

THE SCRAMBLER
ARKANSAS-BOSTON MOUNTAINS CHAPTER
of the National Railway Historical Society

P. O. Box 562
Fayetteville, AR 72702-0562



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Editor: Ken Albrecht * * * * * Issue #15 * * * * * October 20, 1988 * * * * *

ALL ABOARD!!! ABMT's meeting is set for Thursday, October 20th, 7:30 PM, Shiloh Museum's, "General Store" building on N. Main Str... near the corner of 118 W. Johnson St., Springdale, AR.

This month's speaker is Louis Brown. He will be showing slides on locomotives, both Steam and Diesel. Louis's father was a railroad man, so Louis's interests cover the whole field of railroading including modeling.

Ervin Lewis has sent me an article about the rebirth of Washington D.C.'s Union Station, with the question, will this help to restimulate interest in restoration of KC's Union Station. Item appeared in the Kansas City Times 9-21-88. The article will be on the head table Thursday night.

Steve Roberts sends us these reports:

To give you a better answer to your question concerning the "Scrambler", I talked with Dave Adams who was a Road Foreman in Ft. Smith during the late 70's. He thought the Scrambler was numbered #3730 or #3740. It started out of Springdale and turned at Monett. There was a local that ran out of Springfield everynight and turned at Monett also. They made a connection in Monett for much of the Springdale and Rogers tonnage. The #3730 would also switch enroute at Purdy, Seligman, Garfield, etc... Dave thought that the Fayetteville cars were set out by the through freight #731. The return train, #730, would pick up all northbound cars in Northwest Arkansas and return to Springfield. I guess the Scrambler ran a caboose hop to Monett. This makes sense though, the dispatchers wouldn't have to worry about making a meet at Monett with the two locals to exchange traffic. All they would have to do is make sure that the Springfield local would get to Monett first to deliver the Arkansas traffic. I'm sure Tony can tell you how unpredictable the BN is in trying to make these double connection meets everynight.

The #3710 and #3711, that I mentioned previously, came into effect during the same period of time. These two trains were operated trying to accomplish the same task as the Scrambler. I'm not sure which came first. The Frisco ran these two locals from Springfield to Fayetteville one each way each night. They handled the same traffic that the Scrambler did plus northbound tonnage from Northwest Arkansas also. The local ran with two 4 axle units and tied up every morning at the Fayetteville depot. I believe they used one of the local's units for the Fayetteville switch job during the day. Again, my information may not be purely accurate. Have someone ask one of the A&M's former Frisco men, they probably could give us more info.

I don't have any earth shaking news to report from this part of the country. The Hannold's new locomotive is being transferred in Chicago tonight and will be in Galesburg tomorrow. Tony may have told you that they have acquired another Alco C420, this one from the Essex Terminal. I'll attempt to get a shot of it while in transit.

The C&NW settled its labor issue - Congress stepped in. I found an interesting pro-management newspaper article that I have enclosed.

FOND MEMORIES

What is that special feeling one has for the railroad trains? Is it the headlight waking you as it shines through the bedroom window while you're lying there wondering where the train and its passengers are going? Is it the feeling of wishing you were on it as the last lights go into the distance? Perhaps it's the sound of the lonesome whistle now that the cars have all passed and you are left behind listening to the train fade away.

I believe that my relationship with railroads stems from a time when I was a child watching the trains from my grandfather's front porch. This was a great place to sit and watch the trains because there were many businesses close by, for which the trains would do switching. My grandfather would take me with him around to the various businesses and we would visit with the workers. It was always nice to share the fire with men at the box factory on a cold day.

Trains helped us schedule our day. We would rise with the 7 a.m. eat supper with the 6 p.m. passenger, and go to bed after the 10 p.m.

Now that the trains come no more, they are missed, but there are many fond memories and whenever there is a train around, I can think back to a wonderful time in my life.

Cotton Belt's 819 to run trip..Pine Bluff to Tyler TX.

