

# The Scrambler

Volume 15, Number 7

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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.

## Schedule of Upcoming Chapter Activities

March 21- Program- Scalded to Death by Steam (Bob Oswald)

April 18- Program - The Express Companies (Tom Duggan)

April 27- Exhibit- Featherfest at the A & M depot in Springdale

May 18-Tri Chapter Meeting in Kansas City including Arkansas-Boston Mountains Chapter.

May 23-Program -Geography and the Railroads by Milton Rafferty. This event is co-sponsored by the Chapter and Shiloh Museum of Ozark History. Please note this date is the fourth Thursday. It will be held in the Museum meeting room, not the General Store.

June 20- Cookout at President Stark's Home in Fayetteville (Coordinator-Tom Stark)

July 18- Regular meeting-Program needed

August 15- Regular meeting-Program needed

August 24- Exhibit-18<sup>th</sup> Annual Frisco Days Festival-Rogers

September 19- Regular meeting

October 12 and 13- Exhibit at Autumnfest in Fayetteville (10:00 AM to 6 PM on Saturday and Noon to 5:00 PM on Sunday)

Date to be Announced- Visit to the roadbed of the Kansas City, Bentonville & Southeastern Railroad in Bentonville, AR (Tom Duggan)

Please mark these dates on your calendar to avoid disappointment.

## The Arkansas & Missouri Railroad

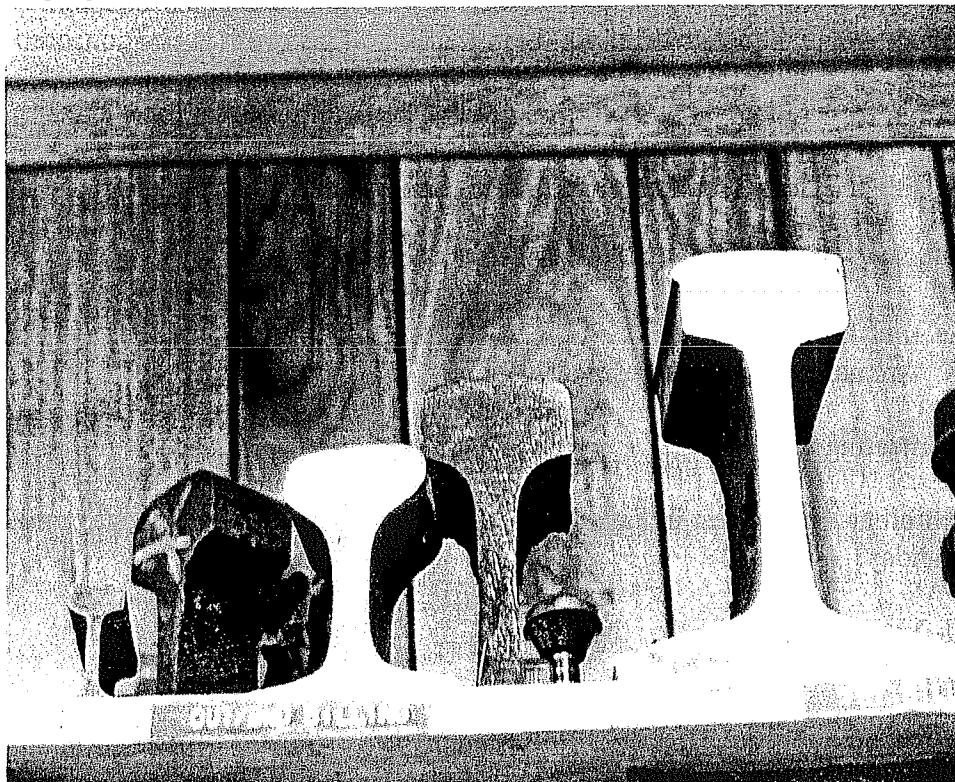
The A & M passenger train recorded a total of 18,507 riders in 2001. The peak ridership month was October 2001 with 3,324 riders. The only month without passengers was January 2001. The A & M is running the passenger service on a 12 month basis compared to the prior practice of shutting down between November and April.

Sunday, April 14 will feature a Photo Shoot Special that departs the Springdale depot at 8:00 AM. Scheduled photo shot locations include the Rock Cut, Winslow Tunnel, Other side of the Trestle, Frog Bayou, Van Buren depot and West Fork. The eighth photo shot location will be selected by a majority of the riders on the train. The prior day will feature a fund raising trip for the Sugar Creek Model Railroad Club of Bella Vista. They hope to raise funds to purchase a trailer to better display their layouts.

