

THE SCRAMBLER



ARKANSAS-BOSTON MOUNTAINS CHAPTER
of the National Railway Historical Society



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

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CoEditors: Ervin Lewis & Martin Post Issue #21 20 April 1989
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Let's Hi Ball!!!! This month's ABMT meeting is Thursday, April 20th, 7:30PM. 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. I talked with Bob Beasom Monday, but he is still not sure if we can use the relocated "General Store" building for the May meeting. For May we will not be at First United Methodist Church.

April's speaker is our Connecticut, now relocated Fayetteville resident, Richard Schreibman. Richard's program is a slide presentation of the Virginia Museum of Transportation, Roanoke VA. This is the ex-Roanoke Railroad Museum that was flooded out in the early '80's, but I will leave that for the telling by Richard.

There are a number of rail related activities going on in the next several months. The Dinner Train made its last run out of Fayetteville for this winter. John Dortch along with his partner, Soul Honnleiger, who jointly own the trucking firm Recovery Engineering Co. will be moving the cars from A&M's yards in Springdale back to Eureka Springs. The train is scheduled to move to Springdale Monday the 17th. Dinning Car #1 will be the first moved, followed by the compressor car, and then Dinning Car #2. The coach may remain on the A&M line for a few weeks. The cars to be moved will take a couple of days to prepare for trucking to Eureka Springs (removal of one coupler, the steps etc.). Trucking will be in daylight hours, but at the crack of dawn out of Springdale so as to tie-up as little traffic as possible, as well as the use of some circuitous route to get onto the Huntsville Road, then 45, 12, & 23, I believe into Eureka Springs, but you can check with John to be sure. It will take 2 days to move each car over, unload & back for the next. This should give everyone time to get some good photos remember to stay out of the way of the workmen, lines and equipment.

John Dortch also told me that engine #226 that operated around Benton AR, has been trucked from Little Rock to Eureka Springs. I (Martin Post) thought I could find some information about this engine, but my source for the information eludes me. If anyone or several of you have info please tell me or write it up and we will put it in the next Scrambler.

Along the trucking line ... John mentioned that Eureka Springs & North Arkansas Railway's #8, the 50 ton, 2 truck, 1918 Lima built Shay (C/N 2977) has been sold and last Sunday (9th) started its truck trip to Rome, NY. The ES&NA Ry would still like to have a Shay among its collection.

Ray Toler has supplied the following information from the "Cotton Belt Rail Historical Society, Inc" Newsletter: Two in-state trips have been scheduled for #819. On Friday, April 21, #819 will make its 9th annual journey to "Fordyce on the Cotton Belt" railroad festival. The locomotive will be on display adjacent to the Cotton Belt depot, Friday afternoon, Saturday, and Sunday morning. #819 leaves Pine Bluff at 9 AM Friday. Sunday the 23rd, #819 leaves Fordyce at 1:00PM southwest thru Thornton, Bearden, to Millville (northwest of Camden) where the train will be turned on the "we" for the return trip. On Tuesday May 16th, #819 will travel to Little Rock to help with the first of several Operation Lifesaver railroad-highway grade crossing safety program workshops. The train will leave Pine Bluff in the morning (time not yet set) utilizing trackage rights over Union Pacific's Pine Bluff - Little Rock route via Redfield, where a stop is planned. Arrival at Little Rock Union Station will be before noon. #819 and its cars will return to Pine Bluff over the same route later in the afternoon.

Peter Smykla of the CBRHS and the Little Rock NRHS chapter took the color shot of #819 at Lumber AR that was "Railfan & Railroad"'s, February '89 cover.

Another reminder: The annual national convention of NRHS will be held July 18-23 at Asheville, North Carolina. The Convention Center's address is Box 16854, Asheville, NC 28816.

ANOTHER MILE MARKER has been reached in railroad restoration and preservation in northwestern Arkansas. As of last Friday (4-14-89) Bank of Fayetteville took delivery of Cotton Belt caboose 128, as part of the bank's project at the former Frisco station in downtown Fayetteville.

Furthermore, perhaps by the time this issue of the Scrambler is received, a passenger car may have been added to the bank's collection, which already included the abandoned Frisco passenger depot. And, of course, the former Frisco freight station, immediately north of the depot, has already been taken over by Eureka Springs and North Arkansas Railway as its dining car office, food preparation center and a small railroad museum.

Our chapter's national director, Bob Oswald, was on hand at West Dickson Street and North West Avenue when the caboose was unloaded from a flatbed truck after a trip from Little Rock, source of both of these vintage cars.

