

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: Issue #18 19 January 1989
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B-O-O-O-A-R-D!!! ABMT's meeting is Thursday, January 19th, 7:30PM, weather permitting. Meeting location change....First National Bank - Community Room, Mill St., Springdale, AR. First National Bank is on the North-West corner of Emma & Mill streets (one long block east of Main). The Community Room is one-half block north of Emma, just north of an alley, west side. (From our regular location...east 2 blocks, south 1/2 block).

Bob Beasom thinks that we can be back in the relocated "General Store" building for our February meeting. This depends on good weather for the building move and time to hook-up plumbing, electricity, heating & air conditioning. We'll let you know in the next newsletter.

Our speaker is Tom Scott. Tom will have a slide program on the Illinois Terminal Railroad. You can see by "This month's member article", that Tom is very familiar with his subject.

Member's Feature Article ... our speakers biography pertaining to his subject:

TOM SCOTT and the ILLINOIS TERMINAL RAILROAD by Tom Scott

Tom Scott spent his early childhood in Urbana, Illinois, hoping some day to become motorman of the four-wheel Birney street cars then serving the twin cities of Urbana and Champaign and the university campus between. His first out-of-town rail travel took place on the heavy-weight electric interurbans of the Illinois Traction System, later to become the Illinois Terminal Railroad. These cars travelled at impressive speeds across central Illinois from Danville on the east, near the Indiana border, west through Decatur to Springfield, and from there north to Peoria and south to Saint Louis. For decades these trains' frequent schedules served the area well.

Tom finished growing up and went to college along the east coast, and he became familiar with commuting rail services out of New York and Boston, and with Boston's extensive network of subways and trolley lines. Then during World War II and afterwards Tom spent eight years in the merchant marine, helping to navigate three different cargo ships around the world but managing to ride trains for only a couple of days in India.

Many of the ships were laid up only a few years after the war, so Tom returned to Urbana, Illinois and did graduate work in geography with an emphasis on transportation. Out of all this came one study of the railroad freight traffic crossing Lake Michigan on the train ferries, and another examining the Illinois Terminal Railroad.

In the early 1950's the Illinois Terminal Railroad still operated the most extensive electrically-powered passenger service in the Midwest; and it also handled substantial movements of coal, grain, and other freight that originated along its lines. Tom's slide program describes the Illinois Terminal Railroad only a few years before its trackage was divided piecemeal among half a dozen larger railroads, and just as Tom began twenty-five years of teaching geography on the campus in Fayetteville.

In the recent and forthcoming weeks train or railroad scenes appear frequently. AETN has had several programs: Sunday Jan 8th ... Masterpiece Theatre's "A Wreath of Roses" starts with a number of British RR shots, including a suicide by train. Thursday Jan 12th ... The Arkansas Traveller - ride an old steam locomotive which has been restored in Pine Bluff, [819]. A week or so earlier a western, "Dodge City", with Errol Flynn, part of which involved the building of a pacific railroad aired with some great shots of an old steam train with passenger equipment racing across open prairie etc.

Sunday night, January 15th. Masterpiece Theatre's "A Very British Coup" is supposed to have some railroad station, train, and interior scenes.

Wednesday January 25th an episode on NBC's "Unsolved Mysteries" will be shown about the Orphan Trains. Below is an article that appeared on the front page of the Northwest Arkansas Times, Fayetteville, Saturday Jan 7 1989 by Kay B. Hall.

Northwest Arkansas Times, Sat., Jan. 7, 1989
FAYETTEVILLE, ARKANSAS

Area residents in 'Unsolved Mysteries' episode

Orphan train show airs Jan. 25

By KAY B. HALL
Times Staff Writer

Tune in those televisions.

More than 50 area residents will be featured in an upcoming episode of NBC's "Unsolved Mysteries," a show that allows viewers to watch re-enactments of real-life and sometimes bizarre missing persons cases.

The episode, which airs at 7 p.m. Jan. 25, will re-create the search by three orphan train riders for their natal families. Many orphans were separated from siblings when placed with foster families during the time known as the "Orphan Train" era in the early part of this century.

