

The Scrambler

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August 2004

Monthly Newsletter of the
Arkansas-Boston Mountains Chapter, National Railway Historical Society

Opinions expressed in the *Scrambler* are those of the Editor and/or 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.

Upcoming Programs

By Al Kaepfel

Come one, come all to enjoy these upcoming programs.

August 19. A dual program by Bob Oswald

1. Memorable Rail Journeys
2. The Arkansas & Missouri and Frank & Jesse & Me

16 September. A program by Steve Tharp .
"Fallen Flags in Chicagoland"

21 October . A program by Al Kaepfel.
"The Copper River & Northwestern Railway"

18 November. Partly Open

1. Bill Ussery-Rebuilding No. 482, a narrow gauge steam locomotive
2. Will someone please come forward with a program of approximately 15 minutes ?

We will be participating in two festivals.

28 August , Saturday, Frisco Fest in Rogers

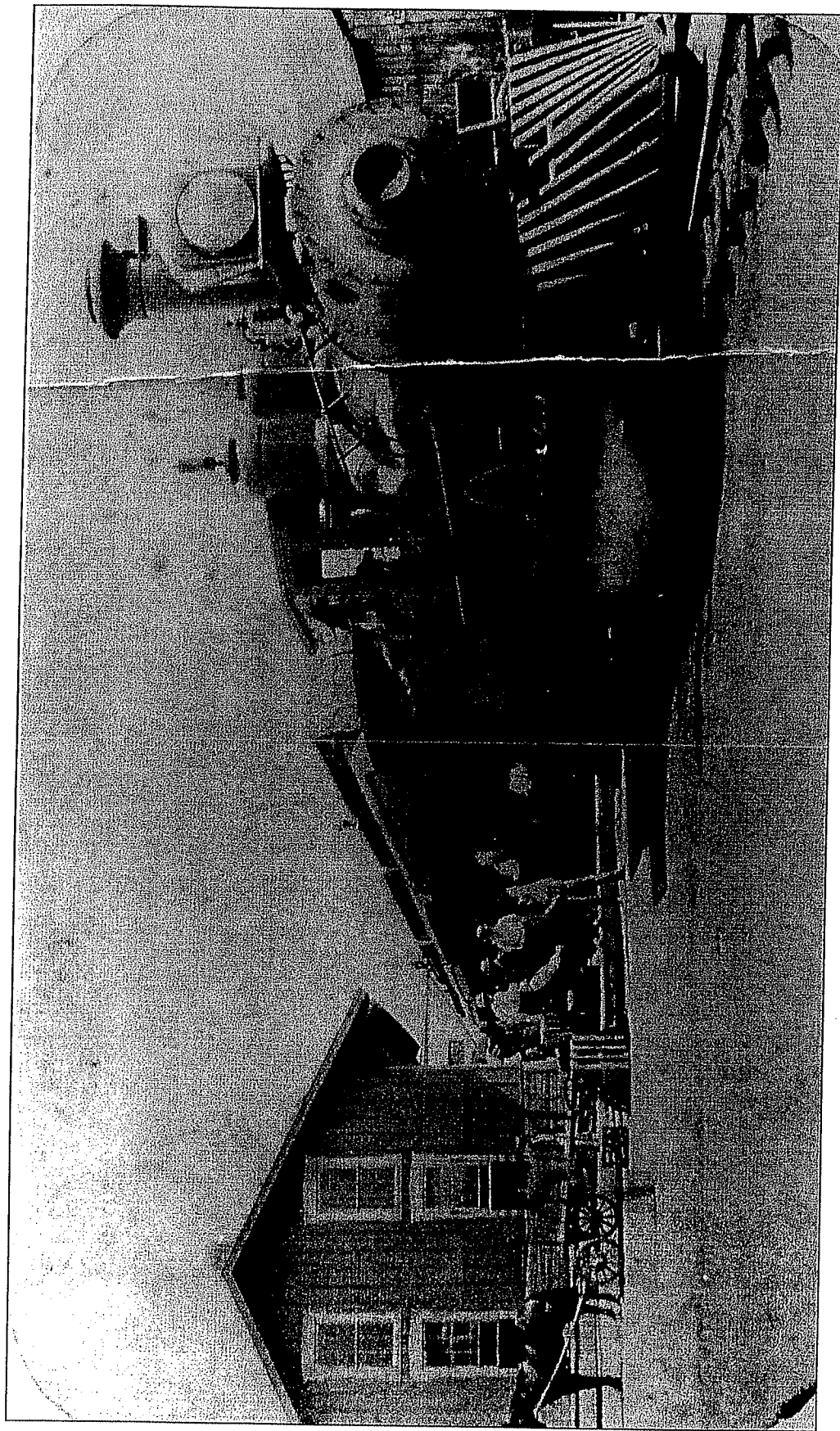
23 and 24 October, Saturday and Sunday, Frontier Days in Fort Smith