A Bank of Fayetteville officer told the Scrambler that the coach and the caboose will be placed permanently end-to-end on rails alongside the depot as a drive-in branch of the bank's main offices on the city square, a few blocks away. An architect will try to preserve the interior and the exterior of both cars in their original condition to the greatest degree possible, while assuring convenience for patrons in vehicles or entering the coach-caboose offices on business or as visitors. Bank officers are open-minded on prospective uses for the former depot, whether as a restaurant, stores, offices or some other purposes. Considerable restoration of the structure would first be needed.

The whole project, diametrically opposite the coming Walton Arts Center, may become a tourist attraction benefiting the entire region, and a much-needed boost to Dickson Street.

ES&NA has just completed its first experiment with a three-month season of stationary lunch in the dining train at the old Frisco freight house and evening or weekend excursions southward from Dickson Street for varied distances on tracks of the Arkansas & Missouri Railroad Company, a freight line between Monnet, MO, and Fort Smith, AR, headed by Arkansas-Boston Mountains chapter member Tony Hannold. ES&NA rolling stock is being returned to Eureka Springs for that area's approaching season. The line's officers have not yet determined the extent of Fayetteville area activities for early 1990.

John gave me a few particulars on the Passenger car that the Bank of Fayetteville is getting. It was one of three 1912 Pullman built, one drawing room, 25 parlor chair lounge with open platform observation cars, for the New York Central System's, Empire State Express. This car was named the Empire State, while the other two were the New York & the Buffalo. During the 2nd World War the car was converted into a Troop car ... 3 tiered bunk car, the observation portion was removed at that time. Next the MoPac took it over as a Maintenance-of-Way car. The Little Rock, NRHS chapter saved it from being scraped, but did nothing with it. An observation platform is expected to be reinstalled during the restoration and conversion for bank use. Delivery will be soon, but exact date was not yet set. The route will be I-40 & US-71.

I received a letter from Steve Roberts just after our last meeting dated 3-14-89. Steve says up to that date Winter went south of them. He said he did not have any rail news, but for some of you who do not take a number of rail magazines, he mentions the TP&WAC transaction. "I've heard that most of the Santa Fe (nee TP&W) employees have stayed with the TP&WAC and are operating with ATSF GP-20's. So, there is not much change - same employees, same equipment."

Steve's letter goes on as he wrote it.....

BN has started a new Expediter train between Centralia, Ill. and St Louis. Also, we have a new train #157 between Chicago and Kansas City. It was to the point that we were running a second section of Expediter #057 on a fairly regular basis. Some of our box car traffic was not making connections so, this new train was established to catch a combination of these two traffic movements.

I have heard a lot of talk of scheduling a dinner train in the Quad City area to operate over the Iowa Interstate RR (old RI trackage). They have run a couple trips so far and they are trying to drum up enough public interest via the media. There is some talk about bringing back passenger service from the Quad City to Chicago to aid the congested air traffic problems at O'Hara. Our area does not have very good air commuter service.

The biggest news from here is my departure from BN. I have resigned effective May 1st. I have not been satisfied with my employment in Galesburg for some time now. We are in the process of listing our home with a realtor and I will be sending out some resumes soon. The bad news is that I will not be able to provide you any railroad news in the future. The good news is that we are hoping to re-settle in Northwest Arkansas so, I may be around for photograph trips. This is all preliminary talk. I may be running a tourist train for Disneyland for all I know. I have had a couple of contacts with a couple of short lines up in Wisconsin but, nothing of substance has come my way yet.

Steve I know all of us are behind you, wherever you go, and hope it is railroading if that is your wish. I'm selfish, in that I have loved sharing your letters with the members in the Scrambler. In any case we will not ostracize you if you come up with something non-railroad. Good Luck! Keep the typewriter working. Steve also sent some enclosures which I will have at the meeting.

The
President's
Observation



Erv Lewis has compiled so many good items for this issue of the Scrambler that I will keep this very short.

The Sweatshirts are ready for those who ordered. I will have them at the meeting. I will also have a couple of the 100% cotton "T" shirts there. The club will have made a little over \$44 on these 12 shirts as you can see by the figures below. We can always order more as long as we have a minimum of a dozen shirts. Someone asked, yes children's sizes are available.

