



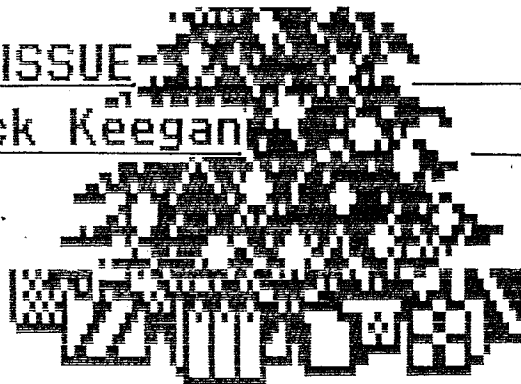
THE SCRAMBLER



CHRISTMAS ISSUE

1990

EDITOR: Dick Keegan



CHRISTMAS DINNER PARTY. December 13th is the date, the Spring Street Grill located at 101 No. Spring St. in Springdale is the place. Cost is a mere 10 clams, so hope to see all of you there. Should your social secretary remind you of prior commitments, please, if possible, be there for the meeting which will start at 7:45-8:00, in there somewhere. **Ron Allen** set the dinner party up, and he is now part of Desert Shield, so hope we have a good turn-out in respect to Ron. (Boy some people will go to any lengths to get people to attend the dinner) 751-7810 4 reservations.

DECEMBER MEETING: If you do not plan to go to the dinner party and did not read the above, the meeting is mentioned, so read the above please.

NEW OFFICERS FOR 1991. Prexy Martin Post has made it clear that he will not be our president next year due to all sorts of circumstances, like he doesn't plan to be here all year, that sort of reasoning. This means a new slate of officers will be an order of business at the December meeting. **Ray Toler** has come up with a slate of candidates for offices other than president. This slate is as follows: Vice President-**Howard Tefft**. Treasurer-**Bill Ussery**. Secretary-**Juanita Toler**. National Director-**Bob Oswald**. One year board of directors member-**Bob Lundeen**.

The office of president will be open for nominations from the floor. If you have a candidate in mind, talk it over with him/her and make sure that person is willing to serve. Be embarrassing to have someone say "take this shove and job it."

DRUMHEAD. This has nothing to do with music, Dick Douglas has donated a passenger train drumhead to the chapter. We can put our logo or whatever on the drumhead and mount same on the rear car of any fantrip we take - oh yes, with the car owner's permission of course. Thank you very much Dick, we shall have classy fan-trips now.

VISITORS. We had 6 visitors at the November meeting. Ron is on active duty so their names are not available. Do recall we had two couples, one of the couples, the A. W. Austins, from Norwalk, Conn. came out to ride A&M's shoppers special. They were members of the Western Connecticut chapter of NRHS. They showed some video of steam locomotives made in China, after the regular meeting. Those leaving early missed this.

THE PRESIDENT'S OBSERVATION was on the wrong track and was not picked up this trip. Martin's wife being under the weather was the cause. Most of the material above is actually from Martin, you surely didn't harbor any idea ye ed could think - right?? So we at least have what is actually the departure of the current president's observation. We all owe **Martin Post** a debt of gratitude. He has been the glue that has not only held our chapter together, but largely due to his efforts that we have grown, are now incorporated and are doing well as a chapter. I'm sure Martin's best wishes will go to his successor and that he will be available for a time for any assistance and counsel to the new president. So- Martin, we all thank you, and we'll all miss you, ya done a good job man.

MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL. Perhaps this is a good time to remind ourselves that we are the ones that will dictate the direction the chapter will take in the year and years to come. We have had a really good year of participation by the membership. The number of car hosts is reflective of the spirit of willingness on the part of our members. Hope 1991 is even a little better, and a lot more fun. Thanks for a good year.

Museum recalls real Casey Jones

By Jayne Clark
Los Angeles Daily News

J A C K -
SON, Tenn.

— The Casey Jones Home and Railroad Museum is an unlikely tribute in an improbable setting to a man most people believe existed only in a song.

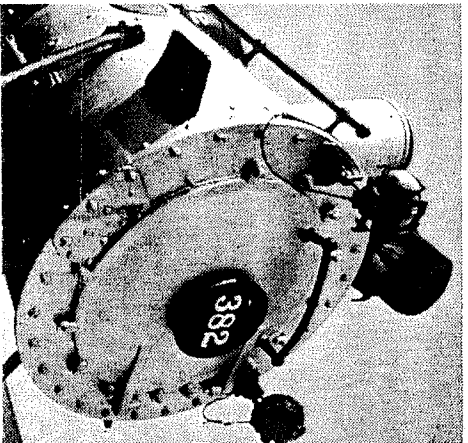
It is a pleasant, white-frame house surrounded by a tidy lawn and a straight-as-arrows picket fence that has been plunked in a parking lot in a faux frontier village.

