

THE SCRAMBLER

ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society

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



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CoEditors: Ervin Lewis & Martin Post Issue #24 20 July 1989
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'B-o-o-o-a-r-d!!! This month's ABMT meeting is Thursday, July 20th, 7:30PM.
Meeting location....back to the Shiloh Museum's "General Store" building
relocated on the museum grounds east of the old location and Church St., about 200
yards, with the building entrance facing south .. Johnson St., Springdale Arkansas.

July's speaker is our Robert Lundeen. Robert will have a video program on Union
Pacific's 8444.

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BE ALERT--WE NEED MORE LERTS, the familiar and funny
slogan seen in offices says. But we're not kidding when
we say BE ALERT to the possibilities of errors in The
Scrambler.

Specifically, ALWAYS check with whatever railroad club
is planning, or has planned, an excursion before making
your own excursion to some distant place in hope of riding
or photographing that train.

You see, The Scrambler picks up items from exchange
copies of other rail club newsletters, just as they do from
ours. And sometimes these items are simply in error, or
out of date.

Phoning, even at the last minute, is preferable to a
long and pointless drive. You'll notice that we always try
to include a phone number, or numbers, or at least a mailing
address, of each club referred to, especially when an excu-
sion is involved.

So even if the information in The Scrambler is accurate
at the time you receive it, it may be out of date by the time
you'd make a trip. Therefore, PHONE AHEAD. It will be a lot
cheaper than driving at 30 cents a mile, or whatever it costs
these days.

We have spoken.

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ANYONE HAVE, and willing to sell, a copy of Official Guide
to the Railways, Sept.-Dec., 1947? If so, someone who'd like to
hear from you is Ronald Konzak, 302 Norton, Glenaire, MO 64068;
phone 816/781-6329.

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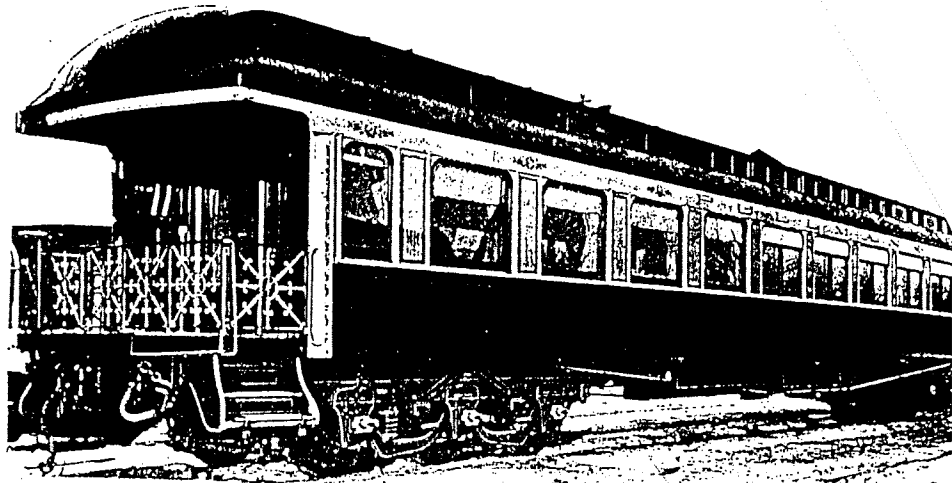
AS OF TWO DAYS AGO (July 18) Amtrak was to resume operation
of its popular Washington-Montreal "Montrealer", a daily over-
night train via New York City. Claremont will be a new station
stop, the first Amtrak service in New Hampshire. The "Montrealer"
had been suspended in April, 1987, because of bad track.

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Our sister club of NRHS in Kansas City, MO, is enthusiastic
about a slide and/or film program about the restoration of former
Frisco steam locomotive 1522. Already a veteran excursion attrac-
tion, 1522 was the motive power for *The Florida Special*, one of the
Frisco's crack passenger trains during the 1930s and 1940s. Editor
Cliff Shirley of the K.C. club's newsletter, *The Local*, says that
in his opinion 1522 epitomizes what a steam passenger engine should

NOTICE that Martin Post uses a computer with darker
type than that used by Erv Lewis. More importantly,
this sign (#) on Martin's resembles a straight rail
crossover, but Erv's (#) is an angle crossover.
Either can highball it, but not at the same time.
Now you'll know who's guilty, or innocent, of what

The
 President's
 Observation



It was great being back in Shiloh Museum's "General Store", building. Bob Besom told us the problem the building mover had was that the Store building was not typical of current buildings .. side frame of vertical 2" x 6"s, but known as 'box',

which means that when the mover put his long timbers under the building, and started to lift, only that part the timbers were under lifted, the rest remained where it was. In any case it has been moved, there are repairs to be made, but at least it is useable. When you attend a meeting, remember this is a building site, be careful of construction equipment around the grounds.

