

the Section. by Bob Oswald. with photos from the Shiloh Museum collection. Nice job, Bob.

Mike Condren has a photo in Trains. March 1989. Vol.49. No.5 issue. page 15, "Railroad News Photos". about A&M's Tribute honoring Chris MacDermot by christening C420 #60 for him on Nov.17, 1988. Great picture Mike.

Most of you may have received a notice of the 19th Westark Model Railroad Area Meet to be held at the Ft. Smith, AR., Sheraton Inn. 5711 Rogers Ave. (2 blocks west of I-540 Rogers Ave exit), Sat. Feb. 18th. There is a varying fee depending on your participation. Mike Condren & Bill Robbins will put on a slide program featuring the "Dardanneille & Russellville Railroad" starting at 13:45. It was because last year Steve Roberts and I saw Mike's "Frisco" show that we asked him to put one on for our chapter....now we don't have the luxury of Mike being around to put on a program on a whim. I suggest you try to attend. There will be swap tables and you will be able to buy .. models, slides, books, magazines, etc.

Railroads on TV ... Feb. 20th, Monday night 20:00 (8:00PM) AETN Chanel 13 in this area will have The Romance of Indian Railways. Billing description in the AETN Program Guide reads. "Part travel, part history & part romance, this documentary follows Englishman Mike Satow, operator of the railway museum in Delhi, as he travels across India collecting information & material about the sub-continent's historical railways."

The Great American Train Show will take place at the Kansas City, MO., Municipal Auditorium, Saturday, Feb. 25th, 13:00-19:00, & Sunday the 26th, 11:00-17:00. There will be several operating layouts of various gauges, plus a large variety of railroad material for sale. [From the Jan. '89, KC Chap. of the NRHS, "The Local"].

A reminder for those who may be traveling to or thru Harrison AR. The Missouri & Arkansas Railroad Museum, Inc. is located at Central & Cherry Sts. The '88 annual meeting was held late in December. [From Harrison Daily Times, Dec. 1 '88, via The Arkansas Railroader, Feb. '89]

The first Katy locomotive repainted in November in UP's No. Little Rock shop, was MKT 315 and renumbered UP 2346. UP plans to repaint & renumber 157 MKT units over three years, when shopped at No. Little Rock. Some units will not be painted, but will operate in MKT color until machanical failure at which time they will be taken off roster. [Katy Flyer, from The Arkansas Railroader, Feb.'89].

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Steve Roberts ... Reports

Letter of 12-21-88 continued

Back home, we have adopted a pet U-boat, UP #560 has been running in and out of Galesburg for two weeks now. We still get SP and ATSF power out of KC and lately, we have seen GT power coming out of Chicago. I photographed Bar #96 last week. I didn't check the computer for a shipping bill, but I think it was probably returning from Chrome Locomotives in Silvis, IL. after being overhauled.

The LMX's are receiving the red paint on the nose ... I spotted #8508 today with the new color.

Since I (Steve Roberts) spoke to you last, I have received some new territory. We had a Trainmaster resign in Quincy, IL. The territory has been divided and I was given the line from Burlington IA. to West Quincy, MO. I gave up the Beardstown line to another Trainmaster. It was a fairly even swap except there is considerably more customer work and switching on this new line. I have two switch engine jobs working Keokuk, IA. that handle approximately 1,200 customer cars a month. We run a daily local and 3 or 4 coal trains a day on this line. I still have my Galesburg to Quincy territory. It sees about 19 or 20 trains a day now. [He also enclosed some news updates put out by BN's communications dept. ... which will be on display at the meeting].

Steve said he tried to photo a couple of ATSF trains west of Galesburg over one weekend, but now remembers why he stopped all he saw, was a 70 mph whoosh. One shot per train, no pacing for that second shot.

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Steve's letter 2-6-89 said he wants to spread some more propaganda:

Winter has arrived. It's -1 degree and snowing at time of writing, with about 6 inches already on the ground. It's been a rough week for both the railroad and me. We had a 52 car derailment in Montana that shut down our northern line for over two days. We were not able to detour over our trackage rights on the Montana Rail Link because of another derailment on them. Minus 30 & 40 degree temperatures have hampered the clean up. When it gets that cold, "it's kinda hard to get motivated to

do anything out of doors". I just heard that we have had another derailment near Colorado Springs, CO. ... 54 cars this time. No details yet.