8 - Sweatshirt Cost Total.....	\$ 76.00
4 - "T" Shirt Cost Total.....	\$ 26.20
12 - Shirt cost sub totals.....	\$102.20
AR tax @ 5%.....	\$ 5.11
Set-up.....	\$ 4.00
3 Printed Colors - 2 Clean-up charges....	\$ 8.00
Total Costs.....	\$119.31

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Donations received for shirts

| | |
|--|----------|
| Members ... 8 Sweatshirts @ \$15.00 | \$120.00 |
| Members ... 4 "T" Shirts @ \$11.00 | \$ 44.00 |
| Total of donations received | \$164.00 |
| Less Total Costs | \$119.31 |
| Net donations to ABMT Chapter..... | \$ 44.69 |

Donation Non-member: Sweatshirt...\$17.50 "T" Shirt...\$13.50 plus shipping
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Steve, Bob Besom has promised me he will be sending you directly with a new cover made for "Pettigrew Day", an up dated "Traces: In Search of the St. Paul Branch".

Bob Oswald has supplied me with some inserts for the Scrambler which will get in one of these days, but since they have a December date I did not think it had to make this issue oh yes, the years were 1887 & 1897. In any case keep sending things in ... Erv loves them and marks them in a priority order with current activities first. By-the-way, I hope you enjoy Bob Oswald's monthly calendars with an historical event on a particular day as much as I am. If you have any suggestions for future months send them to Bob with the exact month, date, and year. Great Work, Bob!

KCS Watts Up-Date ... During Fayetteville Schools' Spring Break, March 23th, I went to KCS's Siloam Springs Depot. Jack Scacewater was on duty with all his equipment in a neglected, very dirty, delapidated, run-down agents room and depot. Jack told me the equipment had been recovered just a week before (it was not what he was using). The Watts Depot had been broken into several times, but most of the equipment taken had little or no street value. Watts Depot was still standing and Jack had no idea if it would be demolished, nor did he have any knowledge of any plans to fix-up the Siloam Spring office and depot at that time.

We'll run the latter part of Norfolk Southern's 1989 Steam Excursion Schedule in a later issue, after Richard Schreiber tells us of some changes.

An old reminder and list, we still have many Committee Chairman jobs open: 1) Editor along with Erv Lewis on "The Scrambler" 2) Annual Banquet 3) Hospitality 4) Archivist/Historian 5) Fund Raising Sales Promotional Items ... and there are other things - i.e. possible summer trip or outing (has anyone a suggestion or idea?).

Our chapter is losing a member--but we wish him well. Mich Batie has left Fayetteville as public works director to assume a similar position at Little Rock. He had joined us only last fall. One thing about a railroader-at-heart: he (or she) is the same anywhere, and we know Mike will be boosting the memory or the progress of rail transportation, whatever the location.

Arkansas Railroad Club, in its 20th year, will hold its annual show and sale Saturday, June 17, at the Fisher National Guard Armory in Little Rock. Information available from E. A. Hille, 224 Dennison, Little Rock, AR 72205; 501/374-5383.

The recent celebration of Pettigrew Day, in Madison county S.E. of Fayetteville, was successful for the town itself and visitors, including a number of our chapter members. Bob Besom and Bob Oswald were among the speakers, the food was authentic and tasty, and a surprisingly large number of old photographs dealing with Pettigrew's eras as supplier of lumber and zinc were brought in for duplication. Some of the black-and-white copies (certainly not colorless) may prove valuable additions to Bob Besom's collection for the Shiloh Museum, of which he is director. The museum property will be our chapter meeting place again, as soon as progress in the museum's new facilities permit.

As part of this month's centennial of the white man's shafting of the red man by opening Indian Territory to all comers, the Central Oklahoma Chapter of NRHS will sponsor excursions, dinner trains and exhibits at Watonga, through the end of April. Watonga is about 150 miles west of Tulsa on Route 33.

The Watonga Chief dinner trains began a 9-week season April 8, to continue through June 11 on Fridays through Mondays. The train includes a 46-seat dining car, a 60-seat chair-lounge and four cabooses, and operates on the track of the AT&L Railroad, owned by Wheeler Elevators. Further information: write to Howard Thornton, 2936 Bella Vista, Midwest City, OK 73110; phone 405/732-0566.

Texas is well ahead of Arkansas in dinner trains--but then it has seven times the population to draw on, not to mention more visitors. After five years of preparation and some 2 1/2 million dollars expended, The Texan leaves the Southern Pacific's Amtrak Station at 1147 East Commerce St., on St. Paul Square in San Antonio, around dusk Wednesday through Sunday and returns three or four hours later. The round trip is to Campbellton and back, some 50 miles. Riders, but only 14 years or over, pay \$47 for seats in a deluxe car or \$59 in a dome car, with a four-course dinner that includes hors d'oeuvres and a choice of beef, chicken or fish. Those who wish may board an hour early for cocktails, which cost extra. The train sponsor is Texas Southern, a company that restores passenger rail cars and has some of its own for private use. Weekend afternoon rides for families are a possibility. Reservations required. The Texan, Box 5752, San Antonio, TX 78201; phone 512/377-2900.

