclosure where 2903 had been displayed went well. All wheels rolled nicely, and the brakes worked as expected. Since the part district had finally faxed our permit to us only a few minutes before (to our relief), we were as ready as the locomotive.

Shortly before noon, the nose of 2903 poked outside the enclosure for the first time to the accompaniment of lots of smiling faces and several long blasts on a compressor-mounted steam whistle. That first pull beyond the fence was not without a moment of panic, though. The panel tracks had been laid over the small hill in front of the loco with an abrupt rise over a very short distance. As 2903's drivers crested the rise, both the lead and trailing truck wheels full cleared the top of the rails. For a few seconds that seemed

to stretch forever, 2903 was the world's largest and heaviest 0-8-0! Fortunately, both trucks settled back to the rails quite nicely, and several hearts started beating again.

We overcame the first of many milestones late that evening by turning 2903 90 degrees to the north. Nearly a day for one turn? Friends, that's speeding. This locomotive hates turns. Roll it forward onto panels that have been gently curved, and the long rigid wheelbase straightens them without effort. Anchor the end of the panels within an end-loader, and the end-loader sometimes moves back right along with the panels. Tighten the curve just a bit too much, and the lead drivers climb up the railhead. For 2903 a 12-degree (480-foot radius) curve is tight. We didn't have nearly that much space for any of the turns.

So how did 2903 make a

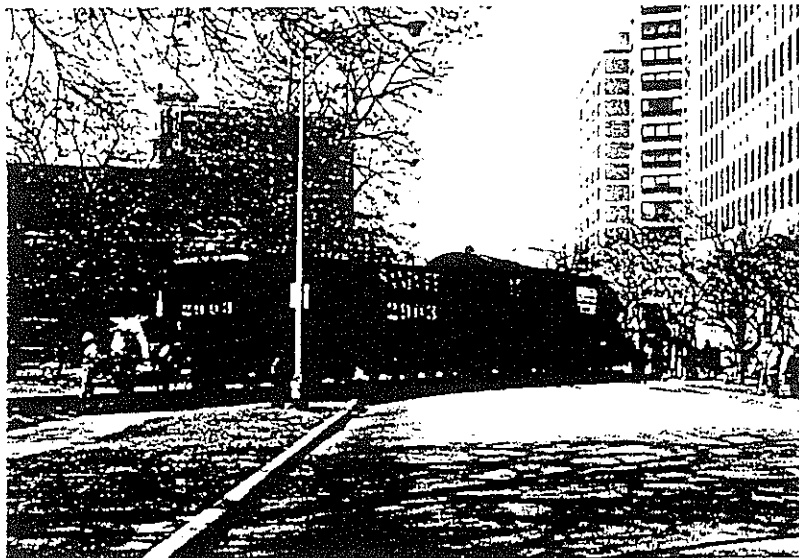


The crew uses enormous Caterpillar tractors to move the 2903 along the panel track.

turn? Just roll it forward on a couple hundred feet of track, shove the back end of the panels over a few feet, roll the loco back, pull the front end of the panels over the other way, and do it time after time avoiding trees, bushes, flower gardens, soft turf, buildings, parked cars, light poles, street signs, stoplights, railfans, reporters, and every other type of obstacle imaginable. After a few dozen zigzags, the locomotive will have turned—maybe 30 degrees. Keep it up most of the day or night, and eventually it turns all the way. By 9:00 pm that first day, we'd completed the first—and easiest—turn.

TUESDAY, MARCH 21: Long before dawn, and after about three hours of sleep, your tired reporter arrived at MSI for a live interview on a morning news show. Actually, I arrived long before the TV crew, who had pushed the interview time back an hour without telling us. Oh well, such is the price for free publicity for IRM.

We planned this as an easy day with a straight shot down the parking lot and across 57th Street, our next landmark obstacle. The local police district approved the street blockage for noon so long as we were clear by rush hour as set forth on our city permit. That schedule held only until the police district that patrolled the other side of



R.J. Corman's Caterpillar tractors tow the 2903 across 51st Street into a canyon of high-rises.

57th got wind of the plans. "No way!" was by far their least colorful response to our plans, despite our best arguments. They finally agreed that we could block 57th Street—but only after midnight, no matter what our permit allowed.

