

arkov
HE
2771
.A8
S4
V. 13
Jan 2000

The Scrambler

Volume 13, Number 4

January 2000

Arkansas-Boston Mountains Chapter, National Railway Historical Society

Opinions expressed in the *Scrambler* are those of the Editor and contributors. They do not represent the official view of the Arkansas-Boston Mountains Chapter, its members, officers or directors or the National Railway Historical Society, Inc. unless otherwise stated.

MINUTES OF MEETING

The final 1999 monthly meeting of the Chapter was held at Fred's Hickory House Restaurant in Bentonville, Arkansas on Thursday, December 16, 1999. Except for President George Alison, all Officers and the eligible Director had their respective one and two year terms extended effective January 1, 2000 by a unanimous voice vote of the members present. President Alison, who had expressed a desire to step down at the November 1999 meeting, was succeeded by Bob Hofer. We thank George Alison for his many years of service as President. And now we look forward to Bob Hofer's stewardship. The remainder of the pleasant meeting was devoted to food and fellowship. Our attendance was 27 members and guests. We had use of the Log Cabin Room and everyone enjoyed the new venue. Thanks go to Dinner chairman Bob Hofer for his effort in making the banquet so enjoyable.

Tom Duggan -Editor

Observations of the President

My name is Bob Hofer. I am your President for the year 2000. We will be having meetings every third Thursday of the month and three board meetings during the year. The first board meeting will be held at 6:15 on Thursday February 17, preceding the regular meeting. These meetings are required by our by-laws. HOWEVER I would like to see us do more things. This is where, you the membership come in. I need your ideas (call me at 501-855-1532), come to the board meeting, or talk to me at our regular meetings. Bill Merrifield has started us with the project to get young people interested in trains and our club. The rest is up to you!!! Give me your ideas; then when we try something new support us. I have a great group of officers to work WITH, you give us some ideas to work ON!

Arkansas & Missouri Railroad Company

Lynn Bird, Passenger Train Manager, is no longer with the A & M. She left the railroad on December 23, 1999. The Arkansas & Missouri RR website has a copy of the informative October employee newsletter (prepared by Lynn Bird and Larry Bouchet) that states tourist trains will operate in 2000.

The Worcester Fire

Amtrak provided complementary transportation for firefighters traveling to the memorial services of the six firefighters tragically killed in the blaze at an abandoned warehouse in Worcester, MA. Amtrak ran a special from New Haven, CT to Worcester, MA for the service.

New Chicago Facility Opens

The largest Amtrak-owned Mail and Express transloading and ground handling facility in the United States was officially dedicated in Chicago on Friday, Dec. 10. The \$3 million facility will be one of the busiest in the nation, and it will allow Amtrak to handle increased volume in Mail and Express - its fastest growing line of business.

"Mail and Express is a vital part of the new Amtrak," said Ed Walker, president of Amtrak Intercity. "It is opening new markets for passenger service and is helping to provide the financial support necessary to build a commercially viable nationwide passenger rail system that is poised to serve a new generation of Americans in the next century."

Located within Amtrak's Maintenance Facility at 1480 South Lumber Street, the new facility will join Chicago Union Station's mail operations to make Chicago the hub of Amtrak's Mail and Express business. It incorporates eight covered rail car docks, seven covered truck docks, and 4,000 square feet of enclosed heated area for temporary storage, maintenance, staging and general office use. It is served by two stub end tracks and has truck access from Roosevelt Road and Canal Street.

Amtrak's Mail and Express business achieved record-breaking growth in fiscal year 1999, (Oct. 1, 1998 - Sept. 30, 1999), earning \$98 million in revenue, an 18 percent increase over fiscal year 1998 in which Amtrak achieved Mail and Express revenue of \$83 million.

Mail and Express facilities around the nation were expanded in fiscal year 1999 to accommodate the growth in the goods handling business. In addition to Chicago, new facilities were built in Los Angeles, Seattle, Springfield, Mass. and Harrisburg, Penn.

Mail and Express has always been an essential part of American passenger train service. While Amtrak's core business continues to be serving the needs of the traveling public, the Mail and Express business is a critical component of the corporation's business vision. It supplements passenger revenue and improves Amtrak's overall financial performance.

