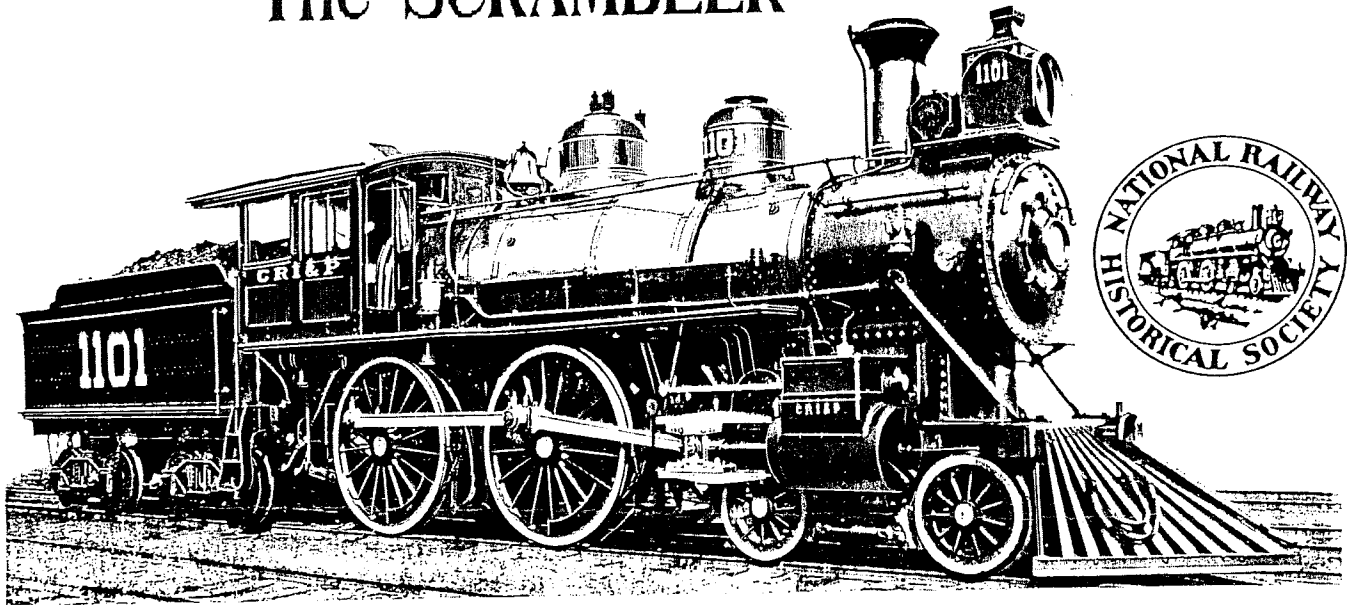


The SCRAMBLER



ARKANSAS BOSTON MOUNTAINS CHAPTER, National Railway Historical Society

VOLUME 5, NUMBER 7

FEBRUARY, 1992

MINUTES of the LAST MEETING

The CHAPTER met for the regular monthly meeting at 7:30 PM on January 16th, 1992 at the "SHOLOH MUSEUM OLD GENERAL STORE." The meeting was called to order by President Ray Toler and the members and guests were welcomed. The guests at the meeting were: Bill & Ethel Schmidt; Bob Rismond; Harvey Ault; and John Womering.

The minutes as published in the SCRAMBLER were approved as published.

The treasurers report was read and shows a balance in the treasury of \$3519.71.

Future programs were announced: Bob Oswald for February; Tom Scott for March; and AD Austin for April.

Officers Report: Bob Oswald reported on activities of the Sunbelt Chapter in Tulsa, on a planned trip on the former Missouri Pacific and KATY lines behind Union Pacific steam, our Chapter's grant to Ms. Julie Mallozzi for her work on the Orphan Train project. He also reported that we have final tentative approval for our tax exempt status from the IRS. As membership chairman Bob reminded everyone that has not paid their dues for 1992 that the dues are due and payable.

Under old business, on the name tag project, Martin Post was appointed as a committee of one to go ahead and purchase the tags. Bob Oswald spoke briefly on the cost of the tags at a local supplier in the Evelyn Hills Shopping Center.

