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The Scrambler

Volume 13, Number 5

February 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

January 20, 2000

The "CHAPTER" met for the regular monthly meeting at the Shiloh Museum's "Old General Store. There was one guest present, Ed Bullington, who was interested in selling some Lionel O gauge electric toy trains.

Secretary Ron Allen read the minutes of the November meeting, and those minutes and the December minutes published in the *Scrambler* were accepted as read and published.

In the report from the officers, National Director / Membership Chairman Bob Oswald read a summary of the last National Directors meeting and announced that he would send notices to members who are delinquent with their dues.

Vice-President Bill Merrifield gave an update on the Children's Activities Committee and an update on upcoming programs.

Treasurer Bill Ussery gave the treasurer's report; a copy of the report is on file with the secretary's records.

Under new business we had a report of Hamilton Railroad Watch for sale.

The White River Railroad's Hot Springs Division will open February 1st ; our own Bob Oswald will be there to train the crews for this new tourist railroad operation.

Ray Toler gave an update on former member Chris Lord's activities and gave Chris' address

Chris Lord

P.O. Box 32

Gilbertsville, NY 13776-0032

There was a brief discussion of the Trains Magazine subscriptions for the local libraries. Tom Duggan is to review the usage of the magazines to see if we should continue the subscriptions.

There will be a Board meeting at 6:15 PM on February 17th prior to the regular meeting. All officers are requested to attend, and anyone interested may also attend.

The business meeting adjourned and Bob Oswald gave an interesting program on the Society of Mining and Industrial Locomotive Engineers.

Ron Allen -Secretary

A Bad Wreck

End On Collision of Double-Header Freight and a Passenger Train on a Bridge

MANY HURT BUT NONE KILLED

The Loss mainly Consisted of Three Locomotives and a few Coal Cars.

There was quite a serious head-end collision between the south bound passenger and double-header north bound freight of 40 cars, on the bridge near the depot, on the morning of Feb. 21.

The helper engine, No. 101, was crushed like an egg-shell between the powerful engines, Nos. 501 and 453, in front and rear of it, and from the appearance of it afterward it is inconceivable how any person could have been on that engine and come out of the wreck alive, but, it seems that Engineer Bartholemew and his fireman Abner Matney, were on. The engineer succeeded in crawling out from the debris and five coal some 15 or 20 minutes later, and with the assistance of others, was taken to the smoker and his wounds, which mainly consisted of bad scalds, dressed,

and afterwards taken to the Sulphur Springs hotel, where, with several others more or less hurt, he received further medical attention from Dr. Beeson of Noel, and Dr. Hughes, of Gravette, who had in the meantime come on extras. The fireman of 101 escaped with injury to thigh, no bones broken. The engineer of the passenger jumped out of the cab window and rolled down the high embankment, receiving some bad bruises, and both engineer and fireman on the big freight engine prepared to jump but didn't and were not much hurt.

Just how it happened is a question, whether some one misread orders or the momentum coming down the heavy grade was too great to be checked in time, leastwise, it caught the passenger train on the bridge. Fortunately everything remained upright except 2 car of coal that was dumped. The engines were all derailed but were so firmly interlocked they did not leave the trussel. The front end of the smoker was literally reduced to kindling wood, and several passengers in both it and the chair car were somewhat hurt and all badly shaken up, no one was killed or very seriously

injured, except the engineer above mentioned.

All things considered, it was a fortunate wreck. Had the passenger train been a fraction of a minute sooner, the entire train would have been thrown from the bridge and the loss of life would have been appalling.

The north bound passenger arrived two hours late and a transfer of mail, passengers and baggage was made and by 2:30 both pulled out on their respective journeys north and south.

The track was cleared and bridge repaired so that trains could pass before night.

