

THE SCRAMBLER



ARKANSAS-BOSTON MOUNTAINS CHAPTER
of the National Railway Historical Society

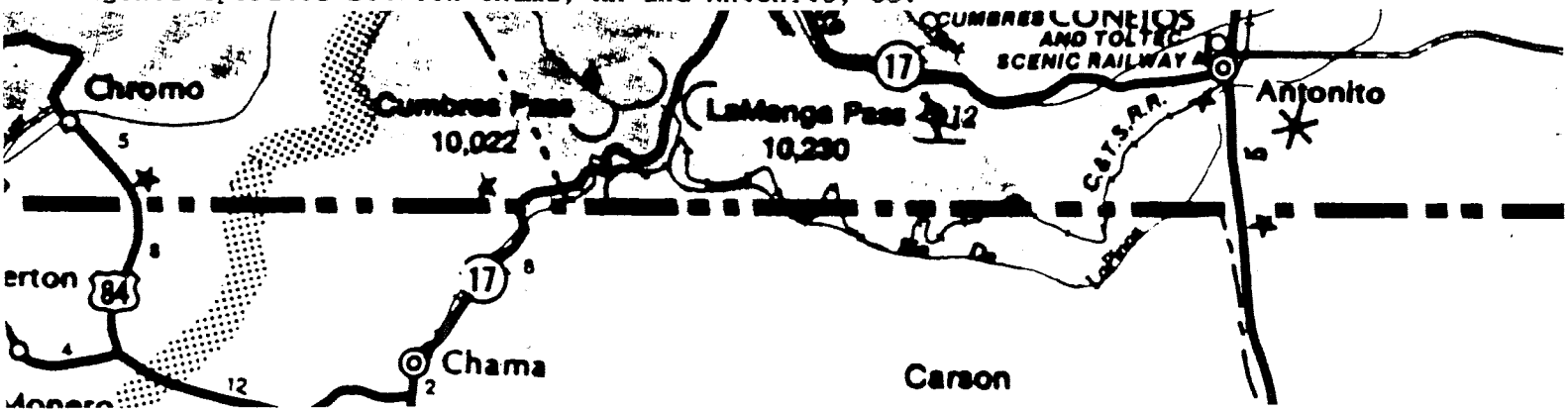


P. O. Box 562
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CoEditors: Ervin Lewis & Martin Post Issue #20 16 March 1989
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B-O-A-A-A-R-R-D!!! ABMT's meeting is Thursday, March 16th, 7:30PM, weather permitting. Meeting location is the same as last month....First United Methodist Church, Room #1 Sunday School Class Rm. Building, Main & 206 W.Johnson Sts., Springdale, AR. Please enter from the west side. First United Methodist Church is west of Shiloh Museum and the old location of "The General Store" building. When I spoke with Bob Beason last Wednesday the 8th, he was still not hopeful of our being able to use the relocated "General Store" building for our April meeting. We need to locate a room for our use.

We will have a guest speaker, Dreat Younger, a retired railroad employee, who is related to Frank and Cole. Mr. Younger lives in Joplin MO. His slide program is on the Cumbres & Toltec (CMTOL). This narrow guage (36"), 64 mile railroad with 4 steam engines operates between Chama, NM and Antonito, CO.



NRHS News, March '89, Vol.18 - No.5 has an up date on the Silverton & Durango fire at Durango Friday, Feb.10th. A fire reported at 3.06 AM by a guard, was caused by a welder's spark in some Celotex material. The entire locomotive roster; six steam engine were inside the roundhouse, which was ablaze when the fire department arrived. The roof fell around the engines, realizing the building could not be saved, water was poured onto the steam engines. The machine shop was destroyed. The oil house was saved with some roof damage. On Monday 13th crews started clearing debris and pulling the engines out. All engine cabs were burned and guages, brass, etc. ruined. As of the reporting date, Feb 15th, 497, 476 and 478 were OK except burned cabs, guages, etc. 480 was in bad shape, 473 had not been pulled out and could be in worse shape as it was near the center of the fire. None of the coaches or private cars were affected by the fire. The railroad stated business will open May 6 as advertised. There is no roundhouse rebuilding decision as of the report date.

Member's Feature Article ... by Charles R.Coon

Editor's note: This quote is part of Charlie's cover note, "The attached article is somewhat of a rambling account of some thoughts I had trying 'to remember the days when railroads were run like railroads'".

URBAN COMMUTERS

As a youth I used to spend many happy hours watching the trains at the Lackawanna branch line terminal at Grove Street and Bloomfield Avenue in Montclair, New Jersey. This branch was primarily a commuter line from Montclair to Hoboken, New Jersey. Like Long Island and Westchester in New York, Northeastern New Jersey was a suburban area of New York City.

