



THE SCRAMBLER



ARKANSAS-BOSTON MOUNTAINS CHAPTER
National Railway Historical Society

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

Editor: Ervin Lewis Issue #29 14 December 1989
#

ALL ABO-A-A-A-R-D!!! The second annual ABMT dinner meeting is Thursday, December 14th, 7:00PM. Meeting location....Spring Street Grill & Catering, === 101 No. Spring St., Springdale AR. === this is one block west of the A&M railroad tracks, between Emma & Johnson St, ABMT will have the whole place to ourselves. You will have several choices for dinner which will cost around \$10 per person. Spouses, guests, and visitors are expected and more than welcome. It would help if you would phone Ron Allen, 751-0761 to let him know roughly how many to expect, in any case come even at the last minute you find you can. Don't let the fact that you did not call for a reservation deter you from coming.

The program will be a "Potpourri" of Railroad slides. As of the preparation of this issue of THE SCRAMBLER, the following people will have some slides ==== Barton Jennings, Chris Lord, Bob Oswald, Steve Roberts, Richard Schreiberman, Ray Toler, and Martin Post. If there are others of you who have a few slides you would like to show even after this has gone to press ... don't be bashful. Let Martin Post, 442-3686 know.

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Your nominating committee has proposed the following list of names for election to these offices for the year 1990:

- President (Open--no nominee)
- Vice President/Program Director Chris Lord
- Secretary Ron Allen
- Treasurer Bill Ussery
- National Director Bob Oswald

The two members named below hold appointive/volunteer offices, not up for election:

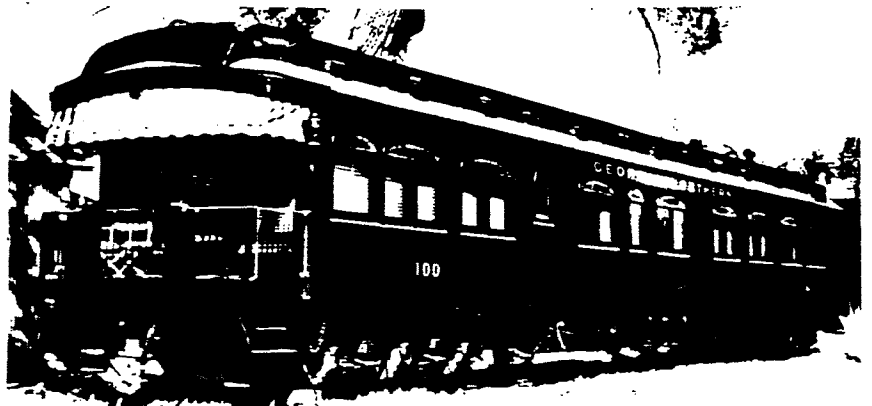
- Archivist/Historian Richard Schreiberman
- Editor of THE SCRAMBLER Ervin Lewis

The election of Officers will take place at the dinner meeting. Other names may be placed in nomination prior to the casting of votes. Those who will not be at the meeting may cast an absentee vote by writing, on a 3"x5" or Post Card, the name of each office and the name of the person to fill that office. The voter does not have to choose one of the nominees, but may write in one of his own choice. Please sign your name on that ballot, in this way we can keep from duplicating your vote should you be able to make the dinner meeting. These absentee vote ballots should be received by ... Thursday, Dec 14th AM, Arkansas-Boston Mountains Chapter NRHS, P.O.Box 562, Fayetteville, AR 72702-0562, or you may call one of the nominating committee: Richard Schreiberman, 444-0470, Tom Scott, 442-6327, and Bill Ussery, 751-2873. The new officers will be installed at the beginning and then preside over the January 18th 1990 meeting.

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ESPECIALLY FOR OUT-OF-TOWNERS, here's more on the scene of our annual dinner meeting, at 7 p.m. Thurs., Dec. 14. If more convenient, get there half an hour or so earlier. Plenty of free parking on Spring St., or from Commercial, the street alongside the A&M tracks. The restaurant is half a block north of Emma, the town's main east-west business street. Phone is 751-0323. FOOD at Spring Street Grill is truly good and reasonably priced, especially for this occasion. Our choice is either Trout or Teriyaki Chicken at \$7 or Prime Rib at \$8, including potato, vegetables and salad. Beverage 35 cents; dessert \$1.50. All plus 15% tip and tax. Proprietor Bill Palkowsky and staff plan to make this a memorable evening for all of us, and at meeting time we'll have the place to ourselves.