Frank Bartholemew, the engineer on 101 who had such a miraculous escape from the wreck, was taken next day to the hospital at Kansas City. He was badly scalded about the head and face, also on arms, but not seriously on the body. He has a long record of faithful service on the road; is a son-in-law of T. C. Auercrombie, of this place, where he is well known and much thought of and his many friends consequently feel great solicitude as to his recovery. His wife came down from Pittsburg, where their home is, in the morning and accompanied him back, her father,

T. C. Auercrombie, also went along to take care of the injured man enroute.

Several persons remarked to us the day of the wreck, that we'd have something to write about. Yes, very true; but, inasmuch as it is of no benefit to us or the town, we take no special delight in that kind of news. Now, if the railroad company had laid out \$75,000 in some improvement in the town, instead of smashing it on the bridge, well, we'd feel like saying some thing real nice which would be far more pleasing all round.

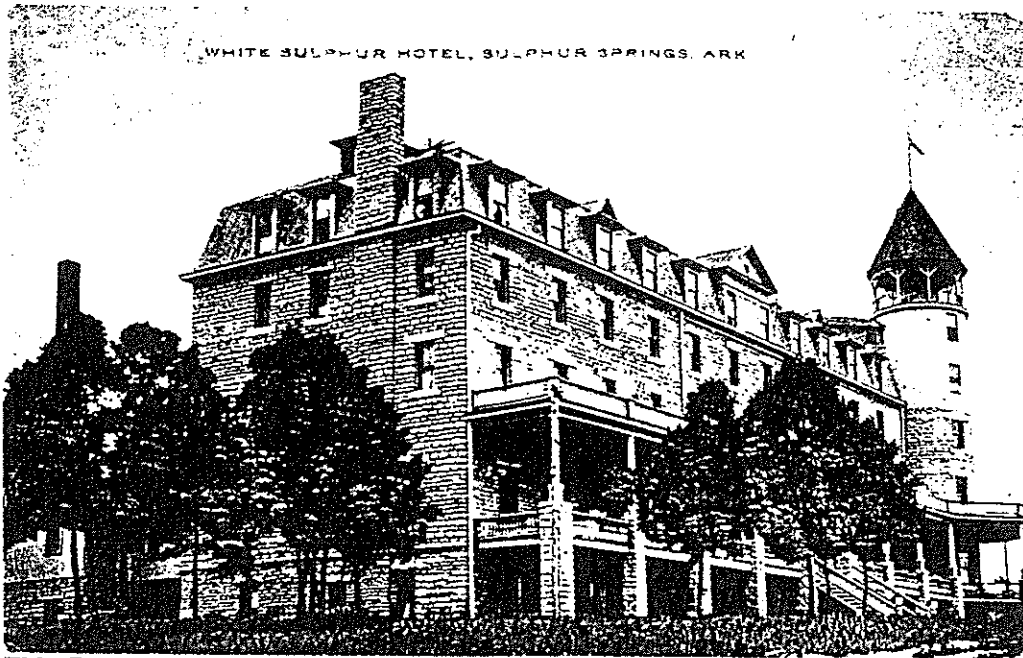
Mayor Paul bought the coal that was dumped in the wreck. It was of good quality and there was over 60 tons of it. It will keep his hotel range in fuel most all summer.

It and the day following were quite stirring days about town. Everybody for miles around who could possibly get out, were here to see the sights, and they were not disappointed. Many drove over from Gravette, and with the transfer of passengers and the several working crews of the rail road, altogether formed quite a crowd and gave old Sulphur Springs the appearance of something doing. And there was.