Among the railroads operating commuter service in this area were the Lackawanna, Erie, Susquehanna, Jersey Central, Pennsylvania, Reading, Lehigh Valley, and the B. & O. The Pennsylvania had a tunnel under the Hudson River so their trains could use the Pennsylvania Station at 34th Street in New York City. The other railroads on the New Jersey side of the river had ferry boat service across the Hudson and/or connected with the Hudson & Manhattan Terminal.

Company which had tunnels for subway service from Newark, Hoboken and Jersey City to terminals at Chambers and 34th Streets in New York .

To give you an idea of the traffic volume on the Lackawanna Railroad in the late 1940's, about 272 passenger trains entered and departed from the Hoboken Terminal daily. Most of the equipment used at that time was electric although Diesel and some steam trains were evident.

One of the highlights of the 26 mile commute from Montclair to New York was the ferry ride across the Hudson. It was always interesting to see all the activity on this part of the New York waterfront. In addition to the passenger ferries there were railroad freight car barges, lighters, tugboats, day liners, ocean liners, private yachts, garbage scows and sightseeing boats. On foggy days the interest on the river heightened considerably.

Before the Montclair branch was electrified to use m/u equipment the plush-green, velvet seated passenger cars were pulled by Alco 4-4-0 camelbacks dating back to 1905. These locos weighed about 10 tons, had 67" drivers and carried about 5000 gallons of water. One of these locos, #952, was exhibited at the New York World's Fair in 1939-40. This same locomotive can still be seen at the National Museum of Transport in St. Louis.

At the time I left the area to live on Long Island, the Lackawanna had electric m/u's on the entire branch line. These cars, which had overhead pantographs, used cane seats

but were still quite comfortable. On a sleety, snowy day there was usually a spectacular display of electric-blue fireworks as the arcing between the pantograph and the overhead lines lit up the scenery. One of these days I might return to the scene of the "good, old days". I hope I won't be too disappointed.

Thank you Charlie for your Commuter memories. I from Riverside CT in the early '60's. Our office was across the street from Grand Central. We always raced across to catch an express that left 15 minutes later than a semi-local and would overtake it, if there were no breakdowns, before arriving at Greenwich Ct, where we transfer to the local for two more stops. I had between 45 minutes to an hours ride. Thanks again!

The President's Observation



Members who have not yet paid their '89 dues, let your address label serve as a reminder notice: If it shows in the upper right corner **Mem expires - 12/88 ABMT** records show your 1989 dues have not paid. Also, this will be the last Scrambler mailed to you. As of March 11th, 7 memberships had not renewed.

2nd Notices -- National Railway Historical Society is mailing dues notices direct to all members. Do not write National to tell them you have paid. I talked with V.Allan Vaughn, Chairman of the NRHS, Sunday March 12th. He said 39 or 40 ABMT membership renewals have been received by National as of last Thursday, but the renewals notices still will be mailed because of National's timing for processing both checks and the 2nd notices. Don't worry, we will receive Bulletin No.1 for '89, even those who have, as yet, not renewed their membership. Labels were cut for Bulletin 1's mailing some weeks ago. Those who do not renew shortly will miss Bulletin #2 etc. I apologize for any concern this may cause anyone. If you have a question about whether your dues have been paid, please contact me, Martin Post, 442-3686.

Again I most apologize for not thinking about the sweat or 'T' shirt size of X-large. Let me assure you they are available and at the same cost as other sizes. Our only problem is we did not get enough orders of the shirts to have the ones ordered run. I am still holding all the orders and money until we at least have a total of 12 ... all sweat or 'T' or a combination of the two types to equal the 12. There is an order blank at the end of this issue, or make up one of your own.

In answer to the question in Steve Roberts' letter of 2/6/89 about KCS's Watts agent, ... Bradley Martin, at the February meeting gave the following information .. as best I can remember, not having made any notes. The agent for the area is not gone, but location has been moved from the rather isolated, unprotectable area of Watts to Siloam Springs. The depot at Watts had been broken into one night, via the roof. The computer, radio, and other equipment in the depot was stolen. The agent's office and Jack Scacewater, have been moved to Siloam Springs, not into the station, but a portable trailer. Bradley said the Watts depot would be bulldozed and removed from the grounds. As of this date, I haven't been in the area to see the new facility or see whether the Watts depot is still standing.

Ray Toller tells me he has programs lined up for the next few months, but please let him know that you have a program you would be willing to give sometime in the future. At this time, he may not set a specific date for your presentation, but suggest it for within a particular quarter of the year. We plan to have meetings all 12 months for this year.