The
President's
Observation



The use of the wheel arrangements as spacers is not my own idea. I saw them in the Wichita Chapter's THE DISPATCH, liked them and felt it had more meaning to a railroad group than just some space bars. Now how many of you can name the different types, and come up with more. We could use them in future issues and name them for the benefit of those less familiar with the designations. I have quite a number up my sleeve.

Have you some slides to show? ... up to 24 maximum ... you still have time ... contact me, Martin Post, 442-3686. === If you do not have your own Kodak carousel, get the slides to me now!!!

Incidentally back in July Steve Roberts sent me a lot of material on Rail Anchors, which I will pass along in time, along with information from Bob King. I have been waiting for some material to come in the mail [which arrived over the Thanksgiving week-end] to give to Bob King in exchange for info from him.

It's dues renewal time. Dues remain the same for 1990 as '89 ... \$12 ABMT + \$12 regular or \$14 family NRHS. Give a membership to a friend for Christmas or at least bring him to a meeting and let him join on his own.

I would like to see the ARKANSAS-BOSTON MOUNTAINS Chapter, charter Arkansas & Missouri Railroad's, Combination coach [capacity 48 seats] for a trip sometime in the Summer or Fall [preferable the Fall ... the National Railway Historical Society convention will be in St. Louis June 14-17th and I know many of you plan to attend - I for one]. The ABMT trip could be a picnic to Chester and back. I have no idea what the charter cost would be. I believe this would depend on mileage, total hours, equipment and possible extra/special requests == i.e. several photo stops ... and if we had a large number people wanting to make the trip, we might want the Caboose as part of the consist. === There are many things to think about = 1. Charter Cost == 2. Tickets .. if we use them, cost to imprint? .. where printed? .. cost difference between Adult & Child fares? .. & allocation of overall cost to different fare classes. === 3. If we don't have enough members, family, friends & guests .. do we open sales to other clubs and/or the general public? ==== 4. How about concessions? .. "T", Golf, Sweat Shirts [only have to order 12], caps [minimum 24], food and/or drink items. ===== 5. If we did photo stops ... where is the sun? ... I suggest two stops only .. where? .. how much time at each? .. probably the south bound run when all are fresh, not tired. ## These and many other things to be considered. Do we try to make a little extra for our cash bare coffers?

I owe Steve an apology for not getting the above letters published as soon as received. == One, we might have been able to find a vacation photo partner to go out for shots along the KCS to get another elusive grey unit, or to go to any of the other interesting place to shoot trains .. A&M, Ft. Smith turn .. Muskogee to shoot the changing scene. == Two, Steve likes to get together of an evening to view RR slides of others as well as show some of his. I was so tied up with transportation for the Fayetteville School system that I did not organize anything, ... please forgive me ... it won't happen again.

Martin Post

11/27/89

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ARKANSAS/BOSTON MOUNTAINS CHAPTER, NRHS; 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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AMTRAK loses...and gains. The loss: found guilty of dumping raw sewage from moving trains onto tracks and into the St. Johns River and Rice Creek in Florida. The gain: additional cars becoming available and steady increases in passengers will justify daily, instead of three times weekly, service on the Texas Eagle, starting about Jan. 20. Major cities involved are Chicago, St. Louis, Little Rock, Dallas, Fort Worth, Houston, and San Antonio. Departure at Chicago an hour or so earlier will put it on the road about 4:15 p.m., which should make for a more convenient hour at Little Rock than the present 5:17 a.m.

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Excerpts from STEVE ROBERTS Correspondence Accumulations == Remember Steve joined RailTex and moved to San Antonio, TX after leaving BN in Galesburg IL ===

Letter postmarked = Aug 15 '89

I'm having a hard time trying to get excited about the beautiful scrub brush down here so, I haven't been out along the mainlines photographing. Most of the slides that I am sending you are yard roster shots. I've found that the SP and UP put on a pretty good Saturday morning matinee between 8 and 10 o'clock in the morning. That's fine with me. The heat runs me back indoors by 11 o'clock anyway. It took me two Saturdays of missing trains at the SP/UP interlocking to teach me to sit still during that two hour period of time.