Rail fans who have not registered to vote will want to stop by and register at the A & M depot in Springdale on Saturday, March 16. In addition to free food and drinks, those registering will be able to take a free roundtrip ride between Springdale and Rogers on the runs at noon, 2 PM and 4 PM.

The A & M has repaired the Randall Wobbe Road crossing in North Springdale. They have installed prefabricated steel and concrete crossing that is a big improvement. This particular road sees heavy trailer truck traffic and the pavement was in an advanced state of decay. Main Street in Johnson has also received a concrete crossing. Hopefully it will not be too long before the Apple Blossom Road crossing in Lowell receives a concrete crossing.

Chapter members Uni and George Alison visited the Art Train during its early February visit to Rogers. They said it was interesting and enjoyable with an interesting gift shop. The five car Art Train began in Michigan in 1971 and has traveled to some 44 states bringing the benefits of changing art exhibits to more than 2.75 million individuals.



**In March 1977 the Rogers, AR Depot was demolished by the Frisco. The Rogers Depot had a good volume of freight traffic as seen in this photo taken just before the demolition. The railroad built a \$20,000 metal replacement depot to the south. In a few years all functions were centralized at the now gone Springdale depot. (Photo credit- Benton County Historical Society)**

and went out-sleep or no sleep. Therefore we were anxious to get over the road as fast as possible. Everybody helped. When we would take up slack and pull out a link or pin say on a twenty-car train, late at night the brakeman would give me the signal, as to just what kind of a pin or link he wanted and I'd walk half way back to the end of the train with them, so we could get in our terminal and tie up for rest.

"We couldn't run over eighteen miles an hour either because we had what we called 'Dutch' clocks in the cab."

"The land around Tulsa and Vinita at that time was the real west. The long horned cattle would be driven from the Panhandle district to Red Fork, and there the Frisco would take them on east to the market. I don't believe I ever saw so many cattle trains. There were two chutes at Red Fork and they would load twenty cars at a time -all day long. The stock care then would only hold about sixteen cattle to a car on account of their long horns, and the cars were only about twenty-eight feet long. There were no tops on either, because of the long horns. I could have bought some horn in those days -perhaps the longest and best that could be found today, but I didn't even think about those long horned cattle ever becoming scarce. There were too many of them then. The Frisco had feed yards at Vinita, Pierce City, Springfield and Rolla, and they would unload the cars and feed the Texas cattle, charging 25c a head for food. Hay was about \$1.25 a ton then.

Eggs were three and five cents a dozen and I have bought a dozen frying chickens many times for 75c and they weighed from two to three pounds apiece. There were no refrigerator cars in those days, and poultry could not be shipped any distance. Meals on the road could be bought 15c and 25c, and ham

was 12<sup>1</sup>/<sub>2</sub>c a pound."

Mr. Coleman's eyes shone as began to talk about the motive power of former days. "There just isn't any thing like it today, in looks," he said.

"In those days we had our own engine and it seemed like our own personal property. The company encouraged our equipping it with all kinds of special devices. Those engines were simply beautiful. They were banded and trimmed with real gold leaf.

"The engines were all named in those days for presidents and officers of the railroad and the name plate was on the side of the cab. I remember two beautiful engines which the Frisco once owned, sent to them by the Hinkley Locomotive Works of Paterson, N. J., to be tried out. The Frisco purchased them and renumbered them the 19 and 20 and they were named the 'C. J. Burgin' and the 'Fred Butterfield.' I want to describe engine 11 in detail, which I think was one of the most beautiful engines I have ever seen. It was named the 'W. T. Buckley.' It had two beautiful eagles with spread wings painted on the tank, and the two took up the entire space. The wheels were red, penciled with gold. There were brass stars on the hubs and gold bands all over the engine. The cab was finished in walnut, and, many of the engines in those days were finished in cherry and ash. The quadrant that worked the reverse lever worked in was set in rosewood. Hard to imagine. isn't it? The fire box was made of copper and the seat box of walnut. When the engine was fired up, a curtain was first carefully arranged over the side of the tank to protect the eagle painting from any possible smoke or dirt.