Thanks Steve for your informative letter, please keep them coming. I am sure all members enjoy Steve's letters. Please, the rest of you write what you're doing or seeing, we all want more knowledge about the rail field, tell us about your interests and the fun, unusual or what train things you are or have done. Along that line, maybe some of you saw Louis Brown on a TV news program shortly after that recent fatal crossing accident in Alma.

I have another letter from Bob King, Asbury Mo. that I am not putting in this issue and maybe not even the next, but Bob has answered a number of questions on rail anchors. If any of the rest of our readers have some information, please drop me a line and I will combine all the reponses.

I Goofed!! Half year dues - dates for half year dues are 1 June thru 1 September. I quote from the Nation Railway Historical Society letter dated May 31,1988. "In By-Laws changes adopted at the 1987 Roanoke Convention, the period of the half-year membership submission was shortened to JUNE 1 THRU SEPTEMBER 1; the reason behind this is that under the old deadline of October 31 many late arrival half-year memberships did not register a renewal statement for the following year. Because we are trying to keep the renewal program deadline the first week in October we had to cut the half-year deadline back to September 1st." Full year dues payees receive all six Bulletins, half year members are entitled to the last three, which means you would miss out on the 'Chapter Directory & Activity' issue, which now runs into 160 or more pages.

Sweatshirts, Golf shirts, 'T' shirts, and Golf caps on hand at the meetings are available for a donation, all show our Arkansas-Boston Mountains chapter logo ... 1) Sweatshirts and Golf shirts .. member donation \$15, .. non-member \$17.50, 2) 100% cotton "T" shirts .. member donation \$11, .. non-member \$13.50; 3) Golf caps .. member donation \$8.50, .. non-member \$10. Funds recieved from these "donation/promotion" items help cover ABMT's expenses not covered by our dues.

SCRAMBLER costs for the last several months are:
 June, The SCRAMBLER and stamps for mailings \$64.12

Martin Post 7/08/89

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August 17th meeting speaker .. David McDonald .. subject - Double Heading in British Columbia. But before then, we'll see you Thursday, July 20th 19:30 (7:30PM) Shiloh Museum's 'General Store' building.

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THIS IS THE FIRST issue of *The Scrambler* which Ery Lewis actually assembled. And he wants all members to know that he has a new appreciation of all the time, thought and effort which Martin Post, the chapter president, has given to A/BM chapter of NRHS for several years. Martin has been preparing one issue after another almost without help, and it takes an astounding amount of doing, yet he owes no more loyalty to our club than does any other man or woman on our roster. He is due our sincere thanks.

FEW AMERICANS have visited all 50 states, but Juanita Toler is one of them. She and husband Ray, members of our A/BM chapter of NRHS, saw Alaska for the first time before returning to Springdale just a few days ago from a month's tour by car, bus, train and boat that involved some 10,000 miles of travel.

Included were rides on the Alaska State Ferry from Prince Regent, BC, to Skagway, AK, via the inside passage; the standard gauge Alaska Railroad, some 90 miles from Fairbanks to Denali Park, where Mt. McKinley was hidden by mist; and by boat on Prince William Sound, where they saw lots of wildlife in and out of the water and no sign of oil spill, although they realized that the sound covers hundreds of miles they did not see. They missed a ride on the Whitehorse & Yukon narrow gauge railroad, which runs less than half its original length, going only from Skagway to Whitehorse Pass. Evidently, they said, it was too early in the season for regular, or even occasional, runs. But the Alaska Railroad ride was so spectacular that Ray and Juanita hope to go back, perhaps next year, to enjoy it again.

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Steve Roberts' letter, post marked .. June 23 1989, edited excerpts....

We are "settled-in" living in San Antonio though, I've spent more time in Georgia than Texas. After two days here, RailTex sent me to Americus, Ga. for 2 1/2 weeks to help start-up the Georgia Southwestern Division of the South Carolina Central RR. Before I left (San Antonio), I did get a chance to look around. The SP and UP (including the MKT) have small yards here in town. From what I hear, they both run about a dozen trains a day. The UP yard is on the southern end of town adjacent to Kelly AFB. I'm still trying to figure out how I can incorporate a B-52 Bomber into the background of a train shot. The SP has a beautiful Spanish styled depot west of downtown that is used by Amtrak on a limit basis. I don't think they have daily service.

San Antonio has a dinner train and they run it with some very "classy" equipment. The Texas Southern dinner train runs four days a week utilizing Blue/Silver war bonnet F-units. I've been by their shops twice to get shots of the locomotives, but they've always been buried on the service tracks. In time, I will get shots.