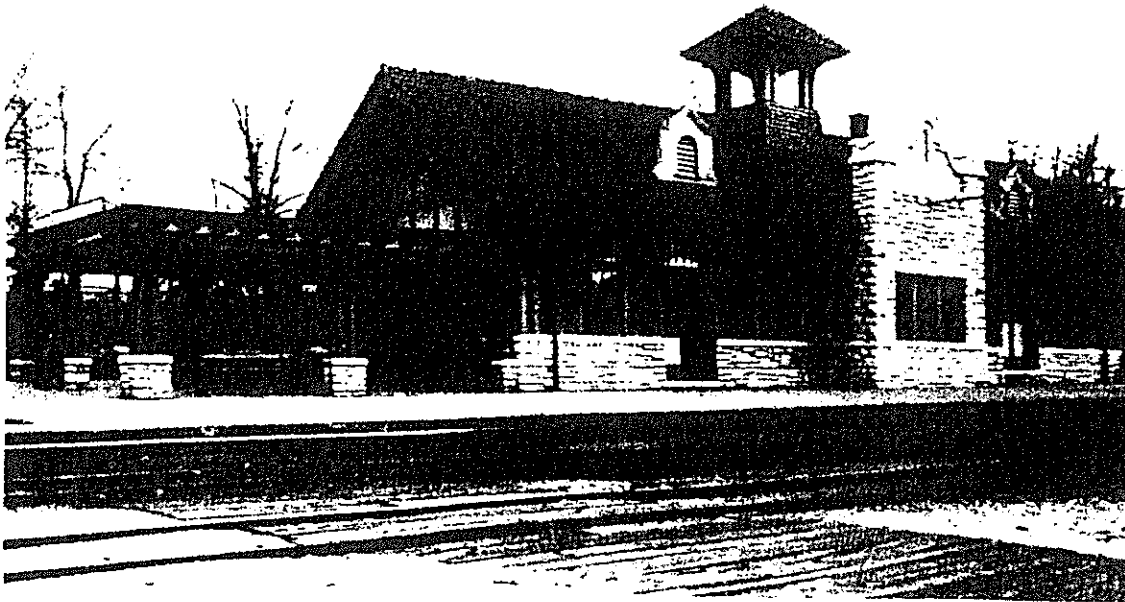
The bridge stood up wonderfully well, and though badly splintered in places, soon was repaired so that trains could pass over in perfect safety.

Editor's note-This article comes from a Shiloh Museum of Ozark History copy of the the *Speaker Monthly*, Volume V, No.1 (March 1905), a paper published the resort town of Sulphur Springs, Arkansas. This article is confusing and hard to follow. In addition to enormous run on sentences the article uses six different type fonts. Perhaps the reporter was paid on a word basis.

Sulphur Springs Images



This five story hotel, originally called the Kihlberg, cost \$50,00 to build in 1909. The 100 room hotel was strictly first class. It is believed that the Kansas City Southern Railway provided financing for this hotel. By 1921 the hotel, which burned to two floors in January 1940, had become the White Sulphur Hotel possibly to emulate the famous West Virginia resort. . (Bob Besom collection)



Perhaps the finest railroad station built in Northwest Arkansas was the Kansas City Southern depot at Sulphur Springs. The depot, completed in 1910 of native limestone at the enormous cost of \$15,000, was part of a KCS plan to promote Sulphur Springs as a resort center. The resort concept failed and for many years this small town had a magnificent depot. Passenger service ended in 1955 and the depot was razed in 1976 after the town of Sulphur Springs decided it did not want the depot structure. Today the only evidence remaining is a concrete floor.

Observations of the President

Last month I told you my name. Now I'd like to tell you about myself and my ideas. I came to Bella Vista from 37 years in Ames, Iowa. Yes, I'm one of those damn Yankees, but I love it here and especially the people here. I belonged to NRHS in Iowa (joined in 1971). I enjoy RR history. How about some of you teaching me some more RR history of Arkansas (thank you for starting this, Tom D.)? Sign up with Bill Merrifield to give a program. I am also a railroad FAN. While in Ames, I helped to start Ames Area Railfans. I would like to do

some railfanning here. How about some of you local people showing me (us, our club) the places to railfan here? How about a railfan trip to Ft. Smith, Kansas City, St. Louis, or even back to Ames, Iowa (I can do the leading there)? How about it?? What is this club interested in doing???. Call me at 501-855-1532, or talk to me at our meetings. Come to the board meeting at 6:15 PM on Thursday, February 17.