Ed Ellis, vice president, Mail and Express, estimates the logistics market in the United States to be in excess of \$200 billion. "Amtrak's continued investment in Mail and Express equipment and facilities underscores its commitment to serve that portion of the market that requires expedited service and is transported at premium prices," he said.

Amtrak's passenger train network provides shippers with a unique solution to many of their logistics challenges. With trains operating from city center to city center where consumers are located, Amtrak's Mail and Express service offers a combination of geographic coverage, speed and reliability that can't be matched by other modes of

transportation.

Edwards and Kelcey was the design-engineering firm for the Chicago Mail and Express project, and the Lombard Company was the general contractor. The new facility also provides \$85,000 in landscaping improvements to support the Chicago River beautification project.

The dedication ceremonies began at 9:30 a.m. with a reception, facility tour and equipment display for speakers and guests, followed by a ribbon-cutting ceremony and remarks. Amtrak employees in the Chicago area were all invited to join in the celebration and tour the new facility.

Amtrak has focused increasingly on its Mail and Express program, making it a critical element of the corporation's strategic business plan to reach operational self-sufficiency by 2003.

Moody's Debt Rating Service Raises Amtrak's Long Term Debt Rating Citing Improved Financial Outlook

Moody's Investment Services raised Amtrak's credit rating to A3 this week. After assessing Amtrak's finances and its Strategic Business Plan, Moody's assigned the A3 rating that means a "stable outlook" and noted that it "reflects Moody's assessment of the financial strength of Amtrak in relation to its unique operations and prominence in the U.S."

Further, Moody's noted that the rating is based on "Moody's expectation that operational self-sufficiency will be achieved, but that the Federal government will continue to provide financial support for Amtrak's capital program."

Moody's also wrote, "The ARC (Amtrak Reform Council) may recommend the dissolution of Amtrak if it fails to meet the self-sufficiency goal, which in Moody's view is unlikely, given achievements to date." Congress created the independent ARC as part of the Amtrak Reform and Accountability Act of 1997 to monitor the corporation's progress toward operational self-sufficiency.

In fiscal year 1999, Amtrak achieved record total revenue of \$1.8 billion and reduced expenses in accordance with its business plan. Ticket revenue was supplemented by nearly \$100 million in revenue from Amtrak's mail and express shipment business and also other commercial ventures. This all resulted in Amtrak beating the target set for the corporation's reliance on federal operating support (\$484 million) by \$8 million. This is the second consecutive year Amtrak surpassed its financial target. For the first time in the corporation's history, ridership improved for a third consecutive year, increasing to more than 21.5 million.

Source: Amtrak Press Release of 12-21-99

(Editor's comment: Your Editor worked with Moody's on behalf of a large German public sector bank for twelve years. The rating of A3 is at the lower end of the top ratings. The rating agency process is extremely thorough and rigorous. The good news is that Moody's expects Amtrak to shortly operate on a breakeven basis in which operating income covers operating expenses. However Moody's expects that Amtrak will have to rely on the Congress for funding much of its capital expenditures on items such as new equipment. This is where the ultimate problem exists for Amtrak.)

Ten Persons Injured in Smash-Up Sunday

Rogers, Nov.11- Ten persons were hurt, several seriously, when Kansas City & Memphis mixed train No. 4 leaving Rogers at 5:40 PM for Siloam Springs was wrecked one half mile east of Healing Springs and 14 miles west of Rogers. The injured J.B. George -Fayetteville: two gashes on head, back sprained, serious F.G. Hogan-Omaha, Neb.-collar bone broken, head bruised and cut, serious Mrs. Holz-wife of the engineer, rib broken, serious J.B. Amos-Rogers, bruised J.J. Farrell-Pittsburg, Kas.-face cut, bruised Den Weaver- Rogers, cut and bruised K.R. Rogers- Springtown slight injuries Albert Strain-Rogers head knee and shoulder bruised R.J. Fowler-conductor, head cut and bruised, Buster Hogan-brakeman, head skinned and bruised.

The passengers were brought to Rogers about midnight. Traffic on the road was tied up until noon today.