"We used to buy our own cleaning fluids in those days, and at the end of the trip it was up to the enginemen and fireman to clean up

*(This article appeared in the Springdale Semi-Weekly News of January 22, 1929)*

#### **RUNS ENGINE FOR 50 YEARS**

#### **Veteran Frisco Engineman of Bentonville Tells of Early Experiences on Railroad.**

(From the Frisco Magazine)

Mr. C. B. Coleman, for 50 years a Frisco engineman, unquestionably holds the record of oldest engineer in point of service on this railroad.

His record is more than likely unique among railroad men of other roads. However, 50 years of continuous service, during which he only missed two pay days, a membership card in the "Old Vets' Association" and other records which identify him as a member of the Frisco since long ago, fail to make him old in years or ideas.

"I'm feeling better this minute than I have in forty years," he said during a recent interview. "I'm sixty nine years of age and when I add that other year on and they make me quit, you know what I'm going to do? Fish and fish and fish. I'm going to grow young instead of older, and what's more I'm going to devote the rest of my life to it."

This young-old timer was born January 25, 1860, at Sweet Water, Tenn., where his father was a contractor. The family moved to Springfield, Mo., in 1870. They shipped their household goods to Lebanon, Mo. and had to have it hauled by team into Springfield as the old Atlantic & Pacific was only built as far as Lebanon.

At the age of 17 Mr. Cole began his service as a fireman. He made only two trips when business dropped off and he decided to go into the shops at Springfield.

By 1871 the road had been built to Pierce City and on July 3, 1878, he went to Pierce

City as a fireman and worked from that point to Wichita, Kans. for a period of three years. In 1883 he was promoted to engineer, and ran an engine out of Tulsa for several years. In 1886 he came to Rogers and Fort Smith, Ark. The road was built through to Chester and Talihina Ark., in 1888 and in 1890 Mr. Coleman took a passenger run from Fort Smith to Paris, Tex., where he remained nine years. He then went to the Bentonville Branch running from Rogers, Ark., to Grove, Okla. where he remained for 25 years. He has been running on the St. Paul Branch, from Fayetteville to Pettigrew, Ark., for the last year.

"I think I am about the only man living who remembers ferrying Frisco trains over the Arkansas River in 1884. There was no bridge between Van Buren and Fort Smith, where there are two fine ones now," he said, "We used to take two cars at a time and push them down to the ferry. The boat would take them across and they would be pulled up on the other side by an engine belonging to the ferry company. The ferry company's engine would in turn, return the boat with two more cars and after the exchange was made, the trains would couple together and proceed in opposite directions.

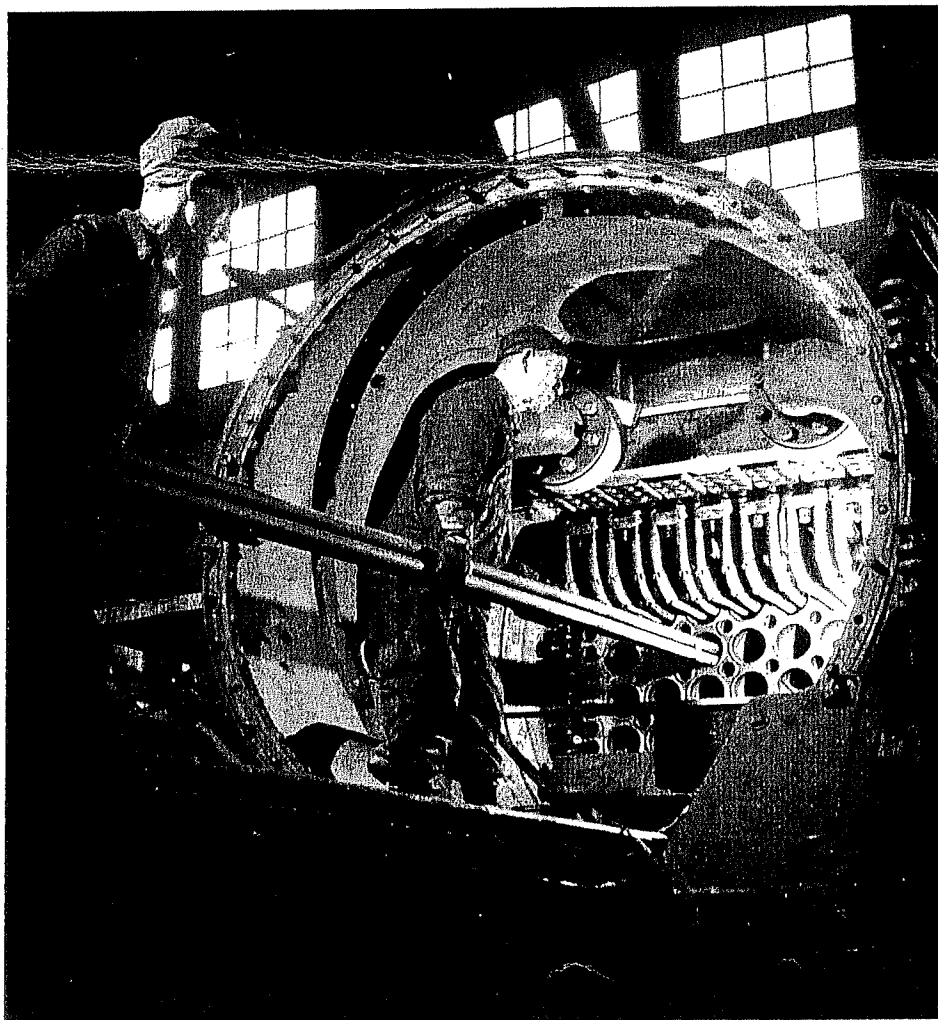
"In the old days we didn't know what merit marks were, but if we had to be reprimanded by the superintendent, we got so many days off as demerits."