On the change of the starting time of the meeting from 7:30 PM to 7:00 PM a motion was made by Dick Keegan and seconded by Bob Oswald to approve the change. The motion carried.

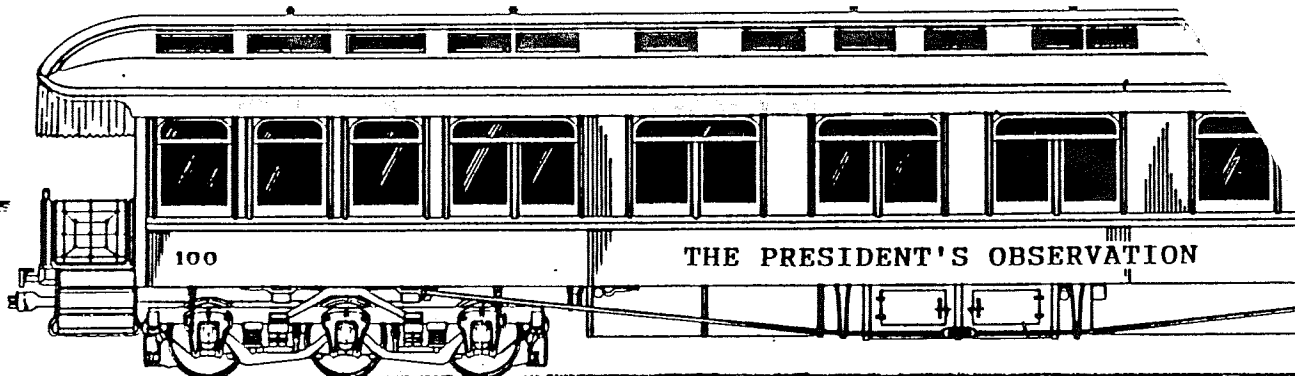
The suggestion to purchase video tapes for the local libraries was tabled until the February meeting.

The business meeting was adjourned and an excellent program on electric traction and PCC cars was presented by Dick Keegan.

Ron Allen

FLASH: ABMT IS TAX EXEMPT! HOORAY!

The Internal Revenue Service has determined that the Arkansas-Boston Mountains Chapter, NRHS, is "exempt from federal income tax under section 501(a) of the Internal Revenue Code as an organization described in section 501(c)(3)." This is an interim determination, with a final ruling due on December 31, 1994. Nonetheless, it means we can accept major contributions and donations and the donors may deduct such contributions from their Federal income tax returns. Bequests, legacies, etc., are deductible from Federal gift and estate taxes. It took a long time, but we finally made it. Ron Allen, Dick Keegan, Bill Ussery and Bob Oswald have copies of the entire document if anybody wants to see it.
RCO



After our January meeting, I talked with Martin Post about our name tags. He is proceeding to procure tags for all members who have paid their 1992 dues which are payable now to Bill Ussery, Treasurer.

Our programs are arranged through April. Anyone willing to present a program should contact Vice President Don Kincy, telephone number 770-0018, or me at 751-7810.

Please remember that our new meeting time is 7:00 PM at Shiloh Museum Country Store.

I'd like to encourage members to submit railroad articles to our SCRAMBLER editor, Dick Keegan. They should be typed, single spaced and camera ready.

Ray Toler, President

Editor:

I've got to take issue with your contention that only home-made videos should be shown at our Chapter meetings. To my knowledge, the number of our members who use camcorders for railroad subjects can be counted on less than all the fingers of one hand. On the other side of the coin, the fan magazines and catalogs list hundreds of professionally made video-tapes. A lot of these are of sufficient interest to the average member to warrant showing. But they aren't cheap and many of our members won't buy them. I truly enjoy our members' own videos (and slides), but if I have a tape that I think the Chapter would appreciate, I would have no hesitation about sharing it at our meeting. RCO

