

The Scrambler

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Monthly Newsletter of the
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.

Leaves burning in the street
Christmas wrappings in the trash
New Year's Resolutions
NRHS dues renewal notices in the mail

As of January 2, 2002 some 18 of our members have sent in their 2002 dues. If you have not done so, it is time to put a check in the mail to Bob Hofer, 5 Breton Lane, Bella Vista, AR 72715.

Individual dues in the Chapter and NRHS have increased from \$29.00 in 2001 to \$35.00 in 2002. The reasons for the increase are as follows: NRHS Directors approved a \$3.00 increase in National dues for 2002. Your Chapter approved an additional \$3.00 increase for 2002. The Chapter increase was the first increase since the Chapter was established in November 1987. Do you know of anything that has remained unchanged in price for 14 years ?

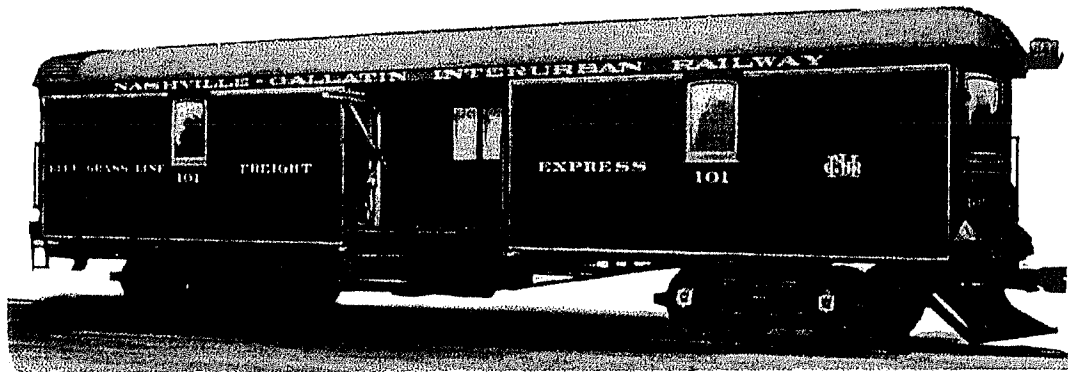
The Treasurer thanks you in advance for your understanding and cooperation.



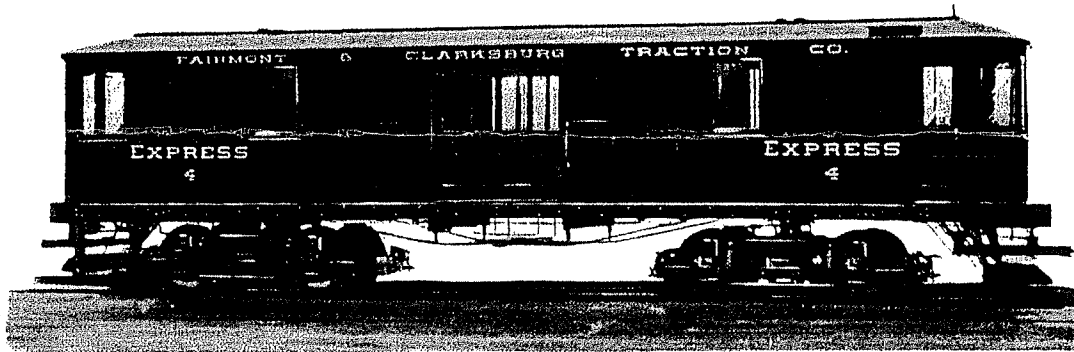
It is a warm July 2000 day in Mount Pleasant, IA. CA & E 320, a 1914 wooden Jewett car, has been under renovation for several years. This was the first run of the renovated car in a number of years.