I read and purchase a number of books during a year. Many involve some or all railroad subject material, be it historical, biographical, pictorial, one railroad or many, novel, fiction, mystery, western or general info about people, places, lines, or landmarks. Some are hardbound, many more are paper i.e. most westerns, mysteries, fictions, or novels.

One I have not quite finished is Dream Train, a novel of the Orient Express .. current day, by Charlotte Vale Allen, paperback @ \$4.95, copyright '88, ISBN 0-8041-0418-2, in the book stores now. This is fiction about Joanna James a photojournalist on assignment of the train and the Venice - Cipriani Hotel. The train portion is interesting, and at the same time it has triggered me to go to the Fayetteville Public library and check out a hardbound copy of Venice Simplon Orient-Express by Shirley Sherwood, copyright '83, ISBN 0 297 78261 4, from the library section 385.22 S. This book traces the history and documents with many before and after pictures the restoration of this famous train, including restoring marquety and panelling, and the re-creating of classic items such as the Art Nouveau 'tulip' lights originally designed by Lalique.

While in McRoy & McNair a few days ago, I saw that the estate of Raymond Loewy, who died at age 94, has reprinted in '87, one year after his death, The Locomotive, which was 1st published in 1937. I neglected to note the price, but did the ISBN 0-87663-676-8. When I originally purchased my 'new' copy in '45, I paid \$2.50. Loewy was responsible for streamlining two types of steam locomotives that were adopted by the Pennsy RR. It is a nice little book about the end and streamlining of steam.

And still while on books ... the piece on the right was sent to me in Dec or Jan. The source was a KC paper, but which one and date are unknown. In any case I thought I had remembered reading a book by Clive Cussler about finding a submerged train. Was I wrong? Was that why no reference had not been made to another title also? I did not have time to follow up on it then, but recently I found what I was looking for, Night Probe, by Clive Cussler, copyright '81, ISBN 0-553-25676 -9 paper. This novel has agent Dirk Pitt trying to find and rescue a vital document for the US Government, which could plunging the US into war with Great Britain if their agent recovers the document first. A train that was and is still lost in May 1914, plays a prominent part in the story ... I will say no more.

from some KC paper

Wanted: a few good train hunters	
Golden, Colo.—Author Clive Cussler, whose National Underwater and Marine Agency looks for sunken ships, now is looking for a lost train.	were killed. The locomotive was never found.
Cussler, a resident of Golden and author of such novels as <i>Raise the Titanic</i> , is seeking volunteers to search for a Kansas-Pacific locomotive believed buried in the dry bed of Kiowa Creek, about 30 miles east of Denver, during an 1878 flood.	It is thought the engine may have sunk as much as 50 feet to bedrock through quicksand stirred up by floodwaters.
It was hauling 25 cars and a caboose when it ran off a washed-out bridge, the marine agency said. The train's engineer, fireman and brakeman	"This locomotive was the only local history mystery we could find," said Craig Dirgo, director of special projects for the Colorado-based agency. It has specialized in looking for sunken vessels, including the Merrimac, Titanic and the U-20 submarine, which sank the Lusitania.
	Cussler will lead volunteers the weekend of Jan 7-8 to look for the engine.

We still have many Committee Chairman jobs open: 1) Editor of "The Scrambler" 2) Annual Banquet 3) Hospitality 4) Archivist/Historian 5) Fund Raising Sales Promotional Items ... and I am sure there are other things i.e. possible summer trip or outing (has anyone a suggestion or idea?).

Martin Post 3/12/89

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News Items

Below ... is the first part of the year only .. April thru July '89 is Norfolk Southern systems steam excursion schedule - including the NRHS National Convention at Ashville NC. The Scrambler will print the remainder in a later monthly issue.

FIRST EDITION NS 1989 STEAM EXCURSION SCHEDULE

Using both the 4-8-4 No. 611 and 2-6-6-4 No. 1218 extensively this year over much of the Norfolk Southern system, short-term leased steam engines will also be used where the larger NRES locomotives cannot operate.