Lemme clear something up here, and perhaps add just the smallest snicker while doing it. So who said you had to use a camcorder? My program last month used tape of the PCC,s from a commercial source, the sound was covered by me in order to more or less personalize it and fit the tape into the time frame we use at the meetings. Your point is well taken and is another thought, as the original point was also - just a thought. ED

ATTENTION: MUSIC LOVERS

The North Arkansas Symphony Orchestra will perform Arthur Honegger's "Pacific 231" at concerts at Bentonville High School (March 7th, 8:00) and First United Presbyterian Church, Fayetteville (March 8th, 3:00). Honegger (1892-1955) was born in Switzerland and spent much of his adult life in Paris. A railroad buff, he composed "Pacific 231" to represent the starting, running at speed, and stopping of a heavy passenger locomotive. The French system of classifying steam locomotives counts axles rather than wheels. If he had lived in Paris, Texas, he might well have titled the piece "Frisco Pacific 4-6-2"! RCO

1-11-92

Dick Keegan from Erv Lewis

From Ripley's Believe It or Not, 5th series, 1954-1958:

If a railroad rail a mile long is raised 200 feet in the center, how much closer together would it bring the two ends?

Answer: Less than 6 inches.

Incidentally, if you were to build a railroad or a highway, or merely to fly, the shortest distance across the United States, it would be from Charleston, SC, to San Diego, CA. (2,150 miles). [from same source].

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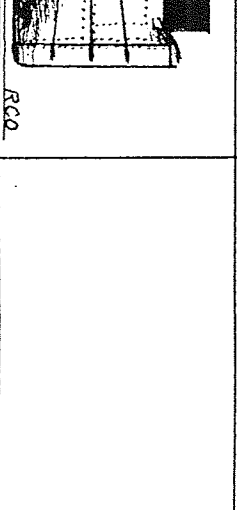
1992 dues are DUE

If your label had a 91 on it, you should get together with Bill Ussery and take care of your 1992 dues - please, we not only need you as a member, we want you as a member and friend. This is the last issue of the Scrambler you'll get. (OK who's the wise guy that breathed the sigh of relief??)

The SCRAMBLER was a train, in case you thought it had to do with radio reception or a guy wot could fry eggs only one way.

Barton Jennings has recently resigned as General Manager of Ouachita Rail Road, ElDorado, Arkansas to attend the University of Tennessee, Knoxville, Tennessee, where he is working toward a Ph.D. in Business Administration with major emphasis in the field of transportation. While at the University of Tennessee, he will be involved in transportation research and have some instructional duties. An early project will involve work on seminars for Short Line Rail Roads which are to be conducted by the University. Barton has a Bachelor of Science in Construction Technology from the University of Arkansas at Little Rock and a Master of Science in Civil Engineering from the University of Virginia. He has previously worked for the Arkansas Missouri Rail Road and for Union Pacific. He and Sarah send their regards to all their friends in Northwest Arkansas.

Rec'd from Barton's Mom

	Day Saturday	saw its vated elec- when Liven ed Railway s).	7	14	21 John Stevens char- tered first railroad in Pennsylvania (1823). It did not open until April 16, 1834	28	
MT BULLETIN BOARD Meeting: MARCH 19, 1992 : TOM SCOTT RV Video Tape							

NAT
1-17-92

Rail technology falling, expert says

The Associated Press

WASHINGTON — After pioneering railroads, America is missing the train while it “studies to death” existing technology for high-speed rail systems, one expert says.

But the United States will catch up and by the turn of the century and superfast trains will be highballing on several U.S. lines, predicts Joseph Vranich, whose book “Super Trains: Solutions to America’s Transportation Gridlock” went on sale this week.

France, Japan, Germany and Italy now lead the fast-train set and by the end of the year Spain also will run 155 mph trains, Vranich told a mix of transportation officials, commuters and onlookers at Union Station on Thursday.

Britain, Scandinavia, South Korea, Taiwan and Portugal also are climbing aboard.