While in Georgia, I saw another pair of F-units. One Saturday I ventured over to Cordele, Ga. to photograph at the NS/CSX interlock. There was plenty of action, but photo angles were mostly "head-on" type shots. An empty coal train came rolling through town heading north with CSX #118 & 119 dead in tow behind the working power. Some local fans explained that the units had been stored unserviceable recently in Waycross and now were being shipped north for repairs. On the same day, a trio of new CSX C40-8's came through. It was their first week of operation. The traffic through Cordele was busy at times. I counted six trains in an hour through the interlocking that afternoon.

The Georgia Southwestern is operating with smaller 4-axle power that has been leased and purchased both. We started on day one using leased U18-B's that CSX had taken out of storage. Storage was a good place for them. They wouldn't load up. The job that I helped supervise started out with #1912. We started the day switching in Richland, Ga. After three hours of struggling to breakdown a 65 car dose - 5 or 6 cars at a time, we traded out for SCL black #1925. The #1912 had wheel slip above run 4. Later in the week, three purchased units still in Cape Cod & Hyannis paint arrived. All three (#20, #22, & #25) are GP-9's. The #22 was former BN #1865, I think? The following weekend, mid-Michigan RR #6515 arrived in ex-Chessie colors. The U18-B's except for #1925, were replaced on lease by CSX rebuilt GP-7's including the #1747 and #1850.

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A SWEDISH NEWSPAPER reports the president of Volvo, Sweden's biggest manufacturer of automobiles, as saying private cars should be banned from big cities to curb air pollution and traffic congestion. Good for him. He sounds like what many a railfan has been saying for years.

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Officials of Southern Pacific Transportation Co., which has major operations in Arkansas, say the company will buy 50 more new diesel locomotives for a total exceeding \$50 million. This would bring to 210 the number of new locomotives the Southern Pacific has added since the spring of 1987 in its upgrading program.

OUR SISTER CHAPTER (formerly this might have been brother chapter, but NOW...) at Fort Smith, AR, is getting up full steam, if the diesel fans will pardon the term. An organizational meeting was held June 26, after a proposed chapter meeting May 21, and the next meeting will be this coming Monday, July 24, for selecting a chapter name, electing officers, voting on by-laws, and having David McDonald present a videotape on Colorado narrow gauge railroad. All meetings are at 7 pm on the fourth Monday of each month, at the Fort Smith Trolley Museum.

Present at the June 26 meeting were several members of our own group, no doubt accounting for the bright spirit and efficiency of the nascent group at Fort Smith. Oh, yes, Mike Condren, who favored our club with a slide show recently, did the same for the forming club on June 26; and the August 28 meeting will have a program by Bill Robbins, Jr., president of the Dardanelle and Russellville Railroad.

Next question: What will be the name of the new NRHS club and its members at Fort Smith? Not, of course, the Fort Smithereens.

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HAPPY DAYS are here--and ahead--for the Smoky Hill Railway and Historical Society of Grandview, MO, a suburb just south of Kansas City. And part of these days could be of IMMEDIATE interest to NRHS members.

Smoky Hill's rail car gift shop is having an inventory reduction sale that may well attract railfans of all ages and many backgrounds. The shop is stacked from end to end and floor to ceiling with thousands of railroad items including books, badges, etc., too numerous to mention. But The Flyer of the club for July said prices are 40% off all items.

Anyone may send a wish list to the club for items that might be desired, or can simply ask for a list of what's available. Address: The Smoky Hill Railway and Historical Society, Inc., P.O. Box 224, Grandview, MO 64030.

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Our A/BM chapter's Erv Lewis has received a Smoky Hill newsletter from his son Jeff, who's a member there, with word on big things ahead for Smoky Hill and its Kansas City Railroad Museum, and again it could be of unusual interest to our own NRHS club.

Smoky Hill, which is big on equipment restoration and acquisition, is completing plans for acquiring the former Frisco highline branch from Belton to near another Kansas City suburb, Peculiar, a little farther south. Involved is a stretch of track some 13 miles long. And more than track is involved. The mayor of Belton has promised to work with the club in securing 20 acres of land adjacent to the highline. On that land Smoky Hill hopes to build a permanent museum for its static displays and as an area for originating its operating excursions.

Yes, *excursions!* The very word is enough to cause Bob Oswald and many another A/BM member to look forward to the early 1990s or whenever it is that Smoky Hill heralds its first run from what could become one of the finest railroad club centers in the nation.

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GOOD OLD MASS TRANSIT...via rails...may be coming back into its own. And there's no way it can fail to help correct the air pollution problem.