UP's trains coming up out of the Laredo gateway get a pretty thorough inspection from the special agents and border security. Last weekend, I watched them swarm an inbound train looking for aliens. We still get some unusual power through here. A Texas Mexican Railway GP-38 came through last weekend. This morning, I found two ex-IC GP-35's and two ex-GM&O GP-35's (all four riding on Alco trucks) sitting dead at the UP yard. They were still in their former road paint schemes. They were stenciled VMV (inside of a diamond emblem) on the side of the long hood. Is this a Mexican railroad? A set of SP GP-50's (60's?) spliced by a slug or booster has been working a rock train here in town running back and forth to a local quarry. There are a lot of quarries in the area!

RailTex sent me to Laurens, S.C. last week to negotiate an interchange agreement for our soon to be... Carolina & Northern Railroad. It is a 34 mile branchline running between Laurens and Greenville. We are awaiting ICC approval to purchase this SBD (CSX) branchline. It wouldn't hurt my feelings if they sent me there permanently to work. I like that part of the country. Greenville sits at the southern edge of the Smokey Mtns. - just a few miles from the famous Southern line across Saluda grade. It's a very progress area for industry.

The CSX is running a lot of Kentucky/Tennessee coal via Spartanburg (ex-Clinchfield route) through Laurens to southern power plants. This line south of Spartanburg is dark territory handling 15 trains a day utilizing DTC Block Orders. Eight miles south of Laurens, running through Clinton, S.C., is CSX's Hamlet, N.C. to Atlanta main line. The local trainmaster told me they run 25 trains a day. Both of these lines converge at Greenwood, S.C. so, this should be a good spot to railfan. Two coal trains a day reverse directions at Laurens and head down a secondary main line through Clinton to Columbia, S.C. .

I was welcomed into Laurens by spotting one the ex-Family Lines System BQ23-7's (#3009 painted in fresh CSX

blue/gray). It has a very unusual five man seating arrangement. While in Greenville, I snooped around and found the Greenville and Northern RR, NS yard, and Republic Locomotives. Republic is using the old Seaboard shop west of downtown. There were several SW or MW switch engines sitting around. I spotted a stripped FL-9 sitting inside the shop. "Sorry, no photos, the gate was locked on the road leading into the shop area."

RailTex will be starting-up the Texas & New Mexico RR in the near future. It is a UP branchline running north from Monahan, Tex. to Lovington, N.M. Also, we have received ICC approval to purchase the Northern Kansas & Missouri RR, a branchline running west out of St. Joseph, Mo.. The name of this short line is not official yet - I noticed TRAINS MAGAZINE used it though. Hopefully, both of these lines will be in operation before October. We have other lines in the works. The UP has opened the floodgate on branchline sales (leases). Over 300 miles of branchline in Northern Kansas and over 200 mile around Wichita are on the auction block. I've heard that they will be disposing of nearly 5,000 miles across their system.

To add a note to Tom Scott's interesting article in the last issue of the SCRAMBLER; BN has made a policy to "double-up" westbound empty coal sets on the Galesburg to Lincoln corridor during the warmer months of the year. In the winter, the weather gets too cold for the trainline air pressure to be maintained on a train that long. The Iowa terrain will not allow the loaded sets to be doubled-up. By the time you add enough power to pull the hills, the draft forces are too much for drawers & knuckles to withstand. BN wanted to free up some of the regional locomotive power so, the empty coal trains are doubled-up and the extra set of coal power is used on secondary regional freights running into Lincoln, Neb.. The 115 car coal train sets are doubled-up at Galesburg, Burlington, West Quincy, and Ottumwa. The dispatcher's office has instructions that the an empty coal train cannot be held more than four hours to be doubled-up to a following train. Also, the availability and positioning of train crews for both directions plays a big part in the decision to make this move. It has helped to cut down some crew expense. There are time parameters that these long trains may be operated. It takes nearly 15 minutes for one to clear a street crossing in Burlington, Ia. because of the 10mph speed limit in the downtown area. The city posted a restriction when these longer trains can pass through the city. If memory serves me correctly, they can not pass through between the hours of 8 a.m. and 6 p.m..

(OTHER LETTERS from Steve Roberts will appear in coming issues of The Scrambler)

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RAIL HISTORY BUFFS may or may not know that trackage which The Smoky Hill Railway and Historical Society, Inc., of Grandview, MO, plans to obtain for a permanent museum and excursion staging area was formerly the Frisco's Kansas City and Springfield (MO) highline by way of Clinton, MO. Sometimes referred to as the "Blair Line", it was acquired by the Frisco after construction and some operation.

