

THE SCRAMBLER

ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society



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

Editor: Ervin Lewis Issue #28 16 November 1989
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BO-A-A-A-R-D!!! This month's ABMT meeting is Thursday, November 17th, 7:30PM. Meeting location....the Shiloh Museum's "General Store" building relocated on the museum grounds east of the old location. The building entrance faces south .. Johnson St., Springdale Arkansas.

Speaker for November is Richard Schreibman. His subject is 'Collecting Railroad Memorabilia'. This can be for fun and profit. It is also a way of preserving some history of the industry. The Railroad historical societies can reap the benefits through local chapters or the passing along of the information in books, written stories, and pictures. This presentation will be a "hands on" meeting for members, with various items to see and handle. He will talk about what to look for and costs. He also has a special surprise treat for only, all those who attend this meeting - so don't you be the one missing out.

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OFFICERS of Arkansas/Boston Mountains Chapter of the National Railroad Historical Society; mail address P.O. Box 562, Fayetteville, AR 72702: Robert C. Oswald, National Representative; Martin H. Post, President; Raymond W. Toler, Vice President and Program Director; Ronald Allen, Secretary; Kenneth George, Treasurer; Richard B. Schreibman, Archivist.

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Cotton Belt Rail Historical Society, Inc., of Pine Bluff, AR, has been invited by the NRHS chapter at St. Louis, MO, to exhibit its 819 steam locomotive at the 100th anniversary meeting of the NRHS June 14-17, 1990, at St. Louis.

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READER RAILROAD, with its historic train ridden by some 10,000 tourists a year at \$6 per, may abandon Reader for another area of southwestern Arkansas. Hot Springs is one possibility, with more visitors to draw on, but the 55-mile move could cost millions. Alternatives include Hope, 30 miles to the southwest, and Prescott, 20 miles northeast. Railfans now get a ride behind the steamer through rural Ouachita and Nevada Counties.

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GRAND CANYON has some new rail service. Trackage abandoned 21 years ago has begun carrying paying passengers again, with restoration of trains from Williams, AZ, to Grand Canyon National Park. The 64-mile Grand Canyon railway was originally a spur serving people crossing the high country of northern Arizona on the Santa Fe railroad. Williams is a town of 2,500 on Interstate 40.

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OUR CHAPTER LOSES ITS FIRST MEMBER TO DEATH.
William A. Chodrick passed away last Thursday, Nov. 9, at the age of 51. Bill lived on Rt. 5, at Box 281, Fayetteville, with his wife Mary Poyner Chodrick. He was employed by the Burlington Northern Railroad and was a U.S. Army veteran. Our membership's deep sympathy goes to Mary Chodrick and their children.

The
President's
Observation

The Arkansas & Missouri RR run on the 29th October had a great look. The consist was the McDurmitt engine, the caboose, the combination and the business car, with the observation



platform on the rear for the north bound trip. I hope some of you got some pictures. I also understand the business car was on the Friday November 3rd Ft. Smith turn. Again I hope someone was able to get some slides == if so why not show them at the Christmas dinner meeting December the 14th - Thursday.

Speaking of the Christmas Dinner, that meeting is Thursday December 14th. There has been talk of starting a 19:00 (7 PM), tell the dinner committee your feelings about the time. We encourage spouses, guests, and visitors to come, they are more than welcome, just phone Ron Allen, 751-0761 or one of his committee to let them know roughly how many to expect. The dinner meeting will be served at the Spring Street Grill & Catering restaurant in Springdale. ABMT will have the place to ourselves. oo 000 oo Anyone having some slides to show ... up to 24 maximum ... please contact me, Martin Post, 442-3686, I need to plan show time. = If you do not have your own Kodak carousel, I need to have your slides by Sunday evening December 10th.

As I mentioned last month election of new chapter officers will be held at the December meeting, with new officers taking over in January. The Nominating Committee is made up of: Richard Schreiber, 444-0470, Tom Scott, 442-6327, and Bill Ussery, 751-2873. Anyone interested in being an officer for the coming year, or with suggestions for possible candidates, please contact one of these men. Those on the nominating committee may also put up their own name as an office holder candidate. I, Martin Post, President, do not wish to run again ... I do not have the time.