I've had my own derailment problems this week. Wednesday, I called out Hulcher from Highland IL. (near St. Louis) to pick up four loaded covered hoppers of wheat at Keokuk, IA. We derailed on a high fill leading into Ogilvie Mills. There was not room to bring in our 125 ton truck crane so, the side winder cats were ordered. We had them send two with rubber pads on the tracks so as not to tear up any more tracks that belong to Ogilvie. They arrived at 16:00 and the work was finished by 18:00. While driving home, I thought about how happy I was that we had gotten it cleaned up when we did. The temperature was dropping rapidly and it was beginning to sleet and snow. I arrived at home at 20:35. I had just settled down to the TV when the chief dispatcher called at 21:00. We had a mainline derailment at La Grange, MO. I packed some warm clothing and went out. There were 15 cars in the middle of a 107 car loaded coal train on the ground. A burned off journal on the 41st car caused the train to derail some 400 yards beyond a large overhead truss bridge. The whole mess ended up adjacent to a petroleum depot. There were four large fuel storage tanks on one side and a tank truck loading facility on the other side. Most of the derailed cars were sandwiched perpendicular to the right of way. Two of the cars had dug a six foot trench where they came to rest over a fuel pipeline. Nobody with the petroleum company could tell us how deep the pipeline was layed. I called out the same Hulcher crew. Fortunately, they had tied up at Keokuk rather than head back to St. Louis. We ordered a front end loader cat from Highland plus three more cats from Mendota, IL. to help out. The Keokuk crew arrived at 23:30, the front end loader arrived at 03:00 and the Mendota crew arrived at 08:30. I had panel rail shipped out of Galesburg on train #153 early that morning to West Quincy and we brought stored ballast down from Burlington. The mainline was cleared of derailed cars by 10:30. The right of way was manicured and ready for panel rail by 12:45. New track and ballast were put down and the line was opened for traffic at 16:30. We detoured two empty coal trains via Galesburg and held one more empty for two hours so, it did not disrupt traffic very much. After being up for 40 hours, I didn't have much trouble sleeping that night. It sleeted and snowed during the clean-up but, the temperature stayed up in the teens. It could have been worse. It was a slow process working with torches and heavy equipment around fuel. No one felt comfortable with all the "NO SMOKING" signs posted everywhere and here we were cutting up car parts with acetylene. In all, twelve cars were scrapped and all of the coal was dumped.

(Steve has enclosed more reading material, which will also be at the meeting Thursday). Included is a billing report on MP 2601 & 2606 enroute last week to our West Burlington Shop. They came from Helms Leasing, Hugo OK., Kiamichi country. One was in MoPac blue while the other sported UP yellow. BAR 96 [GP 38-2] came back through Galesburg again. Why? I don't know. I've looked it up on the computer and I can't find any billing information on it. I was told that it was going to Helms Leasing in Kansas - somewhere? It is not as shiny now as when it came through in December. I guess it has seen some use since then.

Can anyone tell me [Steve] if KCS's Watts, OK. depot has been shut down. I received a note from Jack Scaewater, the Watts agent, he is now working at Silom Springs but, he did not say if Watts had been shut down.

Early last week we had a business car movement. I rode train #051 from Chicago to west Quincy with the Como River, Stampede Pass, and Glacier View cars. Cicero hasn't changed a bit, they still run trains in spite of themselves.

In case the restoration bunch might be interested, several old 40 ft. REA (?) ice box reefers are being cut up in Peoria. They have high speed trucks under them. For the right price, one might be saved. Scrape prices are high right now. We are having problems keeping people away from the loose scrap along the tracks where we've done maintenance work. I found two boys loading the back end of a pick-up with tie plates and angle bars. I guess a heavy pick-up load would bring an easy hundred dollars.