In this setting, with a souvenir-packed country store, a Christmas shop and a tanning parlor, the house appears like a quaint piece of Americana grafted onto a blacktopped chunk of commercialism.

Inside, the museum's assistant director, J.C. Barlow, greets visitors in blue-and-white striped Big Ben overalls with a matching long-billed cap, and patiently answers the same question for the umpteenth time: "Yes," he said, "Casey Jones was a real person."

More to the point, Casey Jones was an engineer with a reputation for running fast and getting the train in on time. On a rainy, foggy night in April 1900, he worked a double shift to fill in for a sick engineer on the run from Memphis, Tenn., to Canton, Miss. The train was 95 minutes behind schedule when Jones climbed into Engine No. 382. Determined to make up for lost time, he reportedly hit speeds of up to 100 mph.

At 3 a.m., the train careened around a curve in Vaughn, Miss., going 75 mph. On the tracks ahead 1 sat several stalled cars.



Jones lost life aboard Engine No. 382.

though one woman passenger received a scratch on the arm. She was awarded \$1.

The engineer might have passed into obscurity at that point, if it were not for an incident a year after his death. Wallace Saunders, a co-worker of Jones who worked in the round-house cleaning engines, had a knack for making up songs. He began singing a song with lines like, "All the switchmen knew by the engine's moans, that man at the throttle was Casey Jones."

The song later became the rage of the vaudeville circuit. Saunders did not make a cent off it, however, since two Los Angeles songwriters, Lawrence Seibert and Eddie Newton, altered it and copyrighted it, said Clark Shaw, part owner of Casey Jones Village, where the museum is located.

"There are hundreds of versions of the song. Some are complimentary. Some are the kind you'd hear in prison. We don't talk about those," he said with a chuckle.

The house was moved a decade ago from its downtown Jackson neighborhood to the shopping area just off Interstate 40 to take advantage of the steady stream of

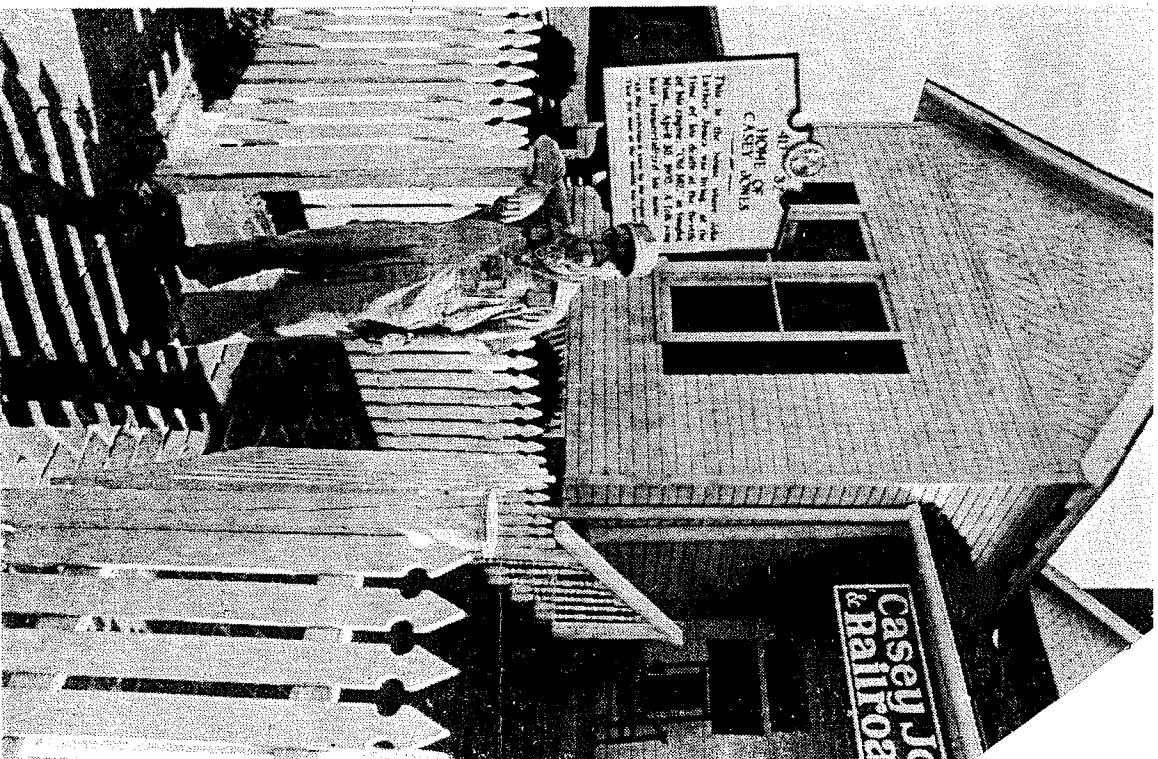
Jones yelled for the fireman to jump, while he stayed at the controls. The engine crashed through a caboose, a carload of hay and halfway through a car of lumber before it tumbled off the tracks. Jones was the only one killed in the accident, though one woman passenger received a scratch on the arm. She was awarded \$1.