- April 1-2 Birmingham Ala-Chattanooga TN & return [611] .. Heart of Dixie-NRES.
- " 8 Atlanta-Toccoa GA & return [611] .. Atlanta-NRES.
- " 9 Atlanta-Chattanooga & return [611] .. Atlanta-NRES.
- " 15 Lexington-Stearns KY OW Diesel, OW [North][611] .. Bluegrass RR Museum.
- " 22 Cincinnati-Portsmouth Ohio & return [611] .. Cincinnati RR Club.
- " 29-30 Toledo-Bellevue Ohio & return [611] .. Bluewater Michigan-NRES.
- May 6 Greenville-Spencer NC & return [1218] .. Greenville Chapter-NRES.
- " 7 Greenville SC-Atlanta Ga & return [1218] .. Greenville Chapter-NRES.
- " 6-7 Brewster-Toledo Ohio & return [611] .. Orrville RR Heritage Committee.
- " 13-14 Spencer-Asheville NC & return [1218] .. No.Carolina Transp Hist Corpn.
- " 13 Bellevue-Ohio-Kenova WV OW [611] .. Mad River & NKP RR Society.
- " 14 Kenova WV-Bellevue Ohio OW [611] .. same organization.
- " 20-21 Chicago Ill-Fort Wayne Ind & return [611] .. Chicago Chapter-NRES.
- " 20 Norfolk-Petersburg Va & return [1218] .. Chesapeake Jubilee.
- " 27 St.Louis-Moberly Mo & return [SLSF 1522] .. Saint Louis-NRES.
- " 27 Greensboro-Winston Salem-Barber-Salisbury-Greensboro Circle [1218] .. Greensboro-NRES.
- " 28 Greensboro-Goldsboro OW 1218, Diesel Return .. Greensboro-NRES.
- June 3 Richmond-Roanoke & return [1218, Diesel Lynchburg-Rich] .. Old Dominion-NRES.
- " 3-4 Buffalo NY-Ashtabula Ohio & return [611] .. Niagara Frontier-NRES.
- " 10 Erie PA-Buffalo NY & return [611] .. Lake Shore-NRES.
- " 17 Cleveland-Portsmouth Ohio OW [611 doubleheaded with 2nd engine to be announced .. Independence Limited 89 .. Roanoke-NRES.
- " 18 Portsmouth-Bluefield WV OW [611 +?!] .. Independence Limited 89.
- " 19 Bluefield-Roanoke OW [more of 611 and "friend"] .. Independence LTD 89.
- " 24 Johnson City-Morristown or Bulls Gap & return [1218] .. Watauga Valley-NRES.
- " 25 Bristol-Radford or Roanoke RT [1218] .. same guys!

July 18-24 .. NRES NATIONAL CONVENTION!

- 18 .. Alexandria-Salisbury OW [611] to Lynchburg 1218/611 beyond.
- 19 .. Salisbury-Asheville via Hickory OW 1218, 2nd engine to be announced doubleheaded.
- 20 .. Asheville-Pisgah Forest RT - Diesel.
- 21 .. Asheville-Waynesville RT - Diesel.
- 22 .. Asheville-Bulls Gap RT [motive power not shown on schedule]
- 23 .. Asheville-Roanoke via Winston-Salem OW [1218 to Winston-Salem, Diesel beyond] Portion of train to be turned back at Hickory NC to Asheville [diesel].
- 24 .. Roanoke to Alexandria via Lynchburg OW [611] [End of NRES Convention - whew!]

July 27 Columbia-Charlotte RT [1218] .. Lionel Train Collectors Convention.

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AMBER LIGHT! CAUTION!

This is the first month in which Martin Post, our chapter president, will have help from Erv Lewis in shunting together enough sidetrack items to make a consist worthy of the name Scrambler.

There's some irony here. Two members of Arkansas-Boston Mountains NRES who have never been railroaders are doing an editorial job for about 30 others with many miles of track behind them--or in certain cases ahead of them.

It's one thing to serve a general audience and another to aim at a limited number, including a few ladies, who have probably forgotten more about the iron horse and the steel diesel than either editor will ever know. The newer editor (in service, not age) thinks a hopper car carries rabbits and a drawbar is a saloon where wild west characters are quick with a six-gun.

So don't say you weren't warned. And if you find the Scrambler headed through a red, grab the telegraph operator in the manner of the silent movies or, better yet, get on the phone with Erv Lewis at 521-6511, or drop him a line at 2408 Robin Road, Fayetteville, AR 72703. This will give Marty a chance to cut his workday to around 16 hours, with no overtime. He's still got the final decision on what rolls with the Scrambler and what doesn't.

EL

SATURDAY, MARCH 25 is about one week away!!! So what?

Mark the date on your calendar if there's any chance you might join other railfans at Pettigrew, Arkansas, that day to help celebrate the history of southern Madison County with song and story. The scene: Pettigrew Community Building.

"Pettigrew Day" will naturally emphasize railroading, which brought about the town's existence. Our own Shiloh Museum of Springdale and the people of Pettigrew will be hosts, beginning at noon with traditional music. The museum will set up a copy camera at noon in the Pettigrew Community Building so that photographs brought by visitors, showing life in the railroading years of Arkansas, can be copied throughout the day for preservation in the Shiloh Museum.