(Board Members; see back of Scrambler, all nine of you listed there are our board; please attend this February 17 meeting).

n.e.c (not elsewhere classified)

The Tired Iron of the Ozarks Spring Crank Up and Tractor Pull is scheduled for April 15 and 16 at the Rose of Sharon Estate, one mile west of Gentry, Arkansas on Arkansas Highway 12. Admission to the spring event is free. Each noon there will be a Parade of Power followed by a tractor and garden tractor pull at 1:00 PM. This is an interesting event and a good way to swing into spring. Chapter member Ray Toler (501-751-7810) is involved in this ninth anniversary event. Please call Ray if further information is desired.

The week prior to the Tired Iron of the Ozarks features the Cotton Belt Cotton Belt Historical Society Railroadiana Show and Sale. The Saturday, April 8 event starts at 9:00 AM and runs until 4:00 PM. Admission is \$2.00 for those over 12. The 819 will be on display together with a wide range of other railroad rolling stock. Contact the Cotton Belt Historical Society at 870-535-8819.

While in the Central Arkansas one could also visit the Hot Springs excursion train operated by Chapter member White River

Scenic Railroad. The first day of operations was well patronized and featured the presence of Governor Huckabee. Tickets can be purchased at the Hot Springs Transportation Depot (the former MOPAC Depot) or by calling 1-888-824-1022. Reservations are highly recommended.

The *Morning News of Northwest Arkansas* recently reported that Randy Dennis Imbeau pleaded guilty to a second-degree charge of forgery. Imbeau, a former Arkansas & Missouri Railroad comptroller, forged checks in the total amount of \$80,000 drawn on the railroad and a subsidiary. The employee, who learned he was going to be fired, was uncovered when an audit revealed the shortage. He will serve a year in the Arkansas Department of Corrections and return the missing money. Some members will recall that Imbeau was involved with the tourist train operation in 1995.

Arkansas & Missouri Railroad engine 15 has been sitting on a side track opposite the dispatch office for quite some time. It now sports a green and white Allied Enterprises shield on the front.

**WHITE RIVER SCENIC RAILROAD
HOT SPRINGS DIVISION**

On February 1st and 2nd I had the pleasure of working on the new Hot Springs Division of WRSR. The first day had the "inaugural run" with a train-load of dignitaries including Governor Mike Huckabee and numerous city, chamber of commerce, WRSR and Arkansas Midland officials. The following day saw the first of the "real" runs, with somewhat lighter passenger loads.

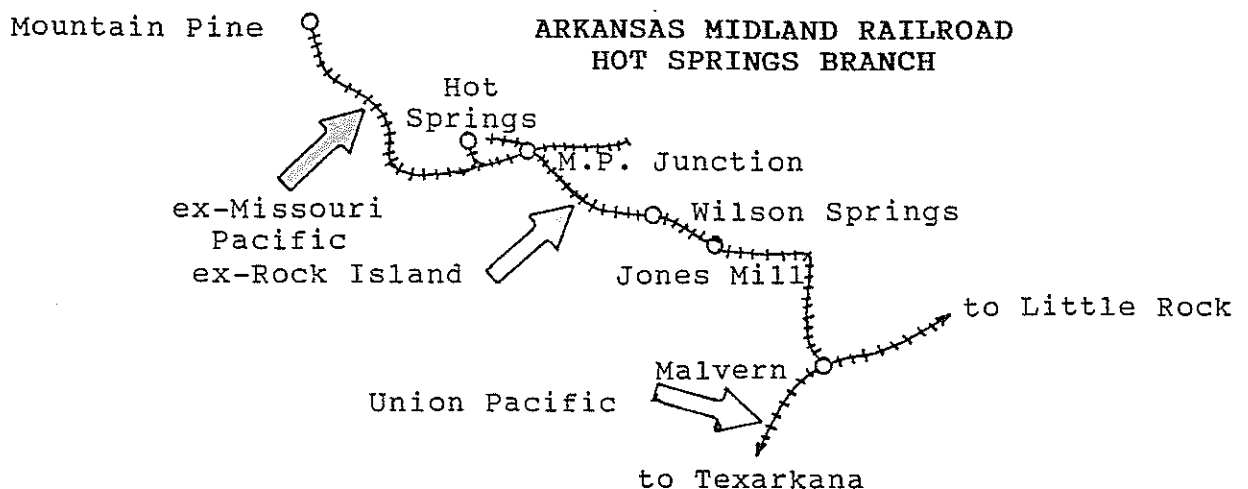
The regular trips will run between Hot Springs and Wilson Springs, about 10 miles to the southeast, where there is a run-around side track. However this day the train went out only about seven or eight miles and then shoved back to Hot Springs. The consist included WRSR's 6-axle MRS-1, power car, coach, diner, and first-class observation car, all brought down from Flippin.