With the change in plans, movement of 2903 for the rest of the day was at a leisurely pace. By afternoon she sat at the corner of 57th Street and Lake Shore Drive, displaying her new "Visit 2903 at IRM" signs to the passing commuters. With the far better weather that had replaced yesterday's bone-chilling rain, we also had our first crowd of spectators. Much to our delight, the crowd seemed excited and happy rather than upset by the disruption, noise, and loss of a local landmark. That favorable attitude continued throughout the move, with more spectators coming

out for the show each day. And we did give them quite a show with a ringing bell and whistle blasts for each movement. We even got applause!

WEDNESDAY, MARCH 22: At three minutes past midnight, the first track panels landed on 57th Street. Less than three hours later, 2903 was safely across the street and the panels were gone. We were starting to get pretty good at this.

Despite the late hour, we did not lack for spectators. Whole families lined the pedestrian bridge over Lake Shore Drive, while many others watched from the nearby high-rises. Drivers intent on turning at 57th Street were more than slightly puzzled by the sight of a 121-foot steel roadblock, and a few had to be convinced by police that they could not drive over the track panels. For that one night we were a better late



One problem in the move along 51st Street and other city thoroughfares is preventing damage to sewers, streets, and water lines.

show than Leno or Letterman. We even provided our own light show. Corman's portable light towers kept fooling the photocells controlling the lighting along Lake Shore Drive, shutting off the street lights until we moved the towers elsewhere.

By 3:00 am 2903 was safely tucked in alongside the Drive, ready to startle morning commuters. The sole casualty was a concrete water foundation near the pedestrian bridge, which leapt out in front of a moving Cat—or so our tired crew claimed.

Just a few hours later night turned to a lovely spring day. With a level bridle path and no major obstructions, 2903 began a dash north on the bridle path alongside the Drive. "Dash" is a relative term, here meaning a few hundred feet per hour rather than 2903's design speed of 95 mph.

Moving the track panels took longer than expected, made all the more difficult by the need to maneuver between heavy Lake Shore Drive traffic on one side and a busy park on the other. Often more than an hour passed between pulls as we unbolted and picked up panels, moved to a truck, drove several blocks north, unloaded, and finally reconnected.

Despite the wait, the crowd continued to build throughout the day with a near-constant line for the prime photo spots by the pilot and cab. Project Press Officer Bill O'Brien and many other IRM members worked the crowd, handing out brochures and fund-raising pamphlets, answering questions, and drumming up interest in the museum. (As an aside, the most frequent comment from the crowd was, "I've never heard of you guys

before." We must do a better job of telling people about IRM.)

The Wednesday pulls were mainly straightforward—literally—with only a few gentle curves. By late afternoon we approached our next landmark and potential obstacle, a pedestrian tunnel running below Lake Shore Drive and the bridle path. Neither the city nor the park district could locate information about the tunnel, so we were concerned about its load-bearing capacity. Although 2903 had passed over it in 1961, that was many decades and tons of salt earlier. With no hard data we followed the standard engineering rule: When in doubt, beef it up. By midday Dave Diamond's construction crew had converted a truckload of ties into a massive column between tunnel floor and ceiling sufficient to support 2903 (and probably a couple office buildings, the Queen Mary, and all of Michael Jordan's earnings for the year). It was almost anticlimactic when 2903 rolled across the tunnel without so much as chipping the paint. As 2903 cleared the top of the tunnel, we noticed for the first time that the small park area by the tunnel entrance was called Promontory Point; what could be a more appropriate place to build a railroad?

We tied up at 54th Street for the evening, amazed not

only by the day's crowd of spectators but also the massive gaper's block on Lake Shore Drive that had stretched as far north as 31st Street. We also laughed over the prospect of tired commuters seeing 2903 in the dim evening light. Imagine a guy after a hard day's work who's stopped off for a few pops at the local gin mill and is now carefully driving home – only to see a huge steam locomotive looming out of the tree line alongside the road.

END OF PART ONE

(This article first appeared in *Rail & Wire* published by the Illinois Rail Museum and is reprinted by their permission. It later appeared in the *Midwest Engineer*. Chapter member Ray Toler thoughtfully furnished the copy of *Midwest Engineer*.