From 5:30 to 6:30 p.m. a chili supper will be a fund raiser for the upkeep of the Pettigrew Community Building.

At 7 p.m. there will be a discussion of the history of the area, including slide shows of the railroad and the lumber industry. Our own Bob Oswald will give his program recalling the St. Paul Branch of the Frisco Railroad. Joe Neal of the University of Arkansas, an authority on birds of Arkansas and the timber industry of the Pettigrew region, will tell about zinc ore that was shipped out of there by rail. Bob Besom, director of the Shiloh Museum, will present a slide show titled "Pettigrew--End of the Line".

The occasion of March 25 at Pettigrew may be about as close as you can get to being where the iron horse created history and then faded away. Except, of course, in our memories, pictures and music and in some steam-powered excursion trains.

APRIL 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1ST: SPRING FWD Isombar Kingdom Broad born (1806). Built 7- gauge Great Western Railway (England)	3	4 Pacific Railroad broke ground in St. Louis, MO (1851). Evolved to Missouri Pacific	5 Transocean Ry. com- pleted - Valparaiso, Chile to Mendoza, Ar- gentina (1910). Meter gauge; max. elev. 10466'	6	7	8 1 Conrail began opera- tions (1976). Included 6 bankrupted lines: PC, RDC, CNJ, EL, LV, and L+HR
2 First railroad in Inds opened (1833). Bomby to Thru line of Great Indian Penninsular Ry.	10	11	12 Grenville M. Dodge born Danvers MA (1831). Civil War hero + builder of U.P. R.R. and others	13 First use of Dr. Wil- helm Schmidt's super- heater (1898). Pres- sian Railways.	14	15 M. Baldwin's first demonstration model ("toy") run in Phila- delphis (1831) S.W. MO. R.R. ASSN. SHOW & SWAP MEET: JOPLIN
3	17 Florence + Cripple Creek Railroad char- tered (1893)	18	19 "Lake Shore Limited" (NYC) derailed at high speed at Little Falls, NY (1940). 30 per- sons killed.	20	21 Lincoln Funeral Train left Washington (1866) Took 13 days to reach Springfield, IL.	22 29 Patent for auto- matic coupler issued to Eli Janney (1873)
4 ICRA Train #1 "Coneer- ball" rear-ended freight train, Vaughn, MS (1900). Killed was engineer, John Luther Jones.	24 First train of Ft. Smith, Subiro + Rock Island arrived at Ft. Smith, AR (1870)	25 "Andrews Raid" or "Great Locomotive Chase" (1862). WVA RR., GA	26	ABMT 7:30	28	NRHS B.O.D.: COLO. SPR. INRHS B.O.D.: COLO. SPR. ABMT BULLETIN BOARD Next meeting: April 20, 1989 Speaker: JAKE COMMER Topic: Cotton Belt 819
5		TRIVIA CORNER In 1833 I.K. Brunel began building the Great Western Railway with the remarkable gauge of seven feet (actually 7' 0 1/4"). By June 17, 1841, it was opened from London's Old Paddington Station to Bristol Temple Meads (Brunel's "New" Paddington dates from 1854). As in this county, the break-of-gauge threatened to doom the line and in May, 1852, 3400 navvies converted the Great Western to standard gauge over one weekend.				

TOM SCOTT, it will be remembered, told us fellow chapter members and visitors, at the January meeting, about his memories of the Illinois Terminal Railroad--and to his credit he resisted commenting that "terminal" might apply, unfortunately, to more than a few other railroads. Well, one of those who couldn't be at the meeting, because of increasing problems with night vision, was another of our members, Bob Winn, author and historian. So Tom (formally, Dr. Thomas W. Scott, with a Ph. D. in Geography) showed the dedication that has distinguished his retirement from the UA faculty in Fayetteville and took his slides, projector and screen to Bob's house and put on a one-man show for a one-man audience. (Scott's chapter needs a member like Tom.)

TROY BUELL, we're happy to report, is home from the hospital and controlling a pesky ulcer. He's in good spirits, would welcome visitors or a note from fellow NRHS members, and hopes to be at our March 16 meeting. Troy is retired and lives alone, just east of Highway 71, in Apt. 12 of 1332 AQ Circle, Springdale, AR 72764. His phone is 751-5141.

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.

For more information call: Martin Post, Pres. 442-3686 or Bob Oswald, Nat'l Director 521-9714 ... both live in Fayetteville AR.

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 X-Lg _____, Shirt color _____

Logo Color _____, Amount donation \$ _____