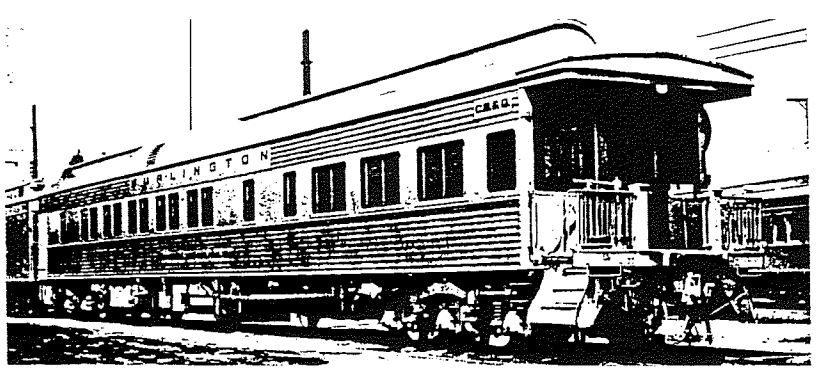
I may have mentioned in my last letter, the "Chicago..always hungry for more locomotives..Northwestern" has acquired some exMoPac SD-40's. I was up in Clinton two weeks ago, where I saw #3041 still in MoPac blue, but it had the CNW emblem on the side of the cab. CNW is one of the few railroads that still runs SD-45's. I saw one of theirs in Clinton too.

Steve that operation at La Grange was a thriller. I expected the next sentence to indicate that "all hell" had broken loose. Thanks Steve, you really make our newsletters interesting.

Steve asked about the dinner train. At this time the dinner train is to go back to Eureka Springs at the end of April, but ... if the demand is good something may be worked out to continue some operation in the summer out of Fayetteville.

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The President's Observation



Members who have not yet paid their '89 dues, a reminder notice has been attached to your Scrambler. As of the 10th February 34 have paid 1989 dues, and 12 have not renewed.

Ray Toler, VP and Program Chairman does not have a program for March. Over the last year and a half he has lined up interesting and varied programs. Now we need your help. Do you have a program you are willing to put on sometime? Do you know someone who is not a member, but would be willing to put on a program. A program does not have to include slides, movies or video. A good story teller of rail experiences, anecdotes, hardships, accidents, near accidents, happy times, or how you got the express train through the flood, or the blizzard. Maybe you or a friend are a collector of some rail related memorabilia; i.e. telegraph equipment, lanterns or lights, uniforms or insignias or buttons, annual reports, locks & keys, playing cards, glassware, silverware or chinaware, timetables, posters, calendars, tickets or passes, match covers, builders photographs, ... you name it. How did you start collecting? How long have you been collecting your specialty(ies). What do you look for, for scarcity, authenticity, and value? Are there other collectors of your same interest and is there a trade paper and switch list? Tell us some of your interesting experiences running down that elusive item. Maybe you have a large library on the railroad field. What does it consist of: i.e. histories of rail line, or biographies of the tycoons and builders, a collection of childrens books about railroads, a series such as Ralph and the....., maybe it is mainly picture books, like Bebee or Ball etc? Do you have a number of first editions, limited editions, or autographed volumes? Did you meet the author or know him? Like books maybe you have a lot of black & white photographs. Are they of engines, passenger or freight trains or equipment, or maybe they are of structures, signals, stations, water towers, bridges. Again I could go on ad infinitum. In any case talk with Ray....tell him you will do a program or you have an idea of some guest who would put on a program and how Ray could get in touch with that person. Those of you who have already put on a program, but have other material that would make another presentation ... let him know that. There are those of you who have made and photographed on a few train trips. These are fun and interesting, and most of use have not made the same Journey.

While on this subject of possible programs, The Scrambler needs articles also. Any one of the aboved mentioned topics plus a world of many others are appropriate to write. Even if you don't profess to be a writer, as long as your editor and proof reader can read it, we will put your article in as readable semblence as this newsletter, with only the two of us knowing any changes were made. Even if you don't write something, send in magazine, newspaper, flyers, TV notices, historical society bulletin information or articles, special fan train trips, anything in any part of the country, and we will include them in The Scrambler. Please give source, source date, Vol., No., page etc., as we need to give this source credit.

At meetings we have talked about our lack of funds needed to publish The Scrambler. Dues alone do not cover the cost. One way to raise money that we have talked about at the last two meetings, is for a donation by members \$15.00, non-members \$17.50 for a nice Hanes sweat shirt, printed one color with ABMT's logo. Sweat shirts can be in almost any color you can think, but we must have a minimum of twelve shirts. The twelve could be made up of sweat shirts and "T" shirts. "T" shirts, 100% cotton, for members \$11.00, non-members \$13.50. These donations do not cover shipping cost from us to you, which could be avoided by picking up your shirt at a meeting or an officer's house. We would need a \$10.00 donation for each sweat shirt ordered to size, shirt color & print color, with balance of donation upon delivery. "T" shirt, initial donation would be \$6.00 ea., balance of donation upon delivery. If interested, fill out the donation form on the back page.