"Do I remember the old link and pin? I guess I've carried ten car loads of links and pins both back to the brakeman. You know in those days of early railroading, we were paid by the trip and not by the mile, and we had regularly assigned engines. If it took 40 hours to make the trip-we didn't get any more than we would if it had only taken us five. And when we got in our terminal, if there wasn't any other engine or crew to go out to protect a run, we turned right around



The center not only trains Operating Department crews but also Carmen, Supervisory Staff, Signal Maintainers and others. Did you know that BNSF operates the largest private phone service in the world? This photo shows one of the rooms used for signals, you will notice at least 5 different types of crossing gates and 3 different switch machines. This was just a quick overview of what is offered, for more information you can find them on the web at [www.jccc.net/orgs/nars/](http://www.jccc.net/orgs/nars/) or call (913) 469-8500.

**Nickel Plate RR Superheater Installation in 1943**



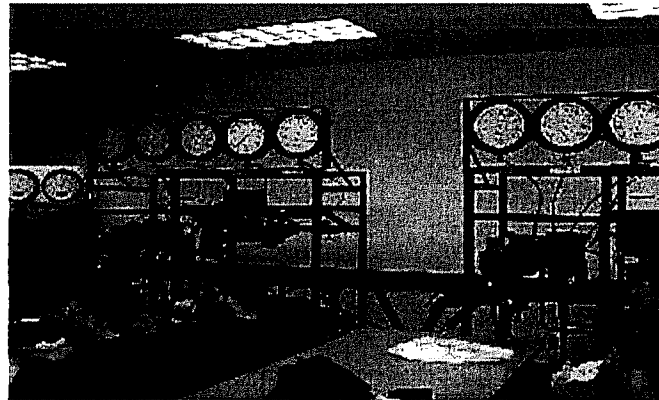
## National Academy of Railroad Sciences at the Johnson County, KS Community College

*Photos and text by Ray Getty*

The National Academy of Railroad Sciences (NARS) is located in Overland Park, Kansas and operated in conjunction with the Burlington Northern Santa Fe (BNSF) Railway. NARS offers college level courses for those looking toward a career working for the railroad.



Although this center is run with the BNSF, anyone can enroll in its classes. Currently about 75% of students will be working for Chico's railroad when they graduate. Pictured above is a modern type 30CDW locomotive control stand; you will notice the electrical cabinet in the background. In this room are control stands and electrical cabinets from all major types or classes of locomotives where students learn to troubleshoot problems in the electrical portion of those locomotives.



The next photo depicts a portion of the Air Brake Room. In this room are a series of carts with complete and actual air brake systems mounted along with easy to read air gauges for training new brakeman. Notice the air hoses connecting the carts together; if you make a reduction on the brake pipe (applying the brakes) you can see what each and every component under the car is doing in response to the engineer's action. This is something you could never do in the field. On the last cart was even mounted an End Of Train Device!