As you see by the back page..we are still offering shirts: sweat, 'T', & golf for sale, and if we do not have the size or color you want, we can still order from the imprinter, as long as we order twelve in any combination of styles.

AN EARLY REMINDER == Dues renewal time is rolling around, as the last page shows, they remain the same for 1990 as '89 ... \$12 ABMT + \$12 regular or \$14 family NRHS. Why not give a membership to a friend for Christmas.

HELP! = HELP! NRHS is going to reissue the RAILFAN DIRECTORY first published in 1974, with a revised edition printed in 1977. NRHS would like our assistance in checking and revising entries for the new edition. National wants our help for the state of Arkansas. I have an old listing for additions or corrections. Show organization, address, phone, and if operating standard gauge or other.

NRHS wants the following in this basic order:

1. NRHS Chapters
2. Additions to 1977 Directory
3. TRAINS & STEAM DIRECTORY addresses
4. 1977 Directory entries - marked w/ [1977]

I have a listing of the Arkansas entries as appeared in 1977. = see me or call.
Martin Post 11/10/89

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The publishers of Trains magazine have come up with a colorful quarterly. It is called Trains Illustrated, and is heavy with large-format railroad photos, photo essays, and art from leading rail photographers and artists. Price: about \$3.75 per issue.

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PERSONAL from *The Scrambler* editor, Erv Lewis. When asked at the Oct. 19 meeting by presiding officer Ray Toler to model my A/BM logo sweatshirt, I stood up for all to admire but forgot to mention to any prospective owner of a similar garment that it shrinks very little if any and that the sleeves are long enough for a full-grown male gorilla. (I know because I tried to put it on one; things were pretty rough there for a while.) Anyway, the knitted wrists can be turned up with no problem--other than having to fight the women off, of course. For colors (mine is sand) and other details, see the back page.

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PART THREE of A/BM NRHS member Raymond W. Toler's "Three Railroads to Searcy" (in northeastern Arkansas) memoirs:

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The Chicago, Rock Island and Pacific reached Searcy by way of a spur from the main line at Mesa, which is about two miles west of De Valls Bluff. The spur also served Des Arc and had to cross the main line of the MoPac at Higginson.

Part of our Sunday afternoon family route was to drive from Searcy to Morning Sun for pig sandwiches, then on to Higginson, to witness the thrilling and thunderous roar of a fast MoPac steam passenger train as it passed over the crossing frogs. Many pennies were flattened.

The depot, as I remember it, was a handsome brick building with a tile roof, located in downtown Searcy, on Spring Street, across from the park and Yarnell's ice cream plant.

For a while, at least, the train crew laid over in Searcy, returning to Mesa the next day. The engineer rented a room from a Mrs. Ice, a widow; the other crew members stayed in nearby rooming houses.

One hot summer day the main topic in Shorty Hall's barber shop was the heat. The engineer said it really got hot in the cab of the locomotive. One of the other barber shop customers said he thought he could stand the heat if he spent the night in an "Ice House" as the engineer did.

(End of Ray Toler's "Three Railroads to Searcy" memoirs)

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OUR CHAPTER'S NATIONAL DIRECTOR, Robert C. Oswald, has come up with a delightful bit of nostalgia from a very dear old lady, Cecilia Mulrenin Vetter, of Fayetteville. Her father was John Mulrenin, known as "Irish John" from his life as a conductor on the St. Paul Branch of the Frisco in Arkansas through most of this branch's 50 years of operation. Mrs. Vetter has sent a handwritten note to Bob, titled "Derailments".

"I am not sure how popular railroad stories might be in our present highway-oriented society, but sometimes our pride in things of the past, and our remembrance of these episodes, takes over, and we tell our railroad stories again.