Participate with our chapter at these events. Discussing railroads with people who stop at our booth is a pleasure. Helping children run the model train is really a very special experience.

Considerable help is needed to do all of these things all day long. So, ladies and men come out and enjoy yourselves.

Two comments need to be made regarding Fort Smith. It is only a short ramble down the pike. Our exhibit and presence will be indoors, inside the recently refurbished historic Frisco Depot.

The number to call for programs and special events is 927-3163.



This mystery photo comes to us via Chapter member Rogers Historical Museum. Curator Marie Demourakas received a copy of this photo recently. The depot style suggests a Frisco location as similar depots existed at Rogers, Brentwood, West Fork, Winslow, and Mountainburg on the Central Division. The track appears to lack ballast that would be unusual for the Frisco. The engine lacks the Frisco coonskin logo that suggests a pre-1903 date. The engine has something like a fender near the forward driver and a smokestack cap. The marker lamp is a bell bottom lantern mounted on a bracket.

Your Editor thought it might be the Kansas City & Memphis (Rogers to Siloam Springs and Fayetteville). The KCM was well known for its lack of ballast. However, the few images of depots show only two windows with the name of the depot painted on the end. In addition, the KCM never had baggage cars but relied on combines for baggage. Your comments needed at the August 19 meeting.

tential stress for the UP system. UP has announced plans to double track 53-miles of the Southern Route. A complete double track would cost \$1.5 billion, an immense capital investment for a cyclical industry such as rail transportation. The UP also reports its Los Angeles-Salt Lake -Chicago line has only limited additional capacity.

Amtrak is directly involved as the 2,768 Orlando- Los Angeles tri-weekly *Sunset Limited* operates on the Southern route. Amtrak is advising potential passengers that the route is subject to freight train caused delay. The train due in Los Angeles on July 28 was scheduled for a delay of 10¼ hours; the July

22 train was 5 hours and five minutes late while the July 20 train to Los Angeles was five hours late including the transfer to buses.

Chapter member Ray Getty has been following the difficulties of the *Sunset Limited* with interest. He estimates that it takes five sets of equipment to cover the runs of the *Sunset Limited* including diners and scarce sleeping cars. He suggests that the *Sunset Limited* be converted to a once a week "land cruise" departing Orlando and Los Angeles. This approach would eliminate timekeeping pressure and make needed equipment available on other routes.