Ray Toler reports that SSW #819 will be carrying Cotton Belt employees on a three day round trip from Pine Bluff AR to Tyler TX. Below is the trip schedule:

Saturday, Nov. 5th

8:00 AM....leave Pine Bluff AR... 11:00 AM....arrive Camden AR....
...Locomotive and consist to be on public display at Camden.
16:00leave Camden AR..... 18:30arrive Texarkana....
Over night layover Texarkana

Sunday, Nov. 6th

8:00 AM....leave Texarkana..... 9:45 AM....arrive Mt. Pleasant TX.
10:15 AM....leave Mt.Pleasant..... 12:15.....arrive Tyler TX.....
...Go immediately to wye for turn-around...then back to station
for public display 14:00 till 18:00.

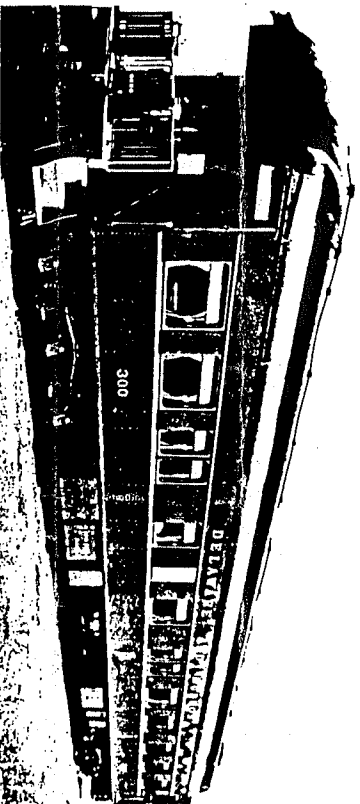
Monday, Nov. 7th

8:00 AM....leave Tyler..... 10:00.....arrive Mt.Pleasant TX
10:30.....leave Mt.Pleasant..... 12:15.....arrive Texarkana
12:45.....leave Texarkana..... 15:15.....arrive Camden AR
15:45.....leave Camden..... 18:00.....arrive Pine Bluff

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DELANE A. HEDSON

The President's Observation



To take good pictures or videos of SSW #819, take the time to look over maps of the route. Better still, actually drive the route, preferably about the same time and direction as the train will be going on the day you intend photographing. This will do a number of things for you: 1st You'll be familiar with the route and roads. 2nd You can pick photo locations. 3rd You will know where traffic problems may occur and locate other possible ways around them. 4th You will find out if there are passing areas. 5th You may get some good shooting of other trains on your scouting trip.

Remember that there will be other railfans as well as the commercial RR video companies that will be vying and jockeying for positions to pace the #819 engine and shot pictures of her as she moves along. Unfortunately many of these people are not very considerate, or thoughtfull of others who want to take pictures too or who even want to pass to move between stationary picture taking location, let alone the general public that is trying to drive somewhere that happens to take them along the train route. Their thought is, "to hell with you, I got here first", and don't kid yourselves some of them will pace the engine the whole two or so hours between stops. In any case don't get frustrated, pass, speed, take unnecessary chances, or

have an accident, it isn't worth it. Also there are apt to be police either cruising with you or patrolling the area.

"Prior Planning Prevents Poor Performance"

James Bryan: Bob Besom, Director, Shiloh Museum, and I, Martin Post, President of the Arkansas-Boston Mountains Chapter, of the National Historical Society, along with all members, thank you for the lone of the "Bull Horn". We were able to hear Bob Oswald above the distractions of traffic, mowers, and barking dogs. James is the Director of Fayetteville's awards winning High School Bands. Thank you, we wish you many more awards this school year.