Santa Fe 2903, a 1944 Baldwin product, is one of three Northern on display at the Illinois Railway Museum in Union, IL. The 2903 resided for many years at the Museum of Science and Industry. In recent years the Museum began to run out of parking space. The Chicago Park Commission was unwilling to donate land for more parking space. The Museum needed space and decided to retain No. 999 and the *Pioneer Zephyr*.

The Illinois Railway Museum spent more than \$80,000 on the move including \$50,000 for the contractor. The 2903 is undergoing a cosmetic restoration only. No plans exist to

make No. 2903 operational. A group in Pueblo, Colorado is working to make a Santa Fe Northern operational. There are eight Santa Fe Northern still in existence.

More recently highway construction near the Museum of Science & Industry unearthed an elevator shaft of the Chicago Subway Company. The Illinois Railway Museum was able to salvage an engine and five cars. The two-foot gauge mine equipment is now on display at the Illinois Railway Museum. Chapter members will recall the Bob Oswald program "40 Feet Below" that showed the Chicago Subway Company in operation.

The Museum of Science and Industry has also moved the German World War II U boat to the front of the Museum. Apparently there are no plans to move the coal mine!

Many thanks to Nick Kallas of the Illinois Railway Museum for providing this information. Editor)

Upcoming Programs

Thursday, July 16

Tom Duggan presents "Last Train to Muskogee" the Frisco's line from Fayetteville to Okmulgee.

Thursday, August 20

Bob Oswald presents "Black Diamonds and Shining Rails."

Thursday, September 17

Bob Stark presents his May 1998 Amtrak trip from Kansas City to West Coast and return.

Thursday, October 15

Program needed:

Friday -Sunday, November 6-8

NRHS Directors Meeting and Joint Meeting with KC Chapter in Kansas City.

Saturday, November 14

Chapter trip on A & M combine 102. See last page of *Scrambler*.

Thursday, Dec 10 (6:30 P.M.)

Dutch treat Christmas Dinner at Fred's Hickory House, Bentonville

Meetings are held at the Shiloh Museums's General Store at 118 West Johnson in downtown Springdale. Meetings start at 7:00 PM. All are welcome.

Not many US passenger trains were graced with women's or feminine names

There were not many pre-Amtrak era passenger trains that had feminine names. Below is a list of the few.

East/Northeast:

The Queen of the Valley, A Reading/Jersey Central train connecting Jersey City and Harrisburg, PA

The Phoebe Snow, A Delaware, Lackawanna and Western Train connecting Jersey City with Buffalo, NY. It was named for a fictional advertising character created to tout the Lackawanna's use of clean-burning anthracite coal. Dressed in white, "Phoebe Snow" was pictured in advertisements arriving at her destination clean as a pin.

The Nellie Bly, a Pennsylvania/Reading/Seashore Lines train that ran between Philadelphia and Atlantic City, NJ. Bly was a real-life investigative journalist years ago. While a reporter on Joseph Pulitzer's New York World in 1890, she went around the world in slightly more than 72 days, utilizing various modes of transportation then available to challenge Jules Verne's "Around the World in Eighty Days"

East/Southeast:

The Peach Queen, which connected New York and Atlanta via the Pennsylvania and Southern Systems.

The Nancy Hanks, an early Central of Georgia streamliner connecting Atlanta and Savannah, and its W.W.II successor, *The Nancy Hanks II*. Presumably named for Nancy Hanks Lincoln, a North Carolinian and the mother of the 16th president.

East/Midwest:

The Pocahontas, a Norfolk and Western train that connected Norfolk, VA., with Cincinnati and Columbus, Ohio. Pocahontas was the daughter of a Powhatan chief and as a child of 12 she interceded successfully and prevented the slaying of Jamestown colonist leader John Smith. Later she was kidnapped by the colonists, Christianized and married John Rolfe at age 18. She changed her name to Rebecca.