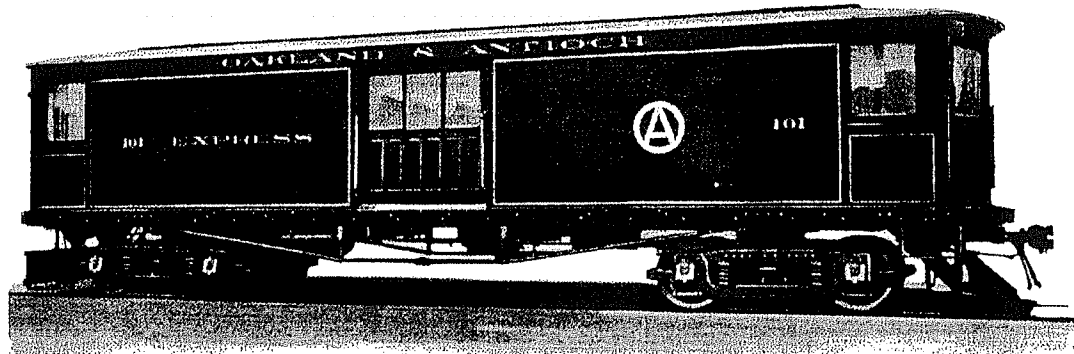
EXPRESS AND FREIGHT CARS



Length over vestibules or ends, 43 ft. 8 in.	Type of underframe,..... composite	Wt. of body (less electric and air equipment)..... 19,000 lb.
Width of side opening,..... 7 ft. 0 in.	Type of truck,..... No. 27-MCB-2	Wt. of trucks (less motors).... 19,620 lb.
Centers of side posts,..... 2 ft. 2 in.		



Length over corner posts,..... 39 ft. 10 in.	Type of underframe,..... composite	Wt. of body (less electric and air equipment)..... 19,420 lb.
Length over vestibules or ends, 14 ft. 6 in.	Type of truck,..... No. 27-E-2	Wt. of trucks (less motors).... 23,260 lb.



Length over corner posts,..... 45 ft. 0 in.	Type of underframe,..... composite	Wt. of body (less electric and air equipment)..... 23,000 lb.
Width of side opening,..... 6 ft. 0 in.	Type of truck,..... No. 27-MCB-3	Wt. of trucks (less motors).... 21,520 lb.
Centers of side posts,..... 2 ft. 7 in.		

END OF "GOLD RUSH" BROUGHT KCS INTO BENTON COUNTY

By Cecil Taylor, Adv. Manager, KCS

Forerunner of the Kansas Southern Railway in Benton County was the Kansas City, Ft. Smith and Southern Railway, known as the "Splitlog," for Mathias Splitlog, a wealthy Wyandotte Indian chief who financed its building in 1887. This was during the Southwest Missouri "gold rush," when a gold vein was said to stretch halfway across McDonald county in Missouri.

The Splitlog line began at Joplin, ran south through Neosho to Goodman, then west to Splitlog City, also part of Chief Splitlog's project. It was planned to extend the line through the Indian territory, into Arkansas, and on to the Gulf, but Chief Splitlog halted further construction when it was learned the rush was only for "fool's gold."

Eastern interests took over the Kansas City, Ft. Smith and Southern in 1892. The spur west to Splitlog City was taken up, the depot moved to Goodman, and the line was extended south from Goodman, through Anderson and Noel Noel, to Sulphur Springs, Ark. in 1893, Arthur Stilwell purchased the "Splitlog" in the construction of the Kansas City, Pittsburg and Gulf Railroad, now the Kansas City Southern Railway Company

The Kansas City Southern originated 61 years ago as a terminal railroad in Kansas City, with Arthur Stilwell as the moving force. Incorporated under the laws of Missouri in 1887, operations actually began in 1890. First known as the Kansas City Suburban Belt Railroad, the line extended from Independence, Mo., across the Kaw

river into Kansas City, Kans., where it served the packing houses, elevators, stockyards and other industries.