The scenery ranged from (regretably) junk yards and industries to some very naturally scenic views including Lake Catherine. The trip began in Hot Springs on former Missouri Pacific rails, shifting over to former Rock Island iron at M. P. Junction. All of this, plus more, is now operated for freight service by the Arkansas Midland which connects with Union Pacific at Malvern.

The only blemish (besides some of the "scenery") is the boarding area is about a block and a half from the ticket office in Hot Springs' Transportation Center--the old M. P. depot. However if WRSR, after a trial period, makes a long term commitment to the city, the rails will be extended the few hundred yards needed to reach the old platform.

WRSR is even considering other possible routes in the Hot Springs area, possibly a run all the way to Malvern to meet Amtrak. Wow! Hot Springs is considered to be the most popular tourist destination in Arkansas, so the new Hot Springs Division looks like a natural success.

RCO 2-00



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REMEMBER -
NO EXTRA FARE
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Memphis, Little Rock, Hot Springs

Table 5 READ DOWN READ UP

	31 Daily	45 Daily	Miles	(SEE NOTE 1) STATIONS	50 Daily	32 Daily
		8:20	0	Lv. MEMPHIS	7:15	7:15
		11:05	133	Lv. LITTLE ROCK	4:20	4:20
	9:00	11:20	133	Lv. LITTLE ROCK 4-S	4:06	3:30
	9:23	11:40		Lv. VIMY RIDGE	4:26	3:50
	9:38	11:55		Lv. BAURIE	4:41	4:05
	9:49	12:05		Lv. BENTON	4:56	4:20
	9:55	12:10		Lv. SAINA RIVER	5:11	4:35
	10:11	12:26		Lv. HASKELL 6	5:26	4:50
	10:27	12:42		Lv. FRANCOY	5:41	5:05
	10:43	12:58		Lv. BUTTERFIELD 6	5:56	5:20
	11:00	1:15		Lv. BUTTERFIELD 6S	6:11	5:35
	11:16	1:31		Lv. SHUMAKER 56	6:26	5:50
	11:32	1:47		Lv. CAMDEN 56	6:41	6:05
	11:48	2:03		Lv. BUTTERFIELD 6S	6:56	6:20
	12:04	2:19		Lv. JONES MILLS	7:11	6:35
	12:20	2:35		Lv. COE CREEK	7:26	6:50
	12:36	2:51		Lv. PRICE	7:41	7:05
	12:52	3:07		Lv. LAKE CATHERINE	7:56	7:20
	1:08	3:23		Lv. GULPHA	8:11	7:35
	1:24	3:39		Lv. HOT SPRINGS NAT. PK	8:26	7:50

THE HOT SPRINGS at Hot Springs National Park, Ark., are owned and controlled by the U. S. Government and recommended to its people. All Bath Houses and Attendants are under Government supervision. Ask nearest Rock Island representative for descriptive literature and