Filmed in area

Filming of a portion of this weekly series took place throughout Northwest Arkansas last November in Van Buren, Springdale, Johnson and Eureka Springs. Planning, casting and taping involved 10 months from start to completion.

It all began last April when Johnson resident Mary Ellen Johnson, director of the Orphan Train Heritage Society (OTHS), received a phone call from Cosgrove-Meurer Productions (CMP) of Los Angeles.

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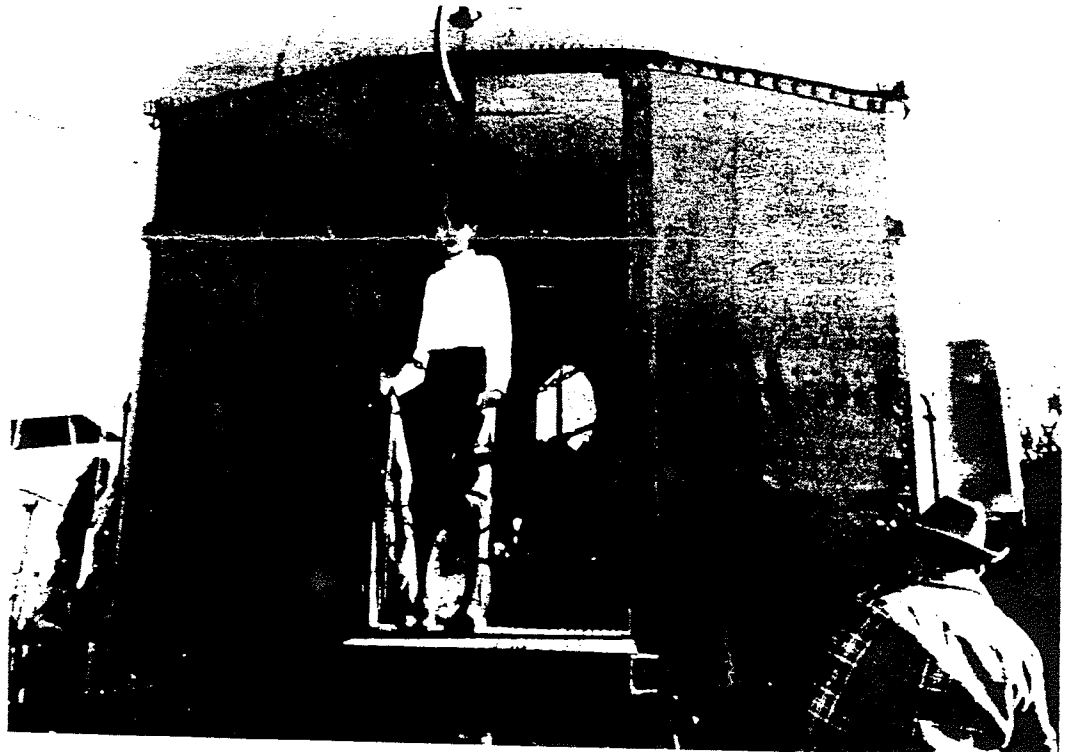
She was asked to help during production as technical advisor; she also hired horses and buggies for filming and helped cast the characters used to portray the orphan train riders.

Just over a year ago Johnson formed OTHSA and started mailing out a quarterly publication, "Crossroads," to subscribers, libraries, museums and historical societies.

Her organization flooded newspaper offices with letters to the editor telling the importance of preserving documents, photographs and memorabilia connected with the 75 years during which orphans from New York foundling homes were placed in foster homes across the United States.

Director

David Vassar, a Hollywood film director, flew to Fayetteville to meet



Photos by Mary Ellen Johnson

Jesse Clark, of Fayetteville, in a scene during filming last November for an "Unsolved

Mysteries" segment, which will air Jan. 25 on NBC.

with Johnson last August.

These meetings included negotiations with Tony Hannold of the Arkansas-Missouri Railroad, and Bob Dortch of the Eureka Springs-North Arkansas Railway, to discuss the trains and depots needed for filming.