With terminal facilities thus secured, the line expanded southward to tap the coal fields of Missouri and Kansas. Accordingly, Stilwell and his associates organized the Kansas City, Nevada and Ft. Smith Railroad Company in 1889, and the road was completed to Hume, Mo., in 1891. Viewing vast timberlands in Arkansas and Louisiana, and eager to establish a short rail route from the Midwest to tidewater, Stilwell reorganized the line in 1893 as the Kansas City, Pittsburg & Gulf Railroad.

In August, 1893 the road pushed on to Joplin where it connected with the "Splitlog" which was connected to Sulphur Springs.

Another short line, the Texarkana and Northern, extending north from Texarkana, Ark.-Tex. About twenty miles, had been acquired in 1892. Thus a gap still existed between Sulphur Springs and the Texarkana & Northern connection. To span this gap, and to build on southward, capital had been acquired from both American and European interests, and the line was completed between Kansas City and Shreveport, La., 560 miles, in 1895.

Dutch interests provided capital to complete the line from Shreveport to Port Arthur, Tex., and on September 11, 1897, the last spike was driven about twelve miles north of Beaumont, Tex.

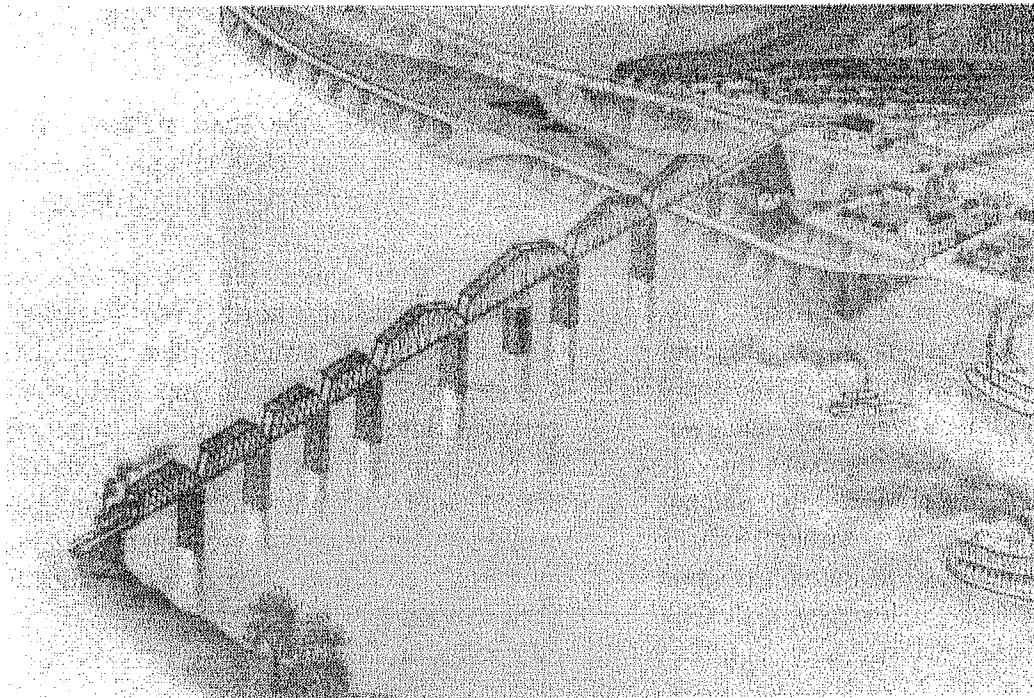
The Kansas City, Pittsburg and Gulf Railroad became the Kansas City Southern Railway Company in 1900. In 1939, the Louisiana &

Arkansas Railway was acquired thus giving the Kansas City Lines entrance to the ports of La. In addition to the ports of New Orleans and Baton Rouge, Lake Charles, La. and Beaumont and Port Arthur, Texas.