That branch of the Frisco was built to go to the mining areas of southern Missouri. It was completed to its destination after the Kansas City, Clinton & Springfield Ry. was built.

For the benefit of the Frisco's customers, Frisco timetables through the mid-1930s listed schedules of the KCC&S, which ran on Frisco trackage from Kansas City, MO, to Olathe, KS, and on KCC&S trackage from Olathe to Ash Grove, where it resumed on the Frisco to Springfield, MO.

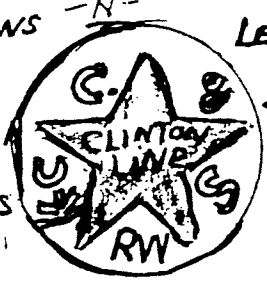
The KCC&S was known as the "Leaky Roof Line" because its freight did not require water-tight cars. But the Depression was plumbing its depths, and the northern half of the line was abandoned. The ICC had already forced the Frisco to sell its interest in the branch, which paralleled the Frisco's highline. Even so, the branch remained listed in Frisco timetables and was operated by the Frisco until the remaining portion was abandoned in the mid-1930s.

A third line was operated by the Frisco for through trains, including the *Florida Special*, headed southeastward. This line ran in Kansas to Fort Scott, before curving back into Missouri, and the Frisco's trains made better time to Springfield than on the two other lines.

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Jack M. Johnson, who we presume is a member of the Kansas City (MO) NRHS chapter, has sketched a bit of history covering some 55 years of the Kansas City, Clinton & Springfield Ry. for that chapter's newsletter, *The Local*, including the "Leaky Roof Line's" logo, used until the KCC&S went out of business in 1935. The darker line, originally in red, identifies the Frisco's old high line, which may soon be property of The Smoky Hill Railway and Historical Society, Inc., of Grandview, MO. On the following page is the sketch. →

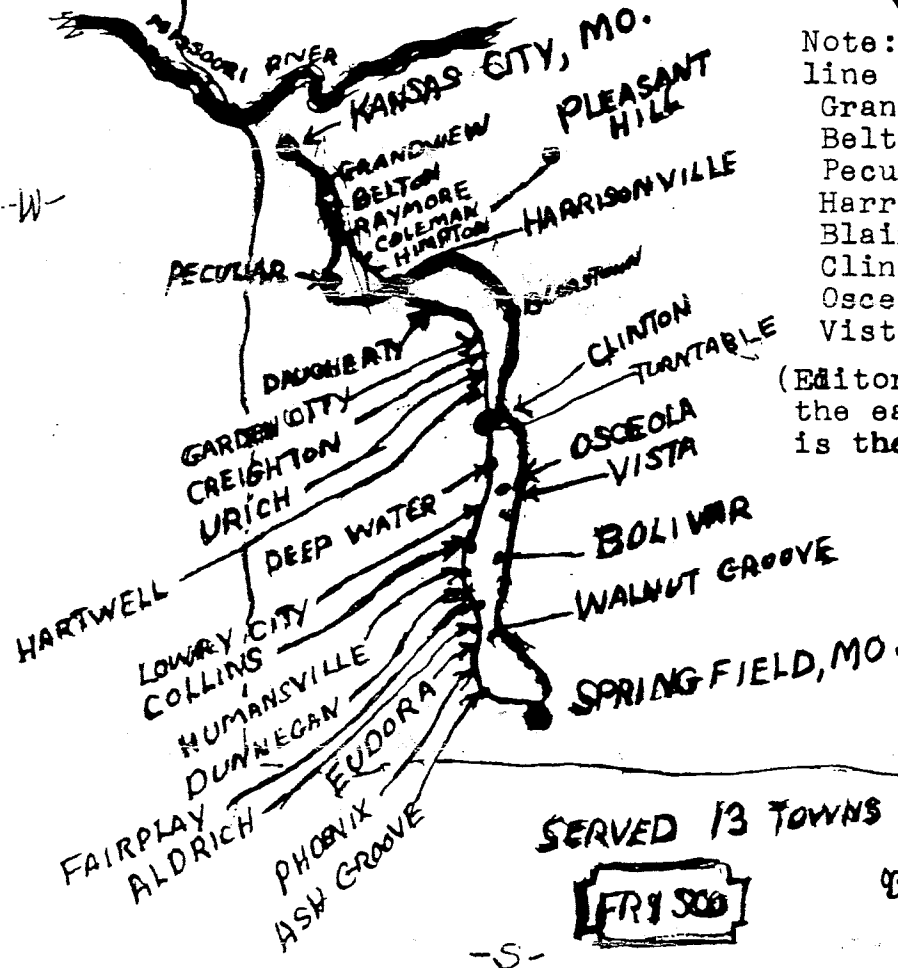
KC. C.-S.-RW = 26 TOWNS
 FROM 1880S
 TO
 1935 IT WENT OUT
 OF BUSINESS
 (55 YRS)