Three orphans whose stories are used in the episode are Algie Braly of Prairie Grove, Sylvia Wemhoff of Humphrey, Neb., and Francis Murphy of Preston, Mo.

A casting call was held Nov. 1 and over 200 men, women and children came dressed in period costumes, hoping for a part.

Murphy

On Nov. 3, Murphy, of frail health due to a heart condition, was interviewed in Johnson's home. The taping went well, Johnson said, noting that Murphy talked of his unsuccessful search for a red-haired sister he'd known so briefly and from whom he'd been separated.

After the interview, she said, Murphy asked, "Did I do all right? Will this really be shown on national television?"

Vassar told him, "It certainly will be on national television, and you did very well."



Filming was also held at Van Buren's historic depot.

Reassured, Murphy slumped forward in his wheel chair, victim to the heart disease diagnosed only months earlier.

Sylvia Wemhoff, one of the orphan train riders, and Annie Azzarite, production coordinator, administered CPR to Murphy but to no avail. Murphy had lived just long enough to tell his story.

Local woman cast

Camille Kittrell, a Springdale woman, was cast as the orphan agent who accompanied the children on the shooting of the Murphy scenes. She said the cast was told of his death on the final day of shooting.

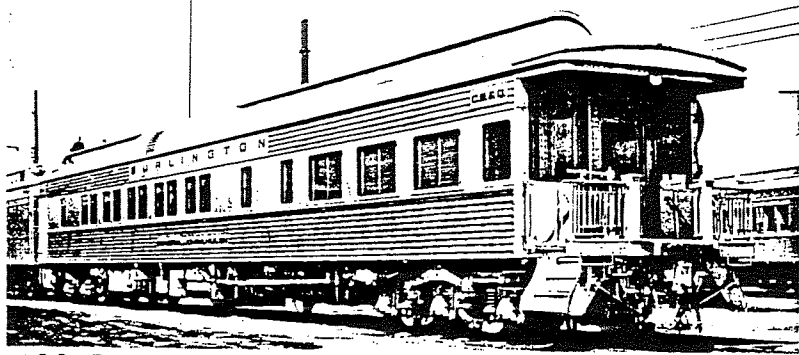
Miraculously, the film was not spoiled for them, Kittrell said. Instead, they were made aware of how important the program had been to him. It made them even more determined to do a good job.

Much of the shooting that first week in November has since gone the way of most film (to the cutting room floor), but according to Kittrell, the cast and crew in front of and behind the cameras understood how the "stranger than fiction" story of Francis Murphy overshadowed the entire production.

February's speaker is Rusty Meyers, Van Buren Excursion Train Possibility ?

Plans are underway to apply for a grant that would fund a feasibility study for an excursion train between Van Buren and other locations in Arkansas. Officials hope the train will be a tourist attraction. Passenger cars needed could cost as much as \$50,000. (Van Buren Press Argus Courier - Nov 17, 1988 thru the Arkansas Railroader - Jan 1989)

The President's Observation



'89 Dues are Due

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I want to remind those of you who have not sent in your '89 dues, now is the time.

Regular Membership: ABMT Chap. & NRHS.....\$ 24.00
 Family Membership: ABMT Chap. & NRHS Family.....\$ 26.00
 Associate Membership: ABMT Chap., NRHS thru another Chapter....\$ 12.00

Check should be payable to: Arkansas-Boston Mountains Chapter of NRHS or more simply....ABMT of NRHS.

Mail to: Arkansas-Boston Mountains Chapter of NRHS, P.O.Box 562, Fayetteville, AR 72702-0562. or bring payment with you to Thursday's meeting, Ken George will have your new membership card.

Our dinner meeting was very good. 34 turned out for the banquet including many spouses or parents and 4 visitors. Bill Ussery put on a good program, particularly one that is hard to photograph ... equipment that is close together in a static museum. Service was good, the Christmas trees, white lights, red bows, table decorations made for a festive evening.