The train consisted of four box cars and a passenger coach. The train had just crossed the bridge spanning Osage Creek when a brake beam under the car just ahead of the coach broke and derailed that car and the coach, both falling on the west side of the track. A steel rail was thrust through the coach for a distance of 20 feet, wrecking the interior of the car and injuring the occupants. The engine was run to Higfill where physicians were secured and news of the wreck telephoned to this city. A special train was made up to bring the injured to Rogers. George D. Locke, president of the road, John E. Felker, purchasing agent; W.A. Mundell, claim agent, and a force of workmen left on the special. (*Springdale News*, November 15, 1914)

Strange Fire in Rogers

Sunday morning about four o'clock the fire company answered a rather unusual call and although they got there in plenty of time it was an hour before they were allowed to throw water on the flames. The source of the trouble was the oil burner engine that the Kansas City & Memphis had been using in the yards for a switch engine and we understand it belonged to the Kansas City Southern. The engine was standing by the big cement oil tank, just south of the roundhouse, and the helper there was filling the oil tender for the day's work when the oil caught the fire from the fire box. In an instant the cab and woodwork was ablaze and the fire burned until all the oil in the tender was gone. The railroad people did not want water thrown on the oil for fear it would create a river of fire in the culverts and set everything afire. Every bit of woodwork about the engine was destroyed and the iron was at the red hot point for an hour or more it is probable the steel was ruined.

(*Springdale News*, August 22, 1912 citing the *Rogers Democrat*)

(*Editor's note*- The Kansas City & Memphis enjoyed a close relationship with the Kansas City Southern Railway. The KCS was a friendly connection at Siloam Springs while the Frisco did everything to prevent the KC & M from securing business in Rogers and Fayetteville where the two lines were in direct competition. The KC & M Annual Report for June 30, 1912 described a revenue sharing agreement with the KCS on traffic originated by the KC & M.)

Northwest Arkansas Railroad History

FRISCO'S PLAN IS TRI-WEEKLY ST. PAUL TRAIN

(from the *Fayetteville Daily Democrat*-April 17, 1933)

Copy Of Petition As Filed By Receivers In Hands Of C. of C.

C.O. McLain, division freight and passenger agent for the Frisco railway, with headquarters in Fort Smith, was here today consulting Chamber of Commerce officials, regarding the proposed change in the schedule on the St. Paul branch. One object of Mr. McLain's visit was to correct the misinterpretation of the notice sent out on the petition "to abandon the present schedule" on the St. Paul and Bentonville branches.

While the notice did not specify what change would be made, the petition filed with the Arkansas Corporation commission, a copy of which was in the hands of the Chamber of Commerce today, states that the receivers propose a tri-weekly train service on both lines. Under the plan proposed in the petition one crew would operate both the Bentonville and St. Paul branch lines. Train on the Bentonville branch would operate on Tuesday, Thursday and Saturday of each week and over on the St. Paul branch on Monday, Wednesday and Friday. On the days when train service will not be provided on each branch the railroad will provide adequate means for handling all mail and express with promptness and dispatch, the petition states.

"Business handled on the two branch lines is wholly insufficient and inadequate to require or justify the further maintenance and operation of the train service," the petition states. It says that for the 12 months period from March 1, 1932 to Feb. 28, 1933, expenses exceeded the revenue by \$35,821.59 on the St. Paul branch. Total revenue derived from all classes of business amounted to \$17,605.58 and expenses incurred in operation of the branch line reduced to the

lowest minimum, amounted to \$44,609.46 and taxes on the branch were \$8,817.71, making a total of \$53,427.17 for expenses and taxes, the petition states.

FRISCO GRANTED PERMISSION TO STOP DAILY TRAIN SERVICE

(from the *Fayetteville Daily Democrat*-April 21, 1933)

Little Rock, Ark., April 20.- (AP)-The Arkansas corporation commission, after a hearing Thursday, issued an order authorizing the Frisco railroad to discontinue daily mixed train service between Fayetteville and St. Paul on the St. Paul branch in Washington and Madison counties, and on the Bentonville branch between Rogers and Gravette in Benton County and to substitute a tri-weekly service.

The railroad company agreed to provide special train service for movement of fruits and vegetables when offered in car lots along the lines and to contract with bus lines or some other agency to deliver mail to towns along the Bentonville and St. Paul branches.

(*Editor's note*- The above articles come to us by courtesy of Steve Erwin of Fayetteville. He is working on a history of the Fayetteville Post Office.