That the Kansas City Southern Railway is an outstanding operation in the railroad industry is borne out by an Interstate Commerce Commission report which places the line's operating efficiency above all other railroads in the nation for the first ten months of 1948. This is attributable to the fact that about 70% of the system's passenger and freight traffic is moved by diesel-electric locomotives. In less than three years, the

Kansas City Southern Lines have acquired or have on order , about 23 million dollars of the "last word" in diesel-electric locomotives and passenger and freight cars , to assure continuation of the best in transportation for the rapidly developing Midwest and Southwest.

(Editor's note- The above article comes from the Century of Progress edition of the Benton County Democrat. The issue was undated but it likely was published in 1950. The reference to a gold rush is interesting but incorrect. The precious metal actually was silver found in trace amounts in the lead deposits of Southwest Missouri)



The 1882 railroad bridge at Van Buren , AR is shown in this 1888 lithograph. The original is in the Library of Congress Map Collection.

Former Chapter member Troy Buell of Springdale, AR passed away on November 20, 2001 at the age of 87. He was an occasional visitor at Chapter meetings in recent years. He was a lifelong railfan. Thanks to Ray Toler and Bill Ussery for furnishing the information.

The Arkansas & Missouri Railroad Company

Dining car Cotter- Please note the following CORRECTION. The dining car *Cotter* mentioned in the December 2001 *Scrambler* belongs to John Dortsch of the Eureka Springs & North Arkansas Railway, not the Arkansas & Missouri Railroad. It is planned that the car will operate on the Arkansas & Missouri with meals provided by a third party. The railroad has asked interested parties to submit proposals for meal service.

Sean Read, now a dispatcher with the Union Pacific Railroad in Omaha, was kind enough to provide the following background on the *Cotter*. Read was Chief Mechanical Officer for the five year life of the White River Scenic excursion train that shut down in November 2000.

"Sorry for the delay in responding.

The car belongs to my partner Benny Magness, and I am forwarding a copy of this to him.

I do know it was a Pullman sleeper Mt. Sheridan and was converted at the Cotton Belt's Pine Bluff Shops to be an instruction (classroom) car and served until the late 70s or early 80s when it was sold.

The sale took place during the time Robert McClanahan was Division Superintendent. It was sold to a group of Indians in Oklahoma. During this time it made some trips on Amtrak, at least that is what I understand (private car)

Then it was purchased and placed at the Spaghetti Warehouse restaurant at the old Rock Island depot in Little Rock, where Benny purchased it."

Chapter member Bill Ussery, who worked as a conductor on the White River, recalled that the car was built in 1926.

New Equipment-The A & M was successful bidder on two 3100 series Amtrak lounge cars. The current Amtrak active roster shows only two 3100 series lounge cars. Each seats 48 riders. The cars are in the Heritage

category and thus likely were ordered by private railroads some years before the May 1971 establishment of Amtrak. Active Amtrak equipment utilizes Head End Power so the A & M electrical shop will be very busy the conversion.

Car 102-Combine 102 has been transported by lowboy trailer from Springdale to the Museum of Transport in St. Louis. The Museum of Transport has started a fundraising program to cover the less than \$10,000 required to pay for the move. It will be nice to know the car will be in good hands and will be available to future generations.

Featherfest- Brenda Brown, Passenger Train Manager, was advised by the Springdale Chamber of Commerce that the 2002 Featherfest will feature more adult attractions. The adult attractions will be located in the A & M depot parking lot. This will mean more exposure for the NRHS display located on the north side of the Springdale depot. Please mark your calendars for Saturday, April 27. Last year the focus of Featherfest was elsewhere and several members noted the large crowds on the other side of the railroad tracks. Ticket sales for the A & M excursion should also get a bounce from the increased adult attractions.

Baggage Car MP 705-The restoration project is in standby mode as the Chapter awaits interior sandblasting by the A & M's Springdale shop. They appear to have a backlog and the arrival of the new equipment may place an additional burden on the shop. It would be wonderful if Baggage Car 705 car could be open to the public for Featherfest. Chapter members Bill Merrifield and Bob Stark received Editor-prepared drawings for the floorboards that will cover the tin plate drain pans on the south end of the car.