"I remember in my childhood when my father's train to the St. Paul Branch in Madison County (He was the Frisco conductor on that beloved line) would not arrive in Fayette Junction after its daily round trip to Pettigrew and St. Paul. When the time grew late, after four-thirty in the afternoon, we listened for the phone to ring. We knew it would be a call to tell his family that the local train had met with a derailment. That meant the train was off the track, and he, my father, would be late in arriving home that evening.

"How many times in our life now do we have the 'little derailments' when 'our train' now is off the track? Maybe we handle them differently now. Then, a derailment was an event that interfered with procedures we loved, like waiting for my father's coming home."

Bob Oswald explains that the average speed on the St. Paul Branch of the Frisco was 12 miles per hour. Bob has a train order dated April 29, 1932, showing eight slow orders. And 28 miles of that branch still had the original 56-pound, lightweight, rail in place. Bob says he suspects derailments were not at all uncommon.

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OH, YES, and Bob has a reminder for any NRHS member planning a change of address. He or she should notify national headquarters promptly, so as not to miss any issues of the NRHS quarterly, the Bulletin. This magazine is NOT sent by first-class mail, so the U.S. Postal Service will not forward it to a new address.

Change of address should be sent to NRHS Membership Services, P.O. Box 4059, Oak Park, IL 60303, and should include also the old address. An easy way to do this is to enclose the address label from the magazine's envelope.

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TRAVEL BY AMTRAK in fiscal 1988 increased 5 percent over fiscal 1987. A record 21.5 million people rode Amtrak trains.

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The Associated Press reports that the Union Pacific has given a caboose to Van Buren, AR, but not for use on that Crawford County city's proposed excursion train. The UP is concerned over possible liability, so the caboose will probably be a static display near the Chamber of Commerce, at a renovated 1901 Frisco depot which appeared in the film "Biloxi Blues" and the television miniseries "The Blue and the Gray".

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A/BM members owe thanks to the person who places notices of our meetings in the Grapveine. This Fayetteville weekly even came up with a drawing of a vintage locomotive and crowded coach, in its announcing of Albert J. Black's Oct. 19 talk to fellow members. That talk, incidentally, was about as authentic as anyone's could ever be, in addressing any railroad club anywhere. And he added to its believability by telling it like it was, including the fact that some crewmen are under the influence on the job or just get plain careless. When one of these things happens, it's other crew members who suffer, along with the offender.

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RICHARD ALLIN of "Our Town" column in the Arkansas Gazette, a solid railfan, was told by a friend, "Write about the time you got hit by the mail sack thrown off the 'City of New Orleans'. That's a great story." Which Allin did, in these words:

Come to think of it, the incident did cause a bit of a stir at the time. I mean, everybody on the CA [The Commercial Appeal, Memphis] marveled at how a reporter would be stupid enough to stand on a station platform when the "City" was about to deliver the mail to Covington, Tenn. xxx I'd been sent there to cover a murder trial. The case went to the jury about 3 o'clock, just minutes, I remembered, before the Illinois Central's crack streamliner, the "City of New Orleans," was supposed to come through Covington, where it slowed down to 70 miles an hour as it passed through.

I was crazy for trains in those days, and hoofed it down to the station just in time to see the "City's" headlight sizzling into view. I stationed myself near the end of the platform, a few feet from the rails.

The huge brown and orange locomotives loomed. A fellow down the platform waved at me. Friendly gesture, I thought, waving back. The three locomotives roared past me. The first baggage car whizzed by. I stepped back half a step. At that moment, the huge mail bag that had been thrown from the train smashed into my right leg, spinning me around. The train was gone in a boil of dust.

The fellow who waved ran up. "You almost got killed," he shouted. "Are you okay?" Except for a smarting right shin, I appeared to be. "I tried to signal you to get out of the way," he said. He was the local mail man who had come to pick up the mail bag.

Stepping back saved me a lot of discomfort. Or perhaps a ticket to glory.

"Man, that sack hit the side of my truck one day, and moved it over 6 inches."