LEAKY ROOF RW'S
 LOGO

"NOTE" Darker
 (RED) LINE IDENTIFIED
 THE OLD FRISCO
 LINE (HIGH LINE)

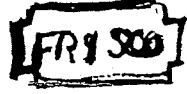
KC - CA 2 - 193 Miles
 SL-SF BRANCH - 191.5 "



Note: Old Frisco
 line served
 Grandview
 Belton
 Peculiar
 Harrisonville
 Blairstown
 Clinton
 Osceola
 Vista-Bolivar, etc.

(Editor's Note:
 the eastern line
 is the old Frisco)

SERVED 13 TOWNS



By: Jack M.
 Johnson
 1989

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TWENTY THOUSAND riders a day are taking uninterrupted trips again in New Orleans on the oldest continually operating streetcar line in the world. The 154-year-old St. Charles Streetcar line made its first cross-city run in more than a year, on November 24, after segments had been closed for the first time since the line was opened in 1835. Buses had ferried riders past the sections closed temporarily for softer rides on heavier rails in the cars, about 60 years old, that replaced the mule-drawn or steam-driven cars used in the line's first five decades. The six and one-half mile line is one of the biggest tourist attractions in New Orleans and is listed in the National Register of Historic Places and as a National Mechanical Engineering Landmark. In addition to the fun of being aboard an operating and convenient antique, the streetcar is, as one passenger put it, "the best way to go."

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"A STEAM ENGINE HAS ALWAYS GOT CHARACTER. IT'S THE MOST HUMAN OF ALL MAN-MADE MACHINES."

--Rev. William Vere Awdrey, in a book of marvelously funny, wise, foolish, new and old quotations compiled by Robert Byrne and titled "1,911 Best things anybody ever said", published by Ballantine Books in 1988 at \$8.95 in paperback, at your library if you're lucky, or a delightful gift at Christmas or any other time for just about anybody.

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JANUARY 1990

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 U.S. Mail carried by rail for first time on Baltimore & Ohio (1832)	2	3	4 E.A. Spaulding was issued patent for Automatic Train Reversing System (1921)	5	6
	HAPPY NEW YEAR		10 Train robber Frank James born at Keary, Mo (1843)			
7	8 Illinois Central RR ran first through train from Chicago to Cairo, IL (1855)	9	11	12	19 The wreck of a railway Southern Pacific passenger train at Tehapacki summit killed 15 persons (1883)	20 Ponchartraine RR chartered (1830). Later part of L+V line abandoned 1935.
14 Milwaukee Road's "Hiwatha" ran 31 consecutive miles at speeds over 100 m.p.h. (1941)	15	16	17	18	26	27
21	22	23	24 First train into Eureka Springs (1883). Pulled by E.S.R.R. 2-8-0 #1, bought new from Pittsburgh locomotive works.	25	26	27
28	29	30	31 Iron Mountain Road (MoP) "Little Rock Express" robbed by James gang at Gads Hill Mo (1874)			

TRIVIA CORNER

It was snowing hard on the afternoon of Jan. 14, 1941. Milwaukee's class F-7 (4-14) #100 was on the point of train #6 - the "Afternoon Hi" - nine cars, 450 tons. The train covered 31 miles between Sturdivant, WI and Roundout, IL in just over 18 minutes at an average speed of 102 m.p.h. and twice reaching 110 mph. The entire 85-mile run to Chicago Union Station took 79 min. 27 sec., an average of 64.15 mph. *Whew!*

AEBT BULLETIN BOARD

Next meeting: Jan 18 1990
 Speaker: Barton Jennings, new A&M road-master and A/BM member.
 Topic: Years with UP at McGehee, AR, and as railroad photographer.



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