National Railway Historical Society Fall Directors' Meeting will be held Nov 12-13, 1988 at Miami FL. Dadeland Marriott Hotel. Bob Oswald, our National Director is not going, therefore your President is empowered to designate another member of ABMT Chapter as National Director for this particular meeting. If anyone is interested please let me know quickly, so that arrangements can be made. "A fun-packed, rail-oriented weekend" is planned: Friday night the 11th, 7:30 PM orientation meeting, slide show "South Florida Railroadng: Past, Present, & Future". Saturday AM escorted Metrorail tour, including control center & shops. Then ride downtown Peoplemover. Evening, charter busses to the Gold Coast RR Museum for Paradeque, entertainment, visits to exhibits & a short Steam-powered train ride. Sunday AM after buffet breakfast..Board meeting. Registration fee \$15.00 per person + plus \$11.00 per person for Gold Coast RR Museum dinner.
The meeting is open to all NRHS members, but only one Nat'l Director per Chapter.

It is getting near the end of your current officers elected office year. I have selected: John Glass II, Tony Hannold, and Bill Ussery as the nominating committee. If you have suggestions for officers for 1989, talk to them. Every member in "good standing" is eligible to hold office, including members of the nominating committee, and all current officers. Nominations also may be made from the floor on election night.

SHORTLINE RAILROADS of ARKANSAS by Clifton E.Hull, Copyright 1988, paperback, ISBN 0-944436-00-5. If three or more people are interested in buying a copy, we can purchase them at \$21.00, regular price \$24.75. Delivery takes 3-4 weeks.

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I hope you are enjoying getting to know our members better through the "Feature Article". I am. They're good, they're fun, they're interesting. I also learn to correctly spell members names. Mike, I apologize, I have been spelling your last name without the "l". In the '30s, as a child I rode Pullmans between St. Louis and New England area many times, with and without parents (even at age 10). Mike's "lonesome whistle at night while lying in bed", brings back a memory of the only time I was homesick. I was away from home and parents, for several months and late on a quiet night, way off in the distance, I heard that lonesome wail of a train whistle. Thanks again, fellow! So when I approach those of you who have not yet submitted a "Feature" don't be bashful! The only thing we ask, is try to get items to us 10 days to two weeks before meeting night.

Our newsletter is one of our means of communication, particularly to those members who can't get to a meeting. It's nice to know what is going on in the industry, what the rail news is, or any special train movements, (such as noted in this newsletter). Most of us don't know, hear, or see very much about what is going on, but many of you have sources; papers, magazines, other clubs, groups, or friends, from which or whom you pick up bits and pieces of information. Don't assume that your editor or I know about it (whatever "it" is), contact us, and maybe "it" will appear in the newsletter with your name as source credit. Think of all the information Steve Roberts has written to us...thanks Steve. If you have something of interest pass it on.

While on the subject of our newsletter.....cost: 1), printed at Kinko's is \$.06/per side (for either 8 1/2" X 11" or 8 1/2" X 14"). They print two sides & correlate. 2), Postage \$0.25, 1st oz. (6-sheets 8 1/2" X 11" or 4-sheets 8 1/2" X 14", adding 5th sheet and scale is floating, with address & stamp, could be too heavy) 6 - 8 1/2" X 11" printed = \$.72 + postage \$.25 = \$.97. 4 - 8 1/2" X 14"

Printed = \$.48 + postage \$.25 = \$.73. 3]. Address Labels \$.01 ea. 4]. Photo copying material for cut & paste and making master copy, have cost which becomes smaller fraction with more paid-for distribution copies. 5]. We are also mailing many complimentary copies. Currently most of our newsletters are 4 printed slides...\$.24 + postage \$.25 + address label \$.01 = \$.50 + prep & Master copies, + complimentary copies. Has anyone ideas as to how we can reduce costs...or...ways to raise money for the treasury?

As you have noted at the top of the newsletter: 1. We are trying one of the suggested titles. Also you have read the information about "The Scrambler" that Steve Roberts furnished earlier in this issue. He suggested I verify the info, which I have done and it seems correct to my contact. Train #s, still need confirmation. Again, Steve thanks for your interest and research. 2. Also you will note that we have a Post Box (562) address in Fayetteville, to which all Officers have the combination.