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 Chair Car (Reclining seats)
 *Chicago to Memphis (I. C. No. 3)
 *Memphis to Hot Springs
 Coach
 *Chicago to Memphis (I. C. No. 3)
 *Memphis to Hot Springs
 *Memphis to Little Rock

MOVIE OF THE MONTH

THE GREAT LOCOMOTIVE CHASE

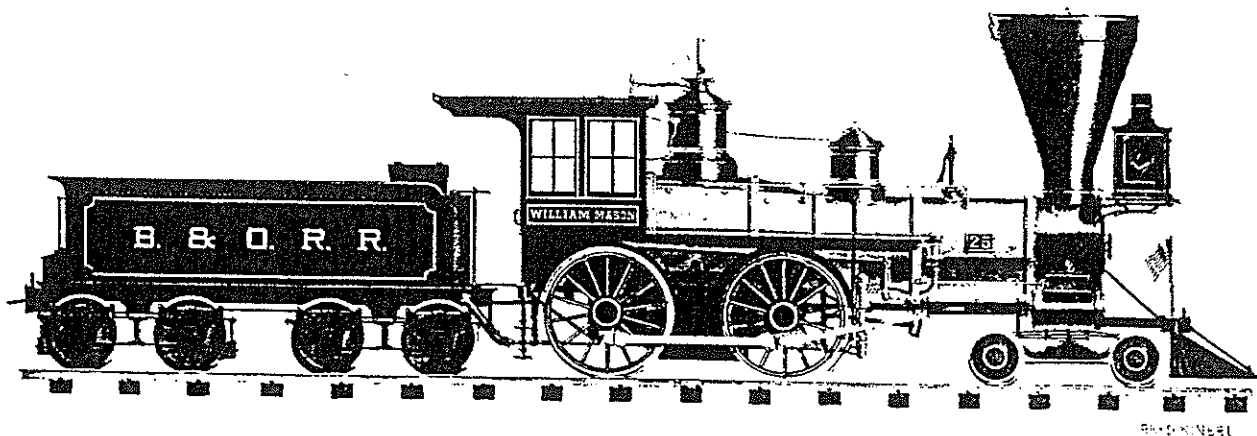
Disney 1956 76minutes

Fess Parker, Jeffrey Hunter, Jeff York, John Lupton, Kenneth Tobey, Claude Jarman, Jr., Slim Pickens

This is a fairly accurate dramatization of the famous Andrews Raid of April 12, 1862. James J. Andrews (Parker), a Union spy traveling as a contraband merchant across opposing lines, leads a raiding party to steal a train and burn bridges between Atlanta and Chattanooga. He nearly succeeds except for the persistence of conductor William Fuller (Hunter) who doggedly pursues his purloined locomotive. And several days of rain have made the bridges unburnable. The raiders are captured a few miles short of their goal and eight of the 24 are hanged; the remainder escape or are exchanged. And the survivors are the first recipients of the Congressional Medal of Honor.

Most scholars agree that even a successful conclusion would not have materially influenced the outcome of the war. But it proved the vulnerability of the fragile Southern railroad system and tied up a large number of troops to guard them.

The locomotive "General" was portrayed by the "William Mason" (Mason Machine Works, 1856), loaned by the Baltimore & Ohio Railroad Museum, and the pursuer "Texas" was the Virginia & Truckee's movie veteran "Inyo" (Baldwin, 1875), now located at the Nevada State Railroad Museum. The filming was done on the rails of the Tallulah Falls Railway in northeastern Georgia, since dismantled.



WILLIAM MASON
FAST PASSENGER ENGINE

Baldwin, Wm. Mason Machine Works, 1856

**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
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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

Please be sure to attend the meeting at 6:15 PM on February 17, 2000. Please see this month's President's Observations for more details. Your attendance and input is most important.

Please pay your year 2000 dues now. If you do not pay your dues this will be your last *Scrambler* issue.

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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SPRINGDALE, AR 72765-1303
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