One important piece of business that transpired [Bob Oswald's term .. Railroaded] was the reelection of all the old officer for another year: President .. Martin Post, Vice President & Program Chairman .. Ray Toler, Secretary .. Ron Allen, Treasurer .. Ken George, National Director & Membership Chairman .. Bob Oswald.

Our Treasurer's report indicates we are operating in the red. To help put a little money in the treasury, my daughter, Dossie Post, who is in advertising came up with the idea of a Hanes sweatshirt with our chapter logo stencilled on the front. I had an example of one at the dinner meeting which Ken George purchased and will bring to Thursday's meeting. I need to correct a statment I made to Anne Oswald, about changing of the stencil color. The one I showed was Maroon on Tan, and I said it could not be changed. That is wrong. We can change the stencil color, but each time we make a change it costs \$10 for a clean-up. Cost, one color, stenciled on sweatshirts to ABMT is just under \$10, which we would distribute to those who want one for a \$15.00 donation. Ken tells me his wife finds the sweatshirt cozy warm and also has sparked some interest in ABMT. Please let me know if you are interested in getting one or more ... I see no reason to reserve them for members only. Just because we are a non-profit organization, does not mean we have to operate in the red, if you have a suggestion for a money idea, tell me .. the officer will look in to it and present it to the members for consideration.

Steve Roberts would like to see the ABMT Chapter get involved in an historical preservation project about the railroads in the northwest area of Arkansas, both complimenting and enhancing the works of Bob Winn's Railroads of Northwest Arkansas and other articles and Clifton E. Hull's Shortline Railroads of Arkansas. The idea is to look for any type railroad information in county records, newspaper files, even those newspaper printers that are no longer in existence, but that may be preserved in some library, historical groups, or where ever. Also try to obtain first hand reports from people who are still around that may remember information or stories about any of the railroads that once operated in this region. We should look for pictures, with dates and locations, if possible, as well as maps, drawings, sketches, illustrations, cartoons, timetables, advertisements, you name it, anything that pertains to the railroads: make copies of anything you find. This should also include stories of hitting John Doe's cow, buggy, auto, any type accident .. court records might be another place to look. Steve has an idea for preserving and presentation what we gather in a scrap book form. He has a book about a particular town in this type format. Think about it, it would not be hard to start, just talking with a long time resident would bring out some story, information or lead. The St.Paul Branch outing brought forth people who knew the trains, the lines, had pictures and one lady had even ridden to school on the train daily. We need someone or group to head this project.

Martin Post

1/14/89

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Steve Roberts .. Reports:

11-24-88

I've had a busy month since vacation in October. The first week of November, BN

can four separate business car movements across my territory in three days. I was a busy fellow riding trains. On one of the movements, the marketing dept. escorted a tacomite customer from the iron ore range in Minnesota to East St. Louis. They rode in five business cars on the rear end of a 135 car "ore Jenny" train. We always operate business car trips utilizing power braking (air brakes and throttle used together) on most train make-ups, this type of braking keeps the slack stretched out. the short heavy ore trains are immune to it though. I bet it was an adventure spending two days on the rear of one of those "cracking whips". I wonder how many bowls of soup were spilled?

The last two weeks [remember letter date] have been filled with derailments for our Division. Seven cars derailed on my CT040 coal train. A sharp flange picked a switch point. I spent a cold wet Friday night and Saturday with Hulcher picking up coal cars off their sides. We replaced the torn up track with panel rail, so the whole process went quickly. We had two other small derailments that week. This week started up where last week left off. Monday, the 21st, we had three more derailments all within a 45 minute period. The dispatcher's office was hopping. Six cars on an empty coal train derailed at Sessor IL. Another train derailed at Centralia blocking most of the yard lead. My #13812 local derailed four cars leaving an industry track at Macomb IL. It blocked the mainline for four hours, delaying three priority trains.