Sunset Limited						
Orlando • New Orleans • Houston • Los Angeles						
1	◀ Train Number ▶					2
As indicated in column	◀ Days of Operation ▶					As indicated in column
☉ ☪ ☩ ☱ ☲ ☳	◀ On Board Service ▶					☉ ☪ ☩ ☱ ☲ ☳
Read Down	Mile	▼		Symbol	▲	Read Up
1 45P SuTuTh	0	Dp	Orlando, FL (Walt Disney World®) ☉☪ Tampa, St. Petersburg— see other side (ET)	☉☪☱☲☳	Ar	8 45P WeSaMo
☉ 2 03P SuTuTh	5	↓	Winter Park, FL	☉☪	↑	D 8 03P WeSaMo
2 28P SuTuTh	21	↓	Sanford, FL	☉☪	↑	D 7 34P WeSaMo
2 51P SuTuTh	38	↓	DeLand, FL (Daytona Beach)	☉☪☱	↑	D 7 09P WeSaMo
3 37P SuTuTh	90	↓	Palatka, FL	☉☪	↑	D 6 22P WeSaMo
5 15P	147	Ar	Jacksonville, FL	☉☪☱	Dp	5 00P
5 30P SuTuTh	147	Dp			Ar	4 40P WeSaMo
6 33P SuTuTh	213	↓	Lake City, FL (Gainesville)	☉☪	↑	3 00P WeSaMo
7 23P SuTuTh	263	↓	Madison, FL	☉☪	↑	1 59P WeSaMo
8 47P SuTuTh	318	↓	Tallahassee, FL (ET)	☉☪	↑	12 32P WeSaMo
9 53P SuTuTh	404	↓	Chipley, FL (Panama City) (CT)	☉☪	↑	9 10A WeSaMo
11 20P SuTuTh	471	↓	Crestview, FL (Ft. Walton Beach)	☉☪	↑	7 40A WeSaMo
12 37P	520	Ar	Pensacola, FL	☉☪	Dp	6 30A
12 52P MoWeFr	520	Dp			Ar	6 15A WeSaMo
2 22A MoWeFr	579	↓	Atmore, AL	☉☪	↑	3 26A WeSaMo
☉ 3 29A MoWeFr	624	↓	Mobile, AL	☉☪	↑	☉ 7 0 220A WeSaMo
4 11A MoWeFr	664	↓	Pascagoula, MS	☉☪	↑	1 21A WeSaMo
4 36A MoWeFr	685	↓	Biloxi, MS	☉☪	↑	12 46A WeSaMo
4 55A MoWeFr	697	↓	Gulfport, MS	☉☪	↑	12 23A WeSaMo
5 18A MoWeFr	712	↓	Bay St. Louis, MS	☉☪	↑	11 55P TuFrSu
9 20A	769	Ar	New Orleans, LA	☉☪☱☲☳	Dp	10 30P
11 55A MoWeFr	769	Dp	☉☪ Baton Rouge—see other side		Ar	8 30P TuFrSu
☉ 1 24P MoWeFr	824	↓	Schriever, LA (Houma/Thibodaux)	☉☪	↑	☉ 5 56P TuFrSu
2 50P MoWeFr	896	↓	New Iberia, LA	☉☪	↑	4 35P TuFrSu
3 37P MoWeFr	914	↓	Lafayette, LA	☉☪	↑	4 09P TuFrSu
5 08P MoWeFr	988	↓	Lake Charles, LA	☉☪	↑	2 04P TuFrSu
6 33P MoWeFr	1049	↓	Beaumont, TX (Port Arthur)	☉☪	↑	12 40P TuFrSu
9 03P	1131	Ar	Houston, TX ☉☪ Galveston, Dallas— see other side	☉☪☱	Dp	10 55A
9 18P MoWeFr	1131	Dp			Ar	10 45A TuFrSu
2 28A	1341	Ar	San Antonio, TX ☉☪ Laredo, Brownsville—see other side	☉☪☱☲☳	Dp	6 00A
3 40A TuThSa	1341	Dp			Ar	4 56A TuFrSu
6 35A TuThSa	1511	↓	Del Rio, TX	☉☪	↑	1 08A TuFrSu
☉ 9 10A TuThSa	1636	↓	Sanderson, TX	☉☪	↑	☉ 10 42P MoThSa
11 24A TuThSa	1728	↓	Alpine, TX (Big Bend Nat'l Park)(CT)	☉☪	↑	8 51P MoThSa
3 10P	1946	Ar	El Paso, TX (Ciudad Juarez, Mex.) (MT)	☉☪☱	Dp	3 41P
3 25P TuThSa	1946	Dp			Ar	3 26P MoThSa
☉ 4 55P TuThSa	2034	↓	Deming, NM	☉☪	↑	☉ 1 27P MoThSa
☉ 5 49P TuThSa	2094	↓	Lordsburg, NM (MT)	☉☪	↑	☉ 12 35P MoThSa
☉☪ 6 53P TuThSa	2212	↓	Benson, AZ (MST)	☉☪	↑	☉☪ 9 37A MoThSa
☉ 8 57P TuThSa	2262	↓	Tucson, AZ	☉☪☱☲☳	↑	☉ 8 40A MoThSa
☉ 10 23P TuThSa	2348	↓	Maricopa, AZ (Phoenix)	☉☪☱	↑	☉ 6 12A MoThSa
☉ 1 09A WeFrSu	2513	↓	Yuma, AZ (MST)	☉☪	↑	☉ 3 19A MoThSa
3 22A WeFrSu	2658	↓	Palm Springs, CA (PT)	☉☪	↑	1 04A MoThSa
4 53A WeFrSu	2725	↓	Ontario, CA	☉☪	↑	11 24P SuWeFr
5 03A WeFrSu	2732	↓	Pomona, CA	☉☪	↑	11 11P SuWeFr
6 40A WeFrSu	2764	Ar	Los Angeles, CA (PT)	☉☪☱☲☳	Dp	10 30P SuWeFr