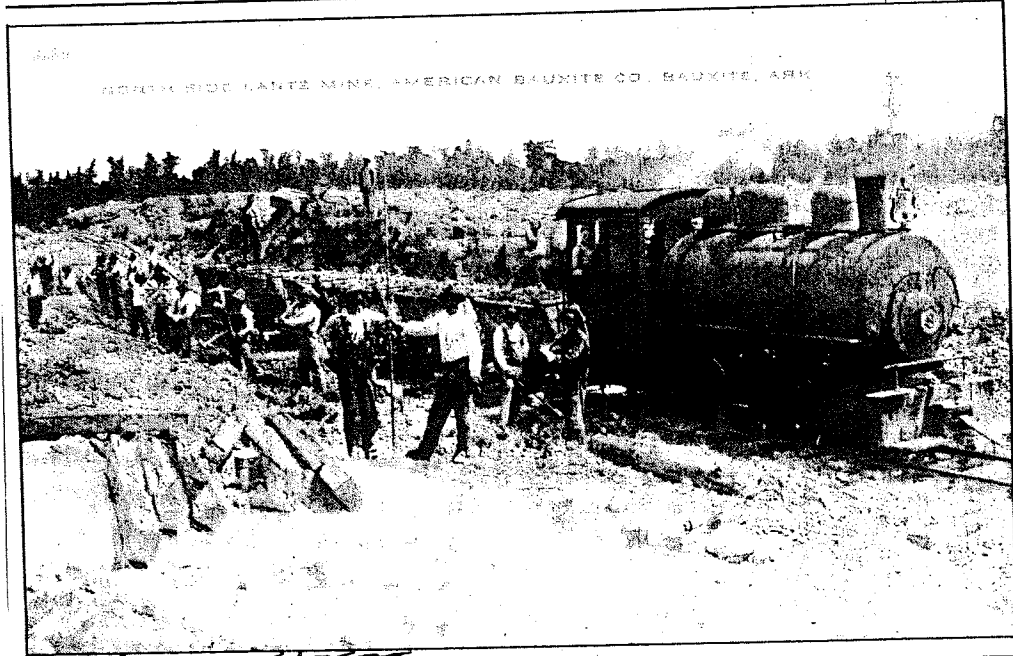
Americans who visit Europe and Japan are asking why this country doesn’t boost the speed and frequency of its trains, Vranich said. The magnetic levitation demonstration line planned at Orlando, Fla., will prompt them to demand it, said Vranich, who once worked at the Boeing and Grumman aerospace firms and later for Amtrak.

Millions of passengers daily in Europe and Japan routinely ride steel-wheeled trains at around 150 mph and several countries will soon have magnetic levitation, speakers said.

Magnetic levitation, or maglev, trains have no wheels. Cushioned by air, they glide over a guideway at planned speeds more than 300 mph.

A combination of bureaucratic inertia and pressure from airline and highway interests has limited U.S. rail progress to “preliminary studies, final studies, marketing studies, policy studies ... incremental studies and believe it or not, studies of studies,” Vranich said.

“This is ridiculous,” he continued. “We should be building high-speed train systems” instead of “creating bigger and bigger stacks of paper.”



DEMOCRAT-GAZETTE

Bauxite, circa 1910 — Vast deposits of bauxite were discovered in Saline and Pulaski counties in the early 1890s and mining on a large scale followed. The General Bauxite Co. opened a mine and processing plant in 1897, but the Pittsburg Reduction Co. is credited as the founder of the Bauxite community in 1907.

— Steven Hanley



Little Rock, circa 1908 — It was busy day in the capital city. Note the man boarding the streetcar and the vendor selling his wares from a cart shaded by a large umbrella. The Bowser store on the right sold furniture.

— Steven Hanley

COURTESY ARKANSAS DEMOCRAT-GAZETTE

Frisco Bridge to celebrate centennial

MEMPHIS — The historic Frisco Railroad Bridge linking Memphis and West Memphis will celebrate its centennial in 1992, the *Memphis Business Journal* reported last week.

Before its construction across the Mississippi River in 1892, “there was no railroad link in the lower Mississippi Valley, all rail traffic traveled through St. Louis,” John Hopkins, a preservation consultant, said in the story.

“The bridge opened a reasonable rail link to the Southwest,” he added. From an engineering standpoint, “the bridge is an important American landmark as one of the first cantilever bridges. It’s the longest single-span railroad bridge in North America.”