Some of you receiving your copy of The Scrambler have an A.Philip Randolph - Black Heritage \$.25 stamp. The stamp shows Randolph, some railroad passenger cars, and three pullman porters. The stamp was issued 2/3/89 in New York City, and is currently available at Post Offices. Randolph was a labor & civil rights activist. He campaigned to organize the Brotherhood of Sleeping Car Porters in 1925. The Brotherhood met fierce resistance from the Pullman Company, but was finally won in 1937 with the signing of the first contract between a white employee and a black labor leader. In 1935 John L. Lewis led an exodus from the American Federation of Labor (AFL) to form (later) the Congress of Industrial Organizations (CIO). Randolph remained with the AFL and fought segregation, helped merge the AFL-CIO in 1957. He was a VP of the merged organization.

MARCH 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Wuppertal monorail opened (1901). 8 1/2 miles Oberbarmen to Vohwinkel, Germany	2 1st known head-on collision, Camden & Amboy (NJ) (1836). Among injured was a. C. Van Dribble, with 2 broken ribs.	3 George M. Pullman born Chautauque Co., NY (1831).	4 Theodore D. Judah born at Bridgeport, CT (1826). Promoter & builder of Central Pacific R.R.
5 First railway in Belgium opened (1835): Brussels to Malines.		7	8 Lucin Cut-off across Great Salt Lake opened by Southern Pacific (1904).	9	10	11
12	13	14 Casey Jones born (1864). Lived for a while in Cayce, KY; hence nickname. (John Luther Jones).	15 1st organized railroad strike against Boston & Thompson (1855). Lasted 3 weeks.	16 Thomas Rogers born Groton CT (1792). Early locomotive builder.	17	18 Boiler explosion in Southern Pacific San Antonio shops killed 26 persons. (1912)
19 Sydney Harbour Bridge (Australia) opened (3770 feet long) (1932).		21	22 Last run of "California Zephyr" by C.B. & O. / D. & R. G.W. / W.P. (1970).	ABMT 7:30 23	ST. PATRICK'S DAY 24	NMRA MID-CONTINENT MEET: SPRINGFIELD, MO 25
PALM SUNDAY		28 Matthias Forney born Hanover, PA (1835). Invented double-ended tank engines.	29	30	31 1st practical electric railway in service in Berlin (1879)	
26 Richard Trevethick patented high-pressure steam engine (1802).	27					
EASTER SUNDAY						
<p>TRIVIA CORNER Werner von Siemens' demonstration electric railway at the 1879 Berlin Trades Exhibition featured a 3 HP traction motor that could transport 30 passengers a distance of 600 yards at 4 MPH.</p>						
<p>ABMT BULLETIN BOARD</p> <p>Next meeting: <u>March 16, 1989</u></p> <p>Speaker: _____</p> <p>Topic: _____</p>						

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

If you would like a sweat shirt or "T" shirt, fill out the donation form, or if you want to retain your Scrambler a copy of reasonable facsimile. Either bring form to meeting or mail to ABMT at the above address.

For logo print color, I suggest we limit our choice to five colors: 1. Navy Blue 2. Kelly Green 3. Maroon (like the sample on the sand sweatshirt) 4. Bright Red and 5. White. It cost ABMT \$4.00 each time we change ink colors. For sweatshirt colors, I suggest ... Sand, Navy or Royal Blue, a nice Silver Grey, Khaki, Bright or Kelly Green, Red, or White. If you don't like one of these colors, feel free to stop in "Jet Screens", 318 E. Emma, Springdale (not open Saturdays), this is just east of the RR tracks. Same would apply for the "T" shirts.

Please print: Name _____
Address _____, City _____
State/Zip _____, Telephone _____ for checking
Sweat/"T" shirt _____, How many each _____, Size(s) _____
Adult/Childs Small Medium Large _____, Shirt color _____,
Logo Color _____, Amount donation \$ _____