Union Pacific RR

One of the toughest jobs in corporate America must be in the Public Relations department of this 32,832-mile railroad. The largest railroad in the US and its 48,000 employees are facing a series of problems that have or will influence virtually all sectors of the U.S. economy.

On July 11th and 12th the *New York Times* published two long articles that allege major American railroads routinely blame vehicles for all grade crossing accidents when in some cases blame lies with the railroads. The article cited a 2001 accident where a 4,700 ton UP freight hit a truck at a grade crossing. When an attorney for the dead man sought to check the grade crossing signals an employee went to the crossing a few hours before the attorney and secretly swapped new parts for the old ones. The lawyer later learned that the serial number on the parts did not match those in the crossing signal. It turned out the secretly removed parts had been determined by the manufacturer to be defective 12 years prior to the accident.

The newspaper article also identified 46 instances in which the UP failed to comply with the Federal requirement to notify the Federal Railroad Administration of grade crossing fatalities. The railroad issued a press release about the *New York Times* allegations that also admitted the line had failed to report "several dozen" grade crossing fatalities.

The *Times* article also cited a grade crossing death at Palestine, AR where the trial established that the railroad had ignored numerous complaints about overgrown vegetation. The discovery process also found that the UP had destroyed voice radio records, track inspection records and slow orders relating to the crossing. However a private investigator later found in Omaha slow orders for the crossing that supposedly did not exist. The court sanctioned UP for evidence failure. The jury

awarded the dead man's estate \$5.1 million in compensatory damages and \$25 million in punitive damages. The Arkansas Supreme Court upheld the verdict after noting the railroad had intentionally withheld evidence. The UP has asked the U.S. Supreme Court to review the case.

The *Times* article also detailed problems with CSX, KCS, and BNSF although UP seemed to have the widest array of problems. The article also reported the Federal Railroad Administration was lax in examining grade crossing fatalities.

The *Wall Street Journal* of July 22, 2004 ran a long page one article about the serious operational problems on the former SP Los Angeles-El Paso Southern route. Last year the UP offered an early buyout package to select UP conductors and engineers. The planned number accepted the buyout but some areas had more buyout acceptances than estimated. The railroad has responded by adding 2,500 men into train service, training 700 conductors for engineer service and adding more than 700 locomotives. The steps will take time and meanwhile the Southern route is suffering severe congestion and delays as trains go dead on the clogged line. UP average system velocity has declined from 24 mph in April to 21 mph while time in yards and cars on the system have increased. All of these problems are happening in a year when UP has set records for moving freight.

The UP problems could affect the economy as Gulf Coast chemical producers are encountering delays. The price and availability of Christmas toys and other imported consumer goods may be impacted as the shipping line APL Ltd., UP's single largest customer, finds its containers are moving slowly. Moreover, if this were not enough the U.S. fall grain harvest will be large thus creating more po-

Quad Chapter Convention

The Wichita Chapter hosted the Quad Chapter Convention held on Saturday, May 7. Our Chapter had seven members present including the Editor, Bob Oswald, Ken Eddy, Jim Plumlee, Katherine Mindoro and Gary & Clare McCullah. The day's activity focused on a trip from South Wichita on the Kansas & Oklahoma Railroad to a place called Yagy near Hutchinson, KS northwest of Wichita. The three passenger cars were former Massachusetts Bay Transportation Authority Budd cars of Boston & Maine origin that were operated as demotorized units until 1982. WATCO, the parent of the Kansas & Oklahoma, has operated the cars in excursion service since 1987.