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NOT ALL RAILFANS are worth claiming as relatives. For example, the Dayton, OH, NRHS chapter reports the following:

"EJ&E's Kirk Yard near Gary had been allowing in railfans on signed waivers. But no more. Some jerk got himself injured in the yard and sued. OH, you can still get into the yard if you sign the waiver and post a \$1 million insurance bond. BN has also closed Clyde Yard to railfans. Seems that a brainless wonder didn't like the placement of a locomotive he wanted to snap, and decided to move it--with a man still underneath it working. Any wonder why railroads are afraid of us?"

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As of this writing, the extent of recent earthquake damage to railroad tracks, stations and facilities in the San Francisco Bay area is not fully known. Most of the human fatalities, it will be noted, involved highways, not rails. And the subway under the bay resumed service almost immediately, which just about saved the day, in an area that otherwise would have been gridlock compounded.

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DECEMBER 1989

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3 Quebec Bridge (CNR) opened (1917). World's largest cantilever span - 1800 feet - with shore spans of 562 1/2 feet each.	4	5 N & W coal train lost brakes and ran wild at Mayberry, WV (1893). Engineer Stocker and Fireman Heyner killed.	6 Conneaut Tunnel (CRR) opened (1916). Longest tunnel in Canada - 26,517 feet.	7	8	9 The Burrow Gang, Rube & Jim and others, robbed St. L, A. & T train of \$3500 at Genoa Station, AR (1887)*
10	11	12 William K. Vanderbilt, railroad magnate and grandson of Cornelius, born Staten Island, NY (1849)	13	14 Glasgow Subway (cable operated) opened (1886). Not electrified until 1935.	15	16 Huey P Long bridge opened across Mississippi River at New Orleans (1935). 23,235 feet long, including approaches.
17 First railroad in Ireland opened, Dublin to Kingstown (1834)	18 First London Subway opened (1890)	19 WY, NH, & H 4-4-0 # 49 exploded in Wallingford, CT (1890). No fatalities.	20	21 Georgia Railroad incorporated (1833). Later L&N, now CSX.	22 Vale of Rhaidol Ry. (Wales) opened (1902). Aberystwyth to Devil's Bridge, 7' 11 1/2" gage.	23
24	25	26 Pres. Woodrow Wilson placed US railroads under jurisdiction of U.S.R.A. (1917). Lasted 2 years.	27	28 ABMT 7:30	29 Lake Shore & Michigan Southern "Panic Express" double-headed with 11 cars, plunged through faultily Howe truss into Ash-tabula Creek (OH). 80 persons died.	30
31 Last run of 3' gage Oahu Ry. (1917). Operated 58 years.	CHRISTMAS DAY		<p>TRIVIA CORNER Genoa Station is about 10 miles east of Texarkana on what is now the Cotton Belt. The Burrows, with W.L. & Leonard Brock, struck the F.W. & D.C. at Bellevue, TX, getting away with \$3,000, and then the T & O for \$2,000, all within a few weeks. It took months for the Pinkertons to catch up with the gang in the mountains of eastern Tennessee. All but Rube Burrow were caught and jailed in Little Rock. Rube was killed by a Southern Express Co. detective during a solo train robbery in 1890.</p> <p style="text-align: center;">ABMT BULLETIN BOARD</p> <p>Next meeting: <u>Dec. 14, 1989</u></p> <p>Speaker: <u>SEVERAL</u></p> <p>Topic: <u>POTPOURRI</u></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 .. except December, annual dinner meeting. 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 welcome at all meetings.....

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 1990, 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.

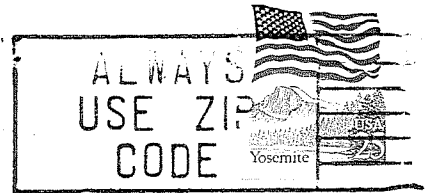
Payment is to....Arkansas-Boston Mountains Chapter of the NRHS ... or simply.....ABMT of the NRHS.

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. Schreibman
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/logged 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 \$ _____