Last night, I had another derailment at Vermont IL. in which three engines and two loaded box cars spread the rail and dropped in. We worked until midnight "frogging" one of the engines back onto good rail. The others will wait until Hulcher gets off holiday pay tomorrow. We gave up trying to block, frog, jack, and winch them up. Our 120 ton truck crane was useless also. We'll get Hulcher's "side winder" cats to pick them up and walk them to good rail. We had barely started cleaning up last night when the dispatcher called across the radio to inform us that we had another derailment at Sessor again. It was nine cars this time. I told the trainmaster in Centralia that I wasn't trying to compete with him for the most derailments, so he could stop anytime he wanted.

We are seeing some of our new M-K rebuilds in Galsburg. The GP40's are designated as GP40m and are numbered in the 3500's. The GP35's are designated as GP39m and are numbered in the upper 2800's. So far I've seen 3501, 3502, 3504, 3505, & 2875. I wonder if the 2875 is the class number for the GP39m's? Yesterday, I saw an LMX unit with a different nose paint scheme. The old scheme has an inverted "V" white stripe on the nose. It's still there, but red paint has been added below the "V". The front panel containing the number boards is red also. It's an eye catcher. The unit I saw was LMX 8518. I don't know if it is a color scheme change or just someone playing around with the paint in Lincoln, NE.

The Ringling Bros. & Barnum Bailey red circus train came through last week enroute from Centralia to Omaha, NE. I think we interchanged the train at Centralia IL. with the Illinois Central. Two years ago, this train passed through Galesburg nine times criss-crossing across the mid-west between performances. We were entertained on one of these trips by watching them water the elephants down at the trimmer end of our yard.

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Steve again wrote on 12-21-88. He wished us all a Merry Christmas and hoped the banquet went well. The following is direct from his letter.

So far, we have doged the snow up here. I can't believe it is nearly January and we haven't received any accumulation yet. We did have a few days where the thermometer dipped down to zero. All the ski slopes north of us in Northern Illinois and Southern Wisconsin have sufficient snow to open up though. I traveled to Minneapolis earlier this month for a meeting and they had gotten an 18 inch blast right after Thanksgiving.

While in the Twin Cities, I checked out the local rail yards. Soo Line's Shoreham Yard roundhouse was full of retired locomotives. I spotted 6 Southern SD-45's, 6-8 N&W SD35's, 20(?) Conrail (nee PC) GP-7's, 6-8 Milw. GP-40's, and a random smattering of Soo Line GP-7's, GP-30's, & SD-40's. I don't know if the Soo Line was planning to rebuild the units or if they had leased out the facilities to someone else who was rebuilding them. I found one of Soo Lines rebuilt slugs too. The CN&W SD-18's (nee Southern SD-24's are still working in the Cities. I spotted 3 at Union Yards. The CN&W is totally occupying the Minneapolis Jct. shops now. BN moved out a few years ago. The smaller two stall shop has been razed, but the larger roundhouse is still there. They had their usual array of GP-7's sitting around. I didn't do very much photographing -- the sun was wanting to go down at 3:30pm. I did slip by BN's Northtown Yard. I didn't see anything unusual there.

Space limitations make it necessary that I continue the rest of Steves' 12-21-88 letter next month. Isn't it nice to have Steves letters? Thanks!!!

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See you Thursday 19th, 7:30 PM, Springdale's First National Bank's, Community Room.