Hopkins and directors of Memphis Uniport Association are discussing plans “to pull together an assemblage of historic trains and call it the ‘Great Railroad Parade,’” the *Memphis Business Journal* said.

Dick Keegan from Erv Lewis

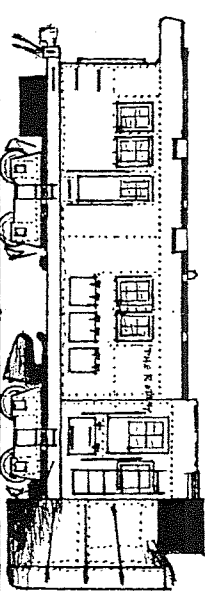
From Ripley’s Believe It or Not, 5th series, 1954-1958:

If a railroad rail a mile long is raised 200 feet in the center, how much closer together would it bring the two ends?

Answer: Less than 6 inches.

Incidentally, if you were to build a railroad or a highway, or merely to fly, the shortest distance across the United States, it would be from Charleston, SC, to San Diego, CA. (2,150 miles). [from same source].

MARCH 1992

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
1 The UP/CP junction was moved from Promontory to Ogden, Utah (1870).	2	3	4 7 persons killed in rear-end collision on PRR at Mt. Union, PA (1853).	5	6 England saw its first elevated electric railroad when Liverpool Overhead Railway opened (1893).	7 John Stevens chartered first railroad in Pennsylvania (1823). It did not open until April 16, 1834	
8	9	10 NOTHING	11 HAPPENED	12 THIS WEEK	13	14	
15	16 First train across Niagara suspension bridge (1855)	17	18	19 ABMT 7:00	20	21	
22	23	24 THIS IS A	25	26	27	28	
29 New York Central passenger train wreck at Amhurst OH killed 27 (1912).	30	31	"The Rotary" 1918 ALCO Cyl: 18" X 26" BP: 190 psi Wt: 204,000 lbs WB: 22' 0"				

TRIVIA CORNER

In January, 1890, over 12 feet of snow fell in the Sierra Nevada Mountains in the space of 48 hours. This was followed by a brief thaw, then an abrupt hard freeze which turned the snowpack into a vast icefield. The Central Pacific R.R. lost 9 engines into ditches and ravines before deciding plans were useless. Their San-Francisco-Portland line was closed for 64 days, the longest such blockade recorded in the United States.

ABMT BULLETIN BOARD

Next meeting: MARCH 19, 1992
 Speaker: TOM SCOTT
 Topic: LRV Video Tape

LOVE OF THE STEAM LOCOMOTIVE. From inside it is a different story. Between second and third quarters when I was a student, or attendee is perhaps a better word, I had an opportunity to work on the Burlington. The Q we called it, had no reference to the pigtail of a gentleman of the Chinese persuasion, just a shortening of the CB&Q reporting marks.

During this very short stint as a brakeman, it was my fortune to ride the cab of a C&S 2-10-2 out of Sterling, Colorado. We were a 110 car local from Sterling to Alliance, Nebraska. The trip was not noteworthy in other than the seating arrangement. I noted the head brakeman's seat was just behind the fireman, and was welded to the side of the cab, an all steel affair using the brakeman's persona for cushioning. The fireman's seat on the other hand, had about a 4 inch thick cushion with inner springs. Now on the other side of the cab, the engineer's seat was a 6 inch thick inner spring seat on a steel frame with a welded steel pipe for mounting. This steel pipe fitted over another steel pipe that was welded to a steel flange which was welded to the cab floor. Inside these two steel pipes was a compression spring, thus giving the engineer about twice the springing as the fireboy had and about umpteen times the springing and comfort offered the head brakemen.