The Rotarian for June, 1989, says: "Light rail transit spurs economic development, as is evidenced by the new line in Buffalo, whose construction on Main Street, and the associated subway produced more than \$120 million in economic development. Other U.S. cities--Boston, Newark, Cleveland, Philadelphia, Pittsburgh, and New Orleans--already have established systems in place. Other cities are seriously examining or are planning the construction of light rail transit. Baltimore, St. Louis, Jacksonville, Seattle, Dallas, Honolulu and Minneapolis are well along in the building or planning process."

AUGUST 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Jungfrau station on Jungfrau Ry. opened (1912). Highest station in Europe - 11332'.	2	3	4	5 M. & N.A. Motor Car #103 ran head-on into KCS Pacific #805 (Train #2) at Tipton Ford MO. (1941). 43 persons killed.
6	7 D+RG express, 4-6-0 # 1009, plunged into Fountain Creek at Edson, CO (1904). Flash flood had weakened bridge. Toll of 96 dead is second highest for US rail-road wreck.	8	9 First run of "DeWitt Clinton" on Mohawk & Hudson RR (1831).	10	11	12
13	14 Jet-assisted linear induction motor research vehicle reached 256 MPH at DOT test facility, Pueblo, CO (1974).	15	16	17 B&O express from Cincinnati ran away in Washington DC, hit a trolley at 60 MPH and derailed (1887). Casualties not known. ABMT 7:30	18	19 Vineyard, Nantucket & Hyannis express struck trolley on track at 40 MPH and derailed (1896). 23 passengers killed.
20	21	22 First Kansas City & Memphis train into Fayetteville (1912).	23	24 First transalpine railway opened, Brenner Pass between Austria & Italy (1867).	25 B&O RR ran first known excursion train from Baltimore to Washington (1835).	26
27	28	29	30	31 Hedjaz Ry. reached Medina (near Mecca) (1908). This 3' 5 1/4" gage line was largely destroyed by Lawrence of Arabia during World War I.		
		<p>TRIVIA CORNER Kansas City & Memphis R.R. organized in 1910 to build from Cave Springs to Fayetteville, thence eastward all the way to Memphis. Before building, it absorbed the Arkansas, Oklahoma & Western (Rogers to Siloam Springs and Hazelwood to Monte Ne). K&M stations were Elm Springs, Tenttown, Steak Litteral, Mt. Comfort and Fayetteville, where it stopped. It entered receivership in 1914 and was dismantled for scrap during World War I.</p>				
		<p>ABMT BULLETIN BOARD</p> <p>Next meeting: August 17, 1989</p> <p>Speaker: David McDonald</p> <p>Topic: Double Heading in Br. Col.</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. The place is the Shiloh Museum's 'General Store' building, 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.

June 1 thru September 1 half-year membership dues are: a) Regular Mem: ABMT & NRHS ... \$12 b) Family Mem: ABMT & NRHS Family [Family portion remains - plus \$2.00] ... \$14.

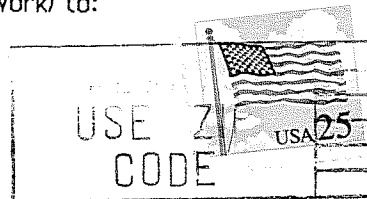
Payment is to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

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
National Railway Historical Society
P.O.Box 562
Fayetteville, AR 72702-0562



Richard B. Schreiber
601 Park Avenue
Fayetteville, AR 72701

Items available for a donation: A top quality Golf cap by Sportcap .. tan w/maroon logo \$8.50 from Members, Non-Mem \$10, postage extra. A Hanes golf shirt w/logoed pocket for the same donation as sweatshirts. To select a golf shirt, sweatshirt or 100% cotton "T" shirt, fill in a donation form, or facsimile. Either bring form to meeting or mail to ABMT at the above address. Logo print colors ... 1. Bright Red, 2. Kelly Green, 3. Maroon, 4. Navy Blue, 5. White, or 6. Yellow. Sweatshirt colors ... Kelly Green, Khaki, Red, Royal Blue, Sand, Silver Grey, or White. Many Golf & "T" shirt colors available, including pastels. You may check with "Jet Screens", 318 E. Emma, Springdale (not open Saturdays), just east of RR tracks. Donation ... Golf or Sweat-shirt .. Mem \$15, Non-Mem \$17.50 -- 100% cotton "T" shirt .. Mem \$11, Non-Mem \$13.50.

Please print: Name _____ Address _____

City _____ State/Zip _____
Telephone _____ Golf cap _____
Golf/Sweat/"T" shirt _____
How many each _____ Size: Adult/Childs Small Medium Large X-Lg _____
Shirt color _____ Logo Color _____, Amount donation \$ _____