The Frisco actually sought to eliminate all daily mixed service on the Bentonville branch. However the Arkansas Corporation Commission, successor to the Arkansas Railroad Commission, only had jurisdiction on points in Arkansas. Thus the Frisco had to approach the railroad regulators in Missouri and Oklahoma to discontinue mixed service in those states. Daily passenger service on the Bentonville Branch ended in 1927.)

White River Scenic Railroad

RAILROAD ANNOUNCES PLANS TO BEGIN HOT SPRINGS OPERATION

HOT SPRINGS, AR (January 7, 2000) - Officials of the White River Scenic Railroad, who now operate an excursion train between Flippin and Calico Rock, announced here today that the Railroad will begin operating an excursion train at Hot Springs on or before February 1. The Hot Springs excursion train will be known as the Hot Springs/White River Scenic Railroad.

White River Scenic Railroad officials described the Hot Springs excursion train as a "feasibility study" to determine if the Hot Springs market will support an excursion train. "We have every confidence that it will," said Peter Peitz, president, "we hope to become a permanent member of the Hot Springs community." Peitz said that a dinner train might be added to the excursion run later.

The Hot Springs train will depart from the Hot Springs Transportation Depot at 100 Broadway Terrace, traveling south toward Lake Catherine before returning to the depot. Excursion rides will last about an hour and a half. The train will offer two runs on Wednesdays, Fridays, Saturdays and Sundays, departing from Hot Springs at 1 p.m. and 3 p.m. Ticket prices are \$19.95 for first class, \$11.95 adult coach and \$6.75 for children. Tickets may be purchased at the Hot Springs Transportation Depot, after calling 1-888-824-1022 for reservations.

Peitz described the Hot Springs excursion train as a collaborative effort "to bring the railroad back" to Hot Springs and to add another attraction to the city. He thanked Hot Springs City Manager Kent Myers, the Hot Springs City Council and Charles Laggan, general manager of the Arkansas Midland Railroad, owner of the tracks, for helping make the Hot Springs operation possible.

The White River Scenic Railroad began operating an excursion train in the Ozarks in

the spring of 1997. Surveys consistently rank the railroad high in customer satisfaction.

(Editor's comment- The press release was e-mailed to us by the White River Scenic Railroad, a Chapter member. I subsequently spoke with Sean Reed who provided additional background information.

The White River will operate from both Flippin and Hot Springs for the time being. However Hot Springs is a popular destination point with an area location of 2 million. Flippin on the other hand involves six counties with a population of 1.2 million. In the event the Hot Springs venture meets ridership expectations it may be necessary to re-evaluate the Flippin service.

Hot Springs is delighted to have the White River operation. Another group had operated Hot Springs passenger service for a year but had ceased operations. Hot Springs was looking for a qualified operator with a proven track record of successful passenger train operation. The service date of February 1 is also the first day of the important Hot Springs racing season. In addition a closed Hot Springs amusement park scheduled to reopen this year.

Chapter National Director Bob Oswald will assist the railroad with the training of new employees in Hot Springs.

The Flippin operation did quite well in 1999. The dining car service, introduced in May 1999, was very well received. Passenger satisfaction surveys recorded 95% scores, which ultimately translates into invaluable word of mouth advertising. The railroad budgeted 12-15% of revenues for advertising in 1999. The Flippin service in 2000 will operate on the Wednesday, Friday, Saturday and Sunday schedule that prevailed in 1999. Fares are higher by a modest \$1.00. The Flippin brochure will be distributed soon.

MOVIE OF THE MONTH

GO WEST

MGM 1940 82 minutes

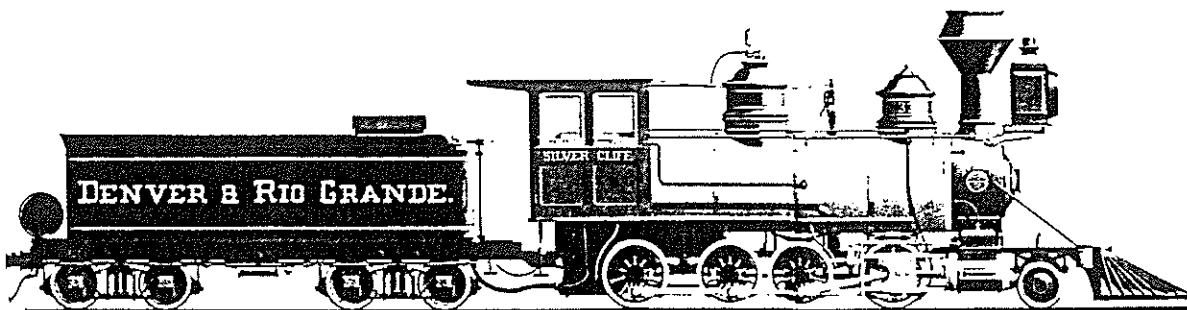
The Marx Brothers, John Carroll, Diana Lewis, Robert Barrat