As the railfan would percieve the locomotive coming down the track regally belching steam and smoke, we inside the cab were treated to a ride rough enough to cause stomach cramps. The ride was rough enough to cause me to go back and ride on the tender. We were an oil burner - speaking strictly of the Baldwin of course, and as such the fireman would get a scoop of fine sand and run it through the firebox every few minutes. Those of you that think the engine crew wears the bandana around their necks to look good, have never ridden in an oil burner. The sand goes through the firebox, flues and up the stack. On this journey, which is intended to clean the flues, the grains of sand get somewhat dirty. This dirt is passed along to anyone in the way when the grains of sand obey the law of gravity. At the end of the trip, one is bounced, dirty sanded and having a steam whistle that aims in all directions at once, you are also just a little deaf.

I recall the fireman on the Plainville branch of the Union Pacific upon finishing his first trip to Plainville from Oakley in a new GP-7 - his words, "Don't let them take it (the diesel) away." The little 400 series consolidation used on the branch was a coal burner, hand fired.

A lady to whom I was trying to sell a refrigerator, lived just south of Concordia, Kansas on the Union Pacific branch from Junction City. She was hanging out her wash as I was explaining the features of the refrigerator when the UP train, pulled by one of the little 400's, came by. I was entranced, muttered that I should have brought my camera, while the lady said, right out loud, "Oh that is a DIRTY train."

Washday using the good old solar dryer, and steam trains using coal for fuel might not always hit it off. The utility of the train and the task it performs are somehow lost when one's clean wash is being given what for by cinder laden smoke. The fact that perhaps some of the food the washer woman will eat in the next few days might just be on that train is somehow lost when it appears the wash will have to be done over.

On the other hand, while living in Norton, Kansas, the CB&Q branch from Republican City, Nebr. to Oberlin, Kansas was still steam operated using some of the longest boilered 4-4-2's I had ever seen. There was an armstrong turntable at Oberlin, as well as a single stall engine house. The service was three times per week. A 1953 flood took out much of the Rock Island and Burlington right of way between Almena and Oronoque, Kans. As a result the Q obtained trackage rights over the Rock Island between those two points. The Rock in those days had really good track and the Rocky Mountain Rocket to traverse it at 79 miles per hour. The Q engine crews were delighted with 18 miles of great track and were known to stretch the legs of the little Atlantics when on

this track. The instance I remember most was the final steam trip, the two Atlantics had been cleaning up the track that was abandoned between Norton and Oronoque, and headed back to their Nebraska terminal that was now Orleans. Republican City had been relocated and the old townsite inundated by Harlan County reservoir. They made a double header of the two Atlantics and left Norton as though they had the presidential special tied on. My Dad happened to be visiting and also saw this departure, his words, "Those guys would rather be doing that than eating a big piece of cake," Well put Pop.

ASH

RE: The Julie Mallozzi "Orphan Train" Grant

"I think that this is highly significant, for it demonstrates that NRHS is much more than riding trains. This project reaches out to the wider community and demonstrates that we take our name seriously - that we are an historical society. I am delighted that your chapter is adding to this grant."