The Shenandoah, a Baltimore and Ohio train that first connected Chicago and Jersey City and was later cut back to Baltimore and then Washington. Shenandoah, according to promotional literature of the B&O in the late 1930's, is an Indian word meaning "Daughter of the Stars"

Midwest:

The Winona, the ubiquitous Indiana doodlebug that connected northern and central Indiana over Big Four (New York Central) tracks for many years. According to Ronald L. Baker in his *From Needmore to Prosperity:*

Hoosier Place Names in Folklore and History, Winona stems from Winonah, a Sioux proper name given to a first child if it is a female

The Ann Rutledge, a Chicago and Alton, later Alton and briefly Gulf Mobile and Ohio streamliner connecting St. Louis and Chicago. Biographers say Ann Rutledge was Abraham Lincoln's first love; she died while still a young woman. It's no coincidence that the other premier train was the Abraham Lincoln.

The Kate Shelly, a Chicago and Northwestern late-comer between Omaha and Chicago, and later Clinton, Iowa, and Chicago, memorializing the Iowa farm girl who saw a bridge washout near her home more than 100 years ago and warned the approaching train crews.

The Southern Belle, The Kansas City Southern's premier train between Kansas City, MO., and New Orleans.

Printed from the Hoosierland Flyer

Who rides Amtrak? Whoopi Goldberg!

In an appearance on NBC-TV's "Tonight Show" Whoopi Goldberg showed she travels by, and likes Amtrak's long distance trains. Below "J" is program host Jay Leno and "W" is Whoopi Goldberg:

J: (after an earlier crude joke about Amtrak train plunging off a bridge) ...You just came out from New York, right?

W: Yes, by Amtrak, Jay (very pointedly)

J: I still can't believe you came to LA by train.

W: I know that you do not enjoy the train.

J: No, the train, I mean, to me, when you get there in four hours, why take eight days and crash or fall off the track? (Jay makes hissing steam and crash noises) pshht - toot-toot - Hooperville! - phsst - Zooperville! - pshht - Pineville!

W: Now see hear, honey, Pineville, Zooperville, Hopieville — Those are all the "viles" that watch YOU! .. Those are my people honey! You know the Amtrak folks, they take allot of hits from you... They say, "What's wrong with Jay? Why don't Jay like us?" I said, "Because Jay doesn't understand. See Jay has that 'Fly' car. Jay likes to drive" (does steering wheel turns)

J: That's right.. This is America,, You drive!

W: You drive, AND you take the train....!



Northwest Arkansas Railroad History

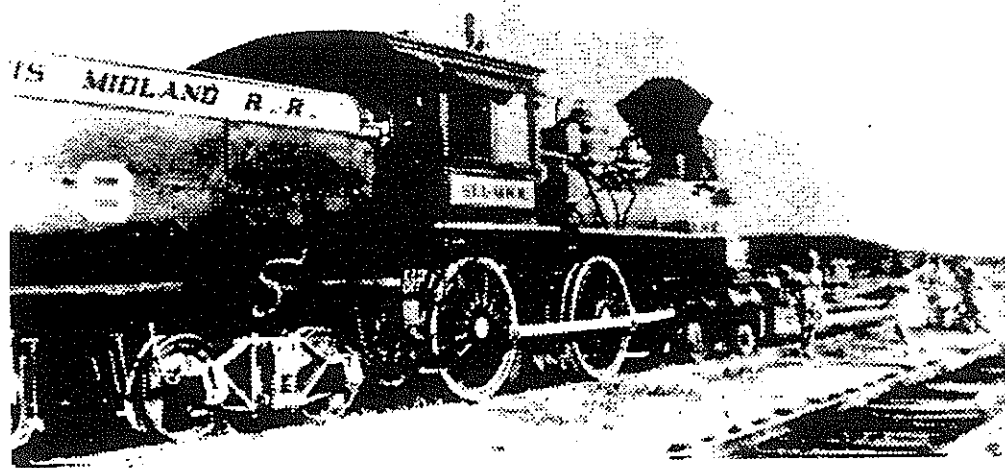


Photo courtesy of the Shiloh Museum of Ozark History, Springdale, Arkansas.

AMTRAK

Oklahoma City Slated for AMTRAK Service By May 15, 1999

AMTRAK operated a special train in Oklahoma on May 27-28. The test train operated from Kansas City to Oklahoma City via Tulsa on May 27. The next day it ran from Oklahoma City to Fort Worth.