By 1940 the Marx Brothers were past their most inventive years (1931-1937), and this flick is really pretty dumb. There is a good spike of Marx comedy at the outset (the depot scene), but it quickly sinks into the doldrums. Until.....

Meanwhile through the middle of the picture, the boys get involved in a plot to deliver to the railroad management a valuable deed. All the Western and Marx cliches are exhibited including singing, piano playing and Harpo strumming an Indian rug loom! Altogether pretty dumb. But the race is on!!

.....they, including the bad guys, find themselves on the train for New York. But fuel is running low. So--what else?--they dismantle the wooden coaches while the train is moving and motivate the loco. This is a wonderfully loopy sequence that makes it all worth the while.

Consolidation (2-8-0) No. 32 is probably a D&RG Class C16 (C=Consolidation; 16=16,000 pounds tractive effort). Between 1877 and 1882, 130 C16s were delivered to the Rio Grande, most from Baldwin, a few from Grant. C16 No. 33, "Silver Cliff", is shown below.



Built 1879, retired 1908; Cyl. 15"x20", DW 37", SP 160 psi, Fuel (coal) 6 tons, Water 2,500 gal., Wt 111,600 lb., Length 52'2 3/4". Some of this class worked into the mid-20th Century.

There were five Marx Brothers: Leonard, 1887 (Chico); Adolph, 1888 (Harpo); Julius, 1890 (Groucho); Milton, 1897 (Gummo); and Herbert, 1901 (Zeppo). Never more than four appeared together at any one time. Gummo dropped out of the vaudeville act about the time of World War I, to be replaced by young Zeppo. Their first talkie was "The Cocoanuts" (1929) to be followed by six more great comedies through 1937. Zeppo dropped out of the act after "Duck Soup" of 1933. Thereafter their career(s) waned, and their last film "Love Happy" of 1949 is best forgotten.

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter established November 1987

2000 DIRECTORY OF OFFICERS AND DIRECTORS

President	BOB HOFER	855-1532	5 Breton Lane, Bella Vista , AR 72715
Vice President	BILL MERRIFIELD	751-7163	5278 Silent Grove Road, Springdale, AR 72762
Secretary	RON ALLEN	751-0761	2718 Jean Street, Springdale, AR 72762
Treasurer	BILL USSERY	751-2873	112 Willella Place, Springdale, AR 72764
National Director	BOB OSWALD	521-9714	2511 Elizabeth Ave., Fayetteville, AR 72703
Director	RAY TOLER	751-7810	P.O. Box 6005, Springdale, AR 72766
Director	LARRY CAIN	751-1949	3413 Butterfield Coach, Springdale, AR 72764
Director	GENE SCHMITZ	443-4097	1645 Wedington Drive, Fayetteville, AR 72703
Editor	TOM DUGGAN	756-1901	15225 Lakewood Drive, Lowell, AR 72745

Meetings... ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) Third Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas at 7:00 PM. Visitors are welcome at all meetings. Annual dues for 2000 remain unchanged at \$29 for individuals and \$31 for a family. Dues are 50% less for members joining between June 1 and September 30. Please call 501-750-8165 for directions to the Shiloh Museum

Our program for Thursday, January 20, 2000 will be presented by Bob Oswald. He will present a program on the Society of Mining and Industrial Locomotive Engineers. This should be a most interesting program as I would imagine very few members have ever heard of the organization. Hard hat and mining lamp dress will be optional for this meeting.

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. BOX 1303
SPRINGDALE, AR 72765-1303
ADDRESS SERVICE REQUESTED**

University of Arkansas
Libraries, Fayetteville
ARK COLL-OV
13:5
Received on: 01-23-04
The Scrambler