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ALL ABOARD: J.C. Barlow, museum's assistant director, greets visitors in blue-and-white striped Big Ben overalls with a matching long-billed cap.

traffic passing by. It is packed with railroad memorabilia.

The rooms are furnished with turn-of-the-century belongings of the Jones family. On railroad tracks behind the house is a 1905 Baldwin steam locomotive engine, similar to the one operated by the legendary engineer.

"A lot of people who stop here think Casey Jones was a figment of someone's imagination — like Pecos Bill or Paul Bunyan," Shaw said.

But even those who know nothing about the man often know the lyrics to the song, and they occasionally join Barlow in the mu-

seum for a verse or two.

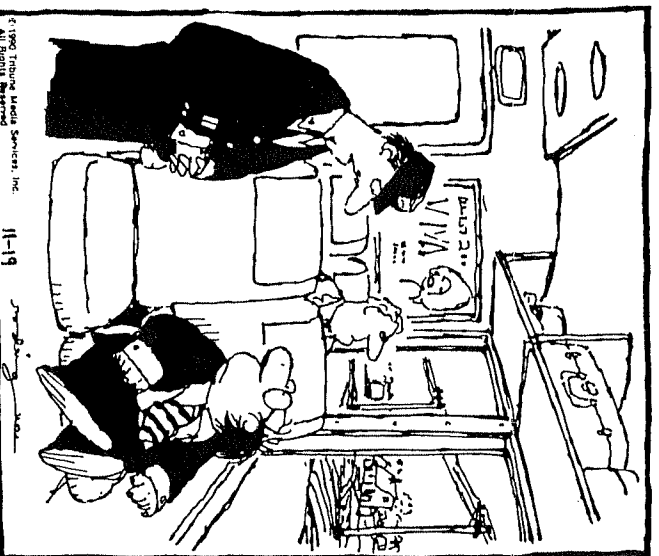
"It embodies the spirit America," said Shaw, explaining why he thinks the song has endured. "It's an American sc about an average American who does his duty at the risk death."

Besides, it's a catchy tune.

FYI

■ For more information on the Casey Jones Home and Railroad Museum, phone (901) 668-1222.

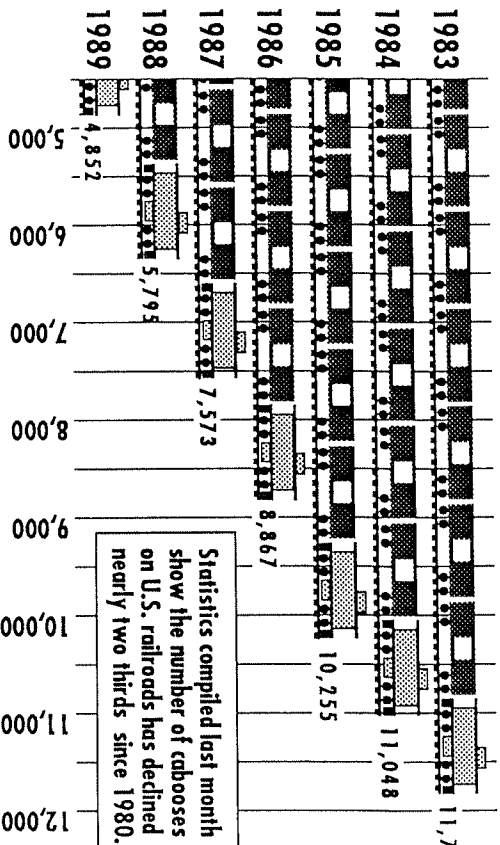
CHARLIE



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11-19

"Are you sure you're not hungry, sir? Due to a switching mistake in Chicago, we have one coach and 58 dining cars."



Source: Association of American Railroad.