Robert Terhune, Regional V. P., Southwest Region 12-10-91

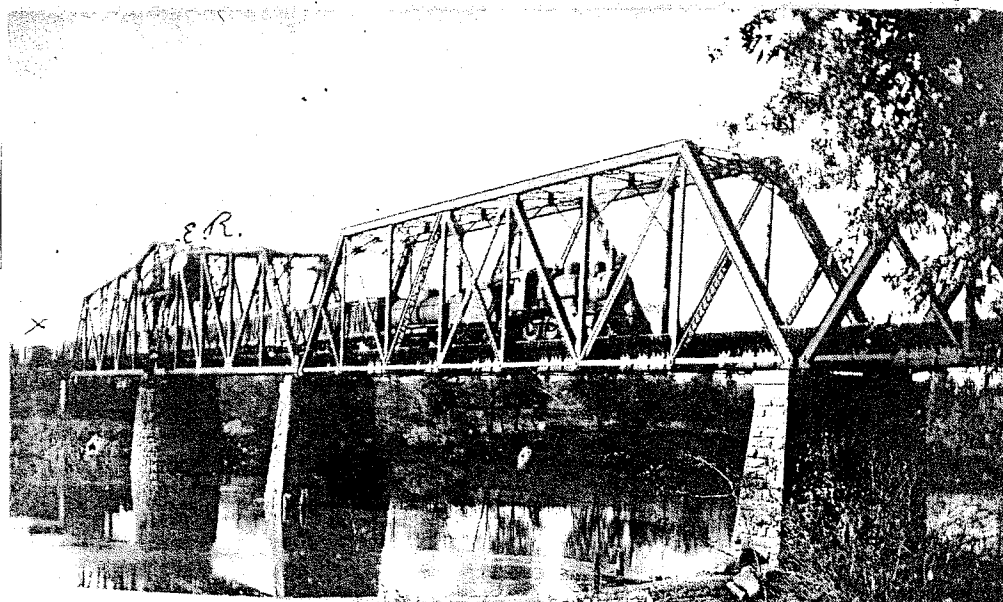
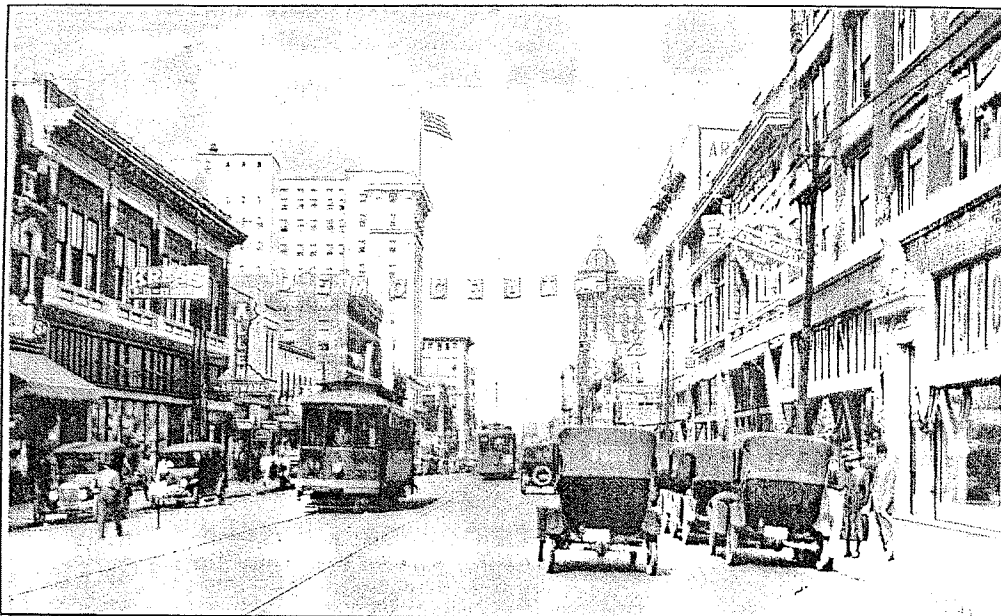
"I think this is really very outstanding, and I am grateful and appreciative of your chapter's understanding of the necessity to assist rail history preservation at all costs."

Raymond A. Wood, President, NRHS 12-23-91

"I would like to thank you for your generosity in contributing to this project. I had a wonderful time on my trip to Arkansas. The train ride to Van Buren was certainly the highlight of the reunion. We all had a lot of fun, with the beautiful railroad car and the scenery. The footage I shot during the train preparation and ride will likely serve as a frame for the film, to introduce it and wrap it up. I will be sure to send you all a video copy of the film upon its completion this spring."

Julie Mallozzi, Harvard College, Cambridge MA 1-4-92

Little Rock, circa 1920 - This card shows the capital city's Main Street looking north from Seventh Street. Note the Kress store on the left, the Omer and Dobyns Furniture and Piano Store on the right and the banner identifying the *Democrat*, which today is the *Democrat-Gazette*.
- Steven Hanley



Newport, circa 1908 - The card shows a railroad bridge over the White River near this Jackson County community. Tradition has it that the town's name came from its rising importance and predominance over Jacksonpost, the "old" port.
- Steven Hanley