FEBRUARY 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
5 First patent on 4-4-0 type locomotive issued to Henry R. Campbell (1836).	6 Pennsylvania RR commuter train derailed at high speed at Woodbridge, NJ (1951). 84 killed.	7	1 Tunnel under Mersey River (Liverpool to Birkenhead) opened. (1886)	2 Grand Central Station, New York City, opened. (1913).	3 Wm. C. van Horne born Joliet IL (1843). Completed Canadian Pacific to Vancouver.	4
ST. LOUIS GREAT AMERICAN TRAIN SHOW						
12 Abraham Lincoln born Hodgenville KY (1809). Defended CRIEP after "Effie Alton" collided with bridge at Davenport IA in 1855.	13 Richard Trevithick's first locomotive run at Pen-y-darlan, Wales (1804).	14 Last run of AT&SF "California Limited" (1915).	8	9	10 Illinois Central Railroad chartered (1851)	11 Atchison & Topeka RR chartered (1859) Later A.T. & S.F.
KANSAS CITY GREAT AMERICAN TRAIN SHOW						
19	20 Edward H. Harriman born at Hempstead NY (1849). Financier & railroad magnate.	21 O.C. Perry robbed NYC "American Express" at Albany NY (1892). Loot about \$27,000 never recovered.	15	16 Canadian Pacific Railroad chartered (1881).	17	18 West Ark Model RR Assoc. meet - Ft. Smith
PRESIDENTS' DAY						
26	27	28 Baltimore & Ohio Railroad chartered (1827).	22	23	24	25 Pennsylvania Railroad rechartered as a private corporation (1847). Succeeded state owned R.R.
KANSAS CITY GREAT AMERICAN TRAIN SHOW						
TRIVIA CORNER Oliver Curtis Perry robbed the New York Central's "American Express" twice. The ex-brakeman first held up the express car, while moving, on September 30, 1891, and escaped with several thousand dollars. Captured after the second robbery, noted above, he was sentenced to 49 1/4 years at Auburn State Prison. He died at age 65 in the Dannemora State Prison for the Criminally Insane.						
ABMT BULLETIN BOARD Next meeting: Feb. 16, 1989 Speaker: Rusty Meyers Topic: Excursion Train Possibility						

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

Meetings.....

ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) of the NATIONAL RAILWAY HISTORICAL SOCIETY meetings are held the 3rd Thursday of each month ... weather permitting. (Normally) the place is the Shiloh Museum's 'General Store' building (building being relocated for museum expansion), 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.....

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:

Regular Membership: ABMT Chap. & NRHS.....\$ 24.00

Family Membership: ABMT Chap. & NRHS Family.....\$ 26.00

Associate Membership: ABMT Chap. only, NRHS thru another Chapter....\$ 12.00

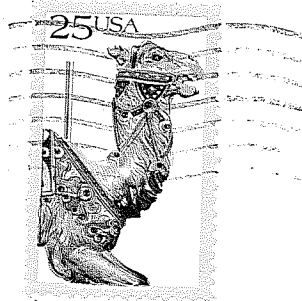
Members who pay National dues through another Chapter, can become a member of ARKANSAS-BOSTON MOUNTAINS Chapter by paying only ABMT's Chapter dues...\$12.00. Please include name of Chapter thru which you pay National dues and your membership number.

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

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

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

ARKANSAS-BOSTON MOUNTAINS Chapter
of the National Railway Historical Society
P.O.Box 562
Fayetteville. AR 72702-0562



SCH*45 0121BCC1 01/21/89
NOTIFY SENDER OF NEW ADDRESS
SCHREIBMAN
601 PARK AVE
FAYETTEVILLE AR 72701

Richard B. Schreibman
45 Raymond Terrace
E. Norwalk CT 06855

Northwest Arkansas Times, Wed., Jan. 11, 1989 3A
FAYETTEVILLE, ARKANSAS

Fayetteville dinner, excursion train making first run, Jan. 18

READERS: For those who have written to inquire about reservations and further details about the Dinner Train, here is an update.



Bob Dortch, President of E.S. & N.A. Railroad, says that they are planning the first run for Wednesday, Jan. 18. The proposed schedule is a 6:30 p.m. departure for Winslow on Wednesday through Sunday each week. The round-trip will take approximately 2½ hours. As the schedule gets under way, plans are being considered for daytime trips on Saturdays and Sundays.

Reservations are being taken now. The number to call is 442-7113.

Just Ask!
By Endy Kaye

- Regular dinner train runs Wednesday through Saturday.
- Depart at 6:30 p.m. from the Old Frisco Freight House.
- Dinner served as you ride to Winslow and back.
- Reservations suggested.
- Select from several popular entrees when making reservations.

(501) 442-7113



ES&NA Railway
"At the Old Frisco Freight House"
548 Dixon Street
Fayetteville, AR 72701

Ask about the excursion car which accompanies our dinner train.