At the end of the newsletter we are following the Little Rock Chapter's example, to encourage new members to join ABMT. As of this writing, we have 37 members.

It will help Bob Besom, preparing publicity, if the speaker immediately following the current month could have a program title or subject, type program (slides, movies, video, or other) and a general thumb-nail sketch of the subject, along with a short personal biography, particularly RR interest. Bob uses this in putting together the Museum monthly events calendar and publicity. While giving this info to Bob, also tell Ray Toler, Program Chairman. Ray then can pass the info along for the Newsletter.

Martin Post

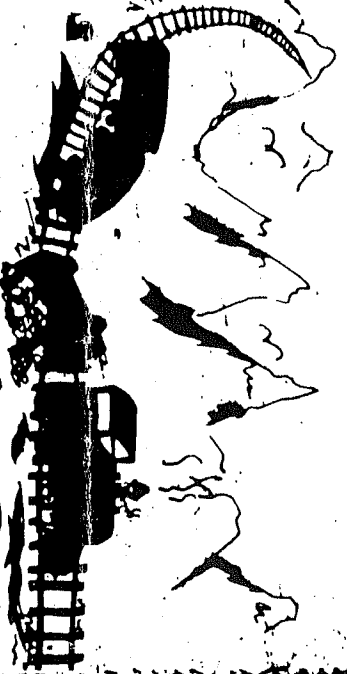
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Next month's meeting is Thursday Nov. 17th, speaker: Mike Condren

See you all Thursday 20th, 19:30

From the desk of

Steve Roberts



MY JOB

I'm not allowed to run the train
The whistle I can't blow.
I'm not allowed to say how fast
The railroad train can go.
I'm not allowed to shoot off steam
Nor even clang the bell.
But let the darned train jump the track
And see who catches hell!

Camp Springs, VA

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Join the ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society.

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

Dues year runs from January 1st thru December 31st. For the year 1989, dues are: a) ABMT...\$12.00 b) NRHS...\$12.00/Individual --or-- plus an additional -- \$2.00/family [(NRHS) family \$14.00]Individual Total \$24.00 ---or--- Family total..\$26.00.

After June 30th of a year, individual dues are halved: a) ABMT \$ 6.00 b) NRHS ... \$ 6.00 [family remains ---- plus \$2.00] ... Individual Total 12.00 --or-- family total..\$14.00.

Members who pay National dues through another Chapter, can become a member of ARKANSAS-BOSTON MOUNTAINS Chapter by paying only ABMT's Chapter dues...[part a)]. Please include name of Chapter thru which you pay National dues and your membership number, when completing application.

Payment is to....Arkansas-Boston Mountains Chapter.....or more simply...ABMT...

During membership term you are entitled to a monthly copy of ABMT's newsletter.

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

ARKANSAS-BOSTON MOUNTAINS Chapter - NRHS
P.O.Box 562
Fayetteville, AR 72702-0562

Meetings.....

ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) of the NATIONAL RAILWAY HISTORICAL SOCIETY meetings are held the 3rd Thursday of each month ... weather permitting. The place is the Snitch Museum's General Store building, on North Main at corner of 116 West Johnson, Springdale AR. Time 7:30 PM. Agenda starts with a business meeting followed by a program. After the program the meeting is adjourned for socializing, refreshments and home.

.....Visitors are always welcome.....

Speaker and topic may be subject to change.....

1989 Dates.....

October 20th Lewis Brown.....Slides, Locomotives, Steam & Diesels
November 17th Mike Conaren..... Slides, FCS
December 15th Bill Osberry.....Slides, National Transportation Museum, St. Louis etc

1989 Dates.....

JANUARY 10th Tom Scott.....
FEBRUARY 16th (open for chg of special)
MARCH 16th Rusty Myers..... Tourist train operation w/Frisco #4003