ARKANSAS BOSTON MOUNTAINS CHAPTER NRHS, OFFICERS

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Vice Pres: Howard Tefft 4210 Spyglass Dr. Springdale, AR 72754 750-2698
Secretary: Ron Allen 2405 Backus Springdale, AR 72764 751-0761
Treasurer: Bill Ussery 112 Willella Pl. Springdale, AR 72764 751-2873
Nat'l. Director: Bob Oswald 2511 Elizabeth Ave. Fayetteville, AR 72703 521-9714
Editor: Dick Keegan 150 Cypress Ln. Rogers, AR 72756 925-3671
Director: Neil Reingoudt 15005 Bethel Black Top Rd. Prairie Grove, AR 72753 846-4987
Director: Robert Lundeen 1008 W. Maple Springdale, AR 72764 756-3710
Director: Dick Keegan 150 Cypress Ln Rogers, AR 72756 925-3671

Next meeting: Bob Oswald will be in pursuit of trivia in our next meeting, should be one not to miss. The pursuit of trivia brings quite a lot to mind, will be extremely interesting to see what Bob has in store for us.

HOW ABOUT: having a photo night the same way that we have had A&M (artifacts and Memorabilia) nights. Could have a contemporary photo night, pictures taken in just 1992, then perhaps either another night for older pictures, as older as you want to make them. Can be B&W prints, color prints, or slides. As most of us have photographic equipment of one description or another, should make for an interesting program. As I started to mention up above, the older photos could be another program, or merely a part of a single photo night. For our December meeting we had you bring your favorite slides, should be interesting to see what your closets hold in the way of prints.

How about asking Martin Post to share some hints with us as to good photo locations along our nearby rail lines. This almost means A&M and KCS and perhaps BN. The BN line that goes through Neosho isn't too far distant.

Chiltons celebrate 50th anniversary

Congratulations

Congratulations

Mr. and Mrs. Maurice U. Chilton celebrated their 50th anniversary recently with family and friends. Florence Elva Spence and Maurice Udell Chilton were joined in marriage Dec. 19, 1941 by Reverend D. Wesley Doak at Glenwood

Methodist Church in Tulsa, Okla. They have 4 children: Ann Wilcox of North Hollywood, Calif.; Nancy Warmack of Rhea's Mill; Pat Potter of Houston, Texas and Rosalie Pipkin of Houston, Texas. They also have 9 grandchildren.

Membership in ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society is easy.

Meetings....ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABM \dagger) ... 3rd Thursday each month .. except December. annual dinner meeting. Place....Shiloh Museum's 'General Store' building, Springdale AR. Time....7:30
..... Visitors are welcome at all meetings

Dues of ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABM \dagger) of The NATIONAL RAILWAY HISTORICAL SOCIETY (NRHS) consist of two parts: a) ABM \dagger plus b) NRHS

Dues year .. January 1st thru December 31st. Half-year payment .. June 1 thru September 1. Dues are:
Regular Membership: ABM \dagger Chap. & NRHS.....\$ 26.00.
Family Membership: ABM \dagger Chap. & NRHS Family.....\$ 28.00.

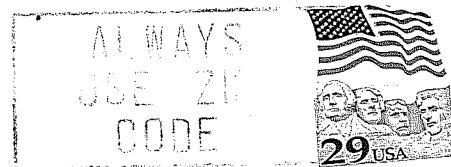
Members of other National Chapters, become an ARKANSAS-BOSTON MOUNTAINS member, pay ABM \dagger 's Chapter dues: \$12.00. Please include membership number, & Chapter paying your National dues.

Payment to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply .. ABM \dagger of the NRHS.

During membership you receive copies of ABM \dagger 's newsletter .. THE SCRAMBLER & NRHS's .. NATIONAL BULLETIN.
More info call: Ray Toler, Pres. 751-7810..Springdale or Bob Oswald, Nat'l Director 521-9714..Fayetteville

Send your Name, Address, City, State, Zip and Phone numbers (Home & Work) to:

ARKANSAS-BOSTON MOUNTAINS Chapter
National Railway Historical Society
150 Cypress Lane
Rogers, AR 72756



Richard B. Schreibman 91
601 Park Ave.
Fayetteville, AR 72701-3436