The test train was pulled by a 4,200 hp P-42 followed by an AMTRAK

sleeper, AMTRAK dome-lounge car, BNSF #50, and Georgia # 300. One AMTRAK crew was assigned to each trip with pilots from BNSF. (Source -*Making Tracks*-RR Museum of OK)

The new Oklahoma service is planned to start about May 15, 1999 with service from Oklahoma City to Fort Worth using crews based in Fort Worth. The option of using Kansas City was eliminated due to

very heavy traffic on the BNSF. It is hoped that expanded service via Kansas City can be considered at a future date.

(Source- *Friends of Amtrak*)

The lack of Tulsa service is bad news for Northwest Arkansans. However OKC a much easier drive via well maintained turnpikes than the Pig Trail and the poorly maintained I-40 to Little Rock.

Chapter Christmas Banquet
December 10, 1998 at 6:30 P.M.
Fred's Hickory Inn-Bentonville
Please watch this space for more information. This year's banquet will be dutch treat.

1998 Fall Board of Directors Meeting
Kansas City , MO November 6-8

The NRHS Chapter in Kansas City has put together a program of special events for the Fall NRHS Board Meeting including a 140 mile ride on the *Southern Belle* on Saturday , November 7, 1998. Trips are also planned to the Smokey Valley and Midland Valley railroads. To learn more about the events please complete the following pre-registration form. Seating on the *Southern Belle* trip (estimated cost of \$75 per person) is limited to 200.

--- YES Please pre-register me and send convention materials when available. Enclosed is my \$15 check or money order payable to Kansas City Chapter NRHS.
--- NO Do not pre-register me but send registration materials when available.

(Please print)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

DAYTIME PHONE _____ NIGHT PHONE _____

NRHS CHAPTER _____ NRHS # _____

SIGNATURE _____

Please mail this pre-registration form to

Kansas City Chapter-NRHS
Att: George Moore
7308 High Drive
Shawnee Mission, KS 66208

Movie of the Month

A TICKET TO TOMAHAWK

20th Century Fox, 1950, 90 minutes, Technicolor

Anne Bancroft, Dan Dailey, Rory Calhoun, Walter Brennan, Charles Kemper, Connie Gilchrist, Arthur Hunnicutt, Sen Yung.

Among the railroad westerns, this is one of the oddest--but great fun. It has everything: railroaders, badhats, cowboys, Indians (one of whom looks like Mr. T!), and a Chinese laundryman. Plus it's a song-and-dance musical!!

It's 1876 in the new state of Colorado and the Tomahawk & Western Railroad must run a train into Tomahawk before a deadline in order to validate its charter. But there's a 40-mile long gap in the rails and the competing stage company is bound to thwart them. With mules and Arapahos the engine is dragged overland in charge of the deputy marshal (Bancroft) and the unwitting hero (Dailey), a salesman for the Saturday Evening Post.

The film was made on the 3-foot gauge Silverton Branch of the Denver & Rio Grand Western and the locomotive is a Baldwin inside-framed ten-wheeler (4-6-0).

As noted, great fun.

NOTICE

The Chapter has reserved A&M Car No. 102 (the combine) for a round trip Springdale to Van Buren on November 14, 1998, the last scheduled run of the season and possibly the last run forever. The car will be used exclusively by Chapter members of record on June 18, 1998, and, if space is available, their guests. In order to fairly allot seats, the following priority will be used. Regular members may apply to reserve up to two seats no later than August 1st. (If applications exceed seating capacity, we will then have to draw lots.) The reservations will be announced at the August 20th Chapter meeting. If space is still available after that date, seats will be reserved one at a time in order of the time of receipt of the application.

APPLICATION

Yes! I want a reservation for one seat two seats on the final run of the A&M Excursion Train on November 14, 1998. I am a regular member of the Arkansas-Boston Mountains Chapter, NRHS.

Name _____ Phone _____

Address _____

Please bring the form to the July 16th meeting or mail it to Bob Oswald, 2511 Elizabeth Avenue, Fayetteville, AR 72703.

or call 501/521-9714