JANUARY 1991

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 C&O's Guyandotte Bridge (WV) collapsed under a passenger train leaving 8 dead. (1913)	2	3	4 The roof of the Grand Central Station, New York City, collapsed (1877).	5
6	7	8 17 died in NYC wreck in smoke filled tunnel at New York's Grand Central Station (1902).	9	10 London Metropolitan Railway (underground) opened, steam powered, Paddington to Farringdon (1863).	11	12 GREAT AMER. TRAIN SHOW TULSA CONV. CENTER
13 GREAT AMER. TRAIN SHOW TULSA CONV. CENTER	14	15 None died when PRR 'Federal Express' ran away and plowed into Washington Union Station concourse (ala movie 'Silverstreak!') (1953)	16	17 Bradford & Fosterbrook (PA) Monorail opened (1878). 12 days later their locomotive exploded and operations ceased. ABMT 7:30	18	19
20 Southern Pacific's San Francisco to Portland line closed by snow (1890). The line remained closed for 63 days.	21 Daniel C. McCallum born in Scotland (1815). Superintendent of U.S. Military Railways in Civil War.	22	23 Southern Pacific completes dieselization (1957)	24	25 Fort Smith & Western chartered (1899)	26
27	28 T&P 2-10-4 steams up in Fort Worth for American Freedom Train's Texas tour. That's #610 (1976)	29	30	31 Norfolk Southern goes freight only (1948)		

TRIVIA CORNER Train 173, 'The Federal', left Boston at 11:00 PM on Jan. 14, 1953 loaded with visitors for Ike's inauguration five days later. There was some air brake trouble in Rhode Island, but none thereafter until two miles outside Washington Union Station when, running at 80 m.p.h., engineer Harry Brower attempted to slow his train. Nothing worked. An alert telegrapher alerted the depot to get people out of the way before GG-1 No 4876 crossed the concourse, stationmaster's office and main newsstand, then fell into the basement at 8:30 AM, right on time. 87 injured, none dead, \$1 mil. damage.

ABMT BULLETIN BOARD


Next meeting: January 17, 1991
 Speaker: Pick Keegan
 Topic: Birth & Death of Beaver R.R.

Due to my recent mobilization and call to active duty with the U.S. Army I find that it is no longer possible for me to continue my duties as the Secretary of this fine organization. It is with great sadness that I leave the friends and associates that I have worked with for these past few years. I will keep in touch, and look forward to the time when I can return and pick up my place in my job and in this organization.

Until I return may your signals all be green, your tracks be straight, and please keep it on the tracks until I return.

Your Friend and a Railfan

As Always



Ron Allen

1991 dues are due 1991 DUES ARE DUE Time to pay your 1991 DUES

Please see Bill Usseery to get your 1991 dooz paid, thank you, we appreciate it. Lacking an oil well or an excursion train, we gotta get them dooz.

JANUARY MEETING Dick Keegan has the January program, gritting my teeth and really wanting to do a streetcar program, I decided to do a program on the Eureka Springs Railroad of Beaver, Arkansas. I have both slides and movies again, including the looks of the line now - abandoned. Back in a bygone year that can't be recalled, I had an opportunity to ride the short little tourist line in their Fairmount (Fairmont - however) motor car, took 3 super 8 cassettes, two of them were sound. See you at the January meeting on Thursday Jan.17, 1991. May decide to sneak something else in also, something - - electric.

Membership in ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society is easy.

Meetings....ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) ... 3rd Thursday each month .. except December, annual dinner meeting. Place....Shiloh Museum's 'General Store' building, Springdale AR. Time.....7:30

..... Visitors are welcome to 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 .. January 1st thru December 31st. Half-year payment .. June 1 thru September 1. Dues are:

Regular Membership: ABMT Chap. & NRHS.....\$ 24.00.

Family Membership: ABMT Chap. & NRHS Family.....\$ 26.00.

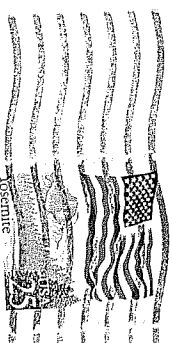
Members of other National Chapters, become an ARKANSAS-BOSTON MOUNTAINS member, pay ABMT's Chapter dues: \$12.00. Please include membership number, & Chapter paying your National dues.

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

During membership you receive copies of ABMT's newsletter .. THE SCRAMBLER & NRHS's .. NATIONAL BULLETIN. More information call: Martin Post, Pres. 442-3686 or Bob Oswald, Nat'l Director 521-9714 .. Fayetteville

Send your Name, Address, City, State, Zip and Phone numbers (Home & Work) to:

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