## Northwest Arkansas Railroad History

The 1939 film *Jesse James* was filmed mainly in Pineville, MO. The railroad scenes were shot on the Frisco's Bentonville Branch and the KCS. Chapter member Jim Wakefield of 316 Auburn Drive, Little Rock, AR has spent much time researching the specific locations of the rail scenes. Here is his recap of those scenes.

### JESSE JAMES – Railroad Scenes

No.	Description	R.R.	Location	Train Direction
1.	Train at "St. Louis"	KCS	Neosho depot	Southward
2.	"McCoy" and VIP's	KCS	Neosho depot	Southward
3.	Conductor waving "highball"	Frisco	Southwest City depot	Train North/Conductor South
4.	Train departing "St. Louis"	KCS	Neosho depot	Southward
5.	Train passing to left	KCS?	Between Noel and Lanagan?	Northward?
6.	Insert of Jesse masking up		?	
7.	Train passing to right	Frisco?	Southwest City vicinity?	Northward?
8.	"Jesse" starting pursuit	Frisco?	Same as No. 7?	Opposite to No. 7?
9.	Train & "Jesse" passing to right	Frisco?	Same as No. 7?	Same as No. 7?
10.	POV: Train - "Jesse" following	Frisco?	?	
11.	POV: "Jesse" - following train	Frisco?	Same as No. 7?	Same as No. 7?
12.	POV: Train - "Jesse" following	Frisco?	?	
13.	Train passing right/ "Jesse" behind	Frisco?	Same as No. 7?	Same as No. 7?
14.	Transfer from Horse to train	Frisco?	Same as No. 7?	Same as No. 7?
15.	"Jesse" on platform of coach	Frisco?	Southwest City vicinity?	Northward?
16.	"McCoy"/"Jesse" on D&R 14?	Frisco?	Southwest City vicinity	Northward?
17.	Continuation of No. 15	Frisco?	Continuation of No. 15	
18.	"Jesse" climbing to roof	Frisco?	Same as No. 14?	Same as No. 14?
19.	Continuation of No. 14	Frisco?	Continuation of No. 14	
20.	"Jesse" running the car tops	Frisco?	Between Iiwasse and Gravette?	West(TT North)?
21.	"Jesse" leaps to tender	Frisco	Southwest City vicinity?	Northward?
22.	One-shots: "Jesse"/Engineer	Frisco	Southwest City vicinity	Northward
23.	High shot of train approaching	KCS?	Between Noel and Lanagan?	Northward?
24.	Inserts of "Frank" and gang		?	
25.	Continuation of No. 23?	KCS?	Same as No. 23	Northward?
xx	High shot of gang and train	Frisco?	Same as No. 26?	Same as No. 26?
26.	"Unhitch It!"	Frisco?	Southwest City vicinity?	Northward?
27.	Coach interiors		studio set	
28.	Gang and horses by train	Frisco?	Southwest City vicinity?	?
29.	"Lights Out!"		studio set	
30.	Train pulling into "Liberty"	Frisco	Southwest City	Northward
31.	Train passing depot	Frisco	Southwest City	Northward
32.	The Baggage man's tale	Frisco	Southwest City	Northward
33.	"McCoy" and "Will Wright"	Frisco	Southwest City	Northward
34.	"Will" responds	Frisco	Southwest City	Northward
35.	"McCoy" protests	Frisco	Southwest City	Northward
36.	Continuation of No. 34	Frisco	Same as No. 34	Same as No. 34
37.	"Blowing a trestle"	Frisco	Honey Creek just north of Southwest City depot	

The scene listed as "xx" between No. 25 and No. 26 does not appear in *Jesse James*, but was used in *Belle Starr* (1940) and *Streets of Laredo*, and probably other films. An alternate take ~~have been used~~ of No. 3 was used in *Buffalo Bill*. Alternate takes of Nos. 7 and 23 have been used in several films. Outtakes from Nos. 4, 9, 13, 23 and 31 or alternates have been used in several films showing additional footage trimmed from the original. For many years, scene No. 5 was one of Hollywood's favorite images. It appeared in dozens of subsequent films and television episodes. All observed examples appear to be the same take although they vary in the degree of "night time" effect. The scene apparently was filmed in late afternoon and darkened in the laboratory for use in the original film.

Jim Wakefield  
August 9, 2000