Park size locomotives will have their day, or days, when the Mountain Valley Railroad's annual spring meeting takes place May 18-20 at Hot Springs, AR, or north of town off Highway 5. The line has more than 2,500 feet of track, including three trestles. Bring your own engine to run--if you have one that's suitable. Information: Cary Nettles at 525-1675 or Phil Hale at 623-3957 (both area code 501, as is all of Arkansas).

Anyone in or near Kansas City in three months or so may be interested in the possibility that the Smoky Hill Railway and Historical Society, Inc., may use its steam locomotive No. 630 to head up an excursion train in Iowa on July 22. Smoky Hill's Kansas City Railroad Museum is addressable at P.O. Box 224, Grandview, MO 64030. Jeff Lewis of the Kansas City NRHS chapter is also a member of Smoky Hill, and his dad, Erv Lewis, of our own Arkansas/Boston Mountains chapter has enjoyed two visits to the museum store, which has an excellent supply of railroadiana.

We're informed that National Geographic's railroad special, with James Whitmore narrating, will be carried in the Fayetteville region on Channel 5 in June. It was scrubbed in April because a golf tournament ran overtime.

MAY 1989

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--|--|--|---|---|--|---|
| | 1 Hawksbury, New South Wales (Australia) bridge opened (1889). 2900. | 2 | 3 | 4 Steam whistle introduced on Leicester & Swannington Ry. (1833) | 5 First known train robbery in US (1865). Unknown bandits held up Ohio & Mississippi train near Cincinnati OH. | 6 Newliveren train ran through open draw bridge at Norwalk CT (1853). 46 drowned. |
| 7 | 8 Broken engine axle on Versailles - Paris Express, 15 cars, caused wreck killing 48 (1842) | 9 | 10 NYC & HR Railroad 4-4-0 # 999 set record 112.5 MPH at Batavia, NY (1893). | 11 AT & SF ran first train into Los Angeles on its own rails (1887) | 12 | 13 |
| 14 New York & Erie opened from Piermont to Dunkirk NY (1851). 6' gage. | 15 | 16 First T-rails landed at Camden NJ from England for use on Camden + Amboy Ry. (1831) | 17 | 18 Samuel Vauclain born Philadelphia (1856). Served Baldwin Loco. Works for 57 years. | 19 Pittsburgh & Lake Erie Railroad chartered (1875). | 20 Great Western Ry. (England) converted from 7' gage to standard gage in 3 days (1882) |
| MOTHER'S DAY | 21 | 22 | 23 | ABMT 7:30 | 26 | 27 Jay Gould, financier & railroad magnate (Eric, et al), born Roxbury, NY (1835) |
| 28 | 29 First locomotive from Taunton (MA) Works, "Rough & Ready", went to Eastern RR, later Boston & Maine (1847).
MEMORIAL DAY | 30 Johnstown (PA) Flood (1889). Over 2000 lives lost. Considerable damage to Pennsylvania Railroad. | 24 Virginian train #3, pulled by 4-6-2 #212, ran head-on into Extra #103 (electric) at Ingleside WV (1926). 2 killed, engineer & fireman of #212. | 25 First steel rails manufactured in United States (1865) | | |
| | | 31 | | | | |
| | | TRIVIA CORNER Santa Fe reached San Diego before it got to Los Angeles. It bought California Southern (San Bernardino - San Diego) and forced S.F. to sell its Needles - Mojave line in 1884. The Mojave - San Bendoo gap was closed in 1885 via Cajon Pass. AT&SF then acquired rights over SP into Los Angeles until its own line was finished two years later. | | | | |
| | | | | | | ABMT BULLETIN BOARD |
| | | | | | | Next meeting: May 18, 1989 |
| | | | | | | Speaker: JAKE COMMER |
| | | | | | | Topic: PROJECT 819 |

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. (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

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

To order a sweatshirt or 100% cotton "T" shirt, fill in the donation form, or a facsimile, if you want to retain your Scrambler. Either bring form to meeting or mail to ABMT at the above address. For logo print color, I suggest limiting choice to five colors: 1. Navy Blue 2. Kelly Green 3. Maroon (as on original sample sand sweatshirt) 4. Bright Red and 5. White. For sweatshirt colors, I suggest ... Sand, Royal Blue, 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. Donation Sweatshirt .. Mem \$15, Non-Mem \$17.50 -- 100% cotton "T" shirt .. Mem \$11, Non-Mem \$13.50.

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 \$ _____