It was a bright sunny day as the two locomotives pulled the small train through numerous speed restriction zones. The roadbed, once a Missouri Pacific property, appeared to be in need of repair as two locations featured BNSF covered hopper cars on their sides. We had an excellent lunch at the Yoder Station that featured homemade Amish food... The pie list had twenty-four varieties. Many people did not try the pies as they were bursting from vast servings of ham, roast beef, and chicken. This was not a restaurant for those on the Atkins diet.

After lunch, the Editor walked across the street to see if AA batteries were available. They were not. I struck up a conversation with a man who was very well informed about the four types of Amish farmers in the Yoder area. In passing, I mentioned that my camera was useless because the batteries had expired. He said he would go home and get some batteries and ten minutes later, he returned. He insisted that \$1.50 was more than enough for the batteries. I was very impressed and appreciative of the kindness shown by the man.

The trip had several runbys and is customary on fan trips ran late. The evening program did not start until after 7:30 PM. NRHS President Greg Molloy spoke briefly. He mentioned that the production of the NRHS magazine in large format would be delayed until 2005. Editor

Jeff Smith is nearly finished on the 2003 issues and has a running start on 2004. Molloy also presented a 50-year pin to L.D. Clerico, a former Wichita Chapter President and founding member.

The first program was a fascinating film on the Union Electric Railway interurban that ran from Nowata, OK to Parsons, KS via Cherryvale, KS. The line operated until 1948 in spite of losses for decades. The film was taken by the attorney charged with shutting down the line. He mounted a camera on the front of a car and took a trip over the entire 77-mile road. The interurban car dodged autos in towns. At several locations, teams of men were repairing the roadbed unaware of the decision to abandon.

The Wichita Chapter did a superb job. The participant's guide included a Chapter history timeline, vintage timetables and information about the many railroads that once served Wichita. The only possible improvement would have been a map for spatially challenged types such as the Editor.

The following day, Father's Day, the Friends of the Heartland group responsible for preserving the Corona, KS station ran a rare mileage fundraising trip to Kingman, KS. using the same equipment as Saturday. The weather was dark and threatening and this merely heightened the hypnotic effect of the endless fields of green grain on the ex-ATSF line. It was a nice day to enjoy the majesty of wheat farming.

The "lunch" served at the Kingman ATSF depot must have been based on a WWII Axis POW camp menu. The salad bowl meal contained warm water, a lonely slice of carrot, and a tiny piece of beef. It was simply awful and the soft drinks were gone as well. This was the second time I have had a bad meal experience on trips sponsored by the Friends of the Heartland group. I suspect they must have had trouble with the passenger count on a day in which everything else ran fairly well.

n.e.c. Not Elsewhere Classified

Sand Springs, OK for many years was home to a collection of railroad coaches and a UP caboose owned by the Sunbelt Historic Trust. Following their decision to disband last year the Diaspora of equipment continues. The Oklahoma Railway Museum of Oklahoma City received the UP caboose in May. The caboose, which has friction bearings, required an FRA exemption and the cooperation of the Sand Springs Railway, Tulsa Sapulpa Union Railway, the Stillwater Central (current operator of the Frisco's former line to OKC) the BNSF and UP to complete the journey. (May 2004 *Dispatcher* of the Oklahoma Railway Museum)

The Railroad Museum of Oklahoma (RMO) passenger car collection is in the process of

expanding. One of the ex LIRR commuter cars is destined for a new home in Enid. The worn car requires replacement of two wheels and hand brake repair before it can be moved on to the BNSF. The car has a friction type axle that is no longer produced in large numbers. Ozark Mountain Railcar suggested that used wheel sets will cost about \$1,500 or \$3,000 for new sets. The price do not include shipping to Sand Springs. The Railroad Museum of Oklahoma is studying the matter. The remaining LIRR coaches have been taken to a scrapper. (June 2004 *Making Tracks* newsletter from RMO)

More on Compressed Air Locomotives

Chapter member Ray Toler sent a March/April 1984 article from a railfan publication that is worth summarizing. The major locomotive maker in this specialized field was H.K. Porter of Pittsburgh. They built some 300 single expansion compressed air locomotives between 1895 and 1908. In 1908 Porter delivered its first two-stage locomotive. It used 30% less air and was 50% more efficient than single stage locomotives.

The compressed air locomotives were filled at charging stations in the 900 to 1,200 psi range. Charging stations were located throughout the mine and the compressed air powered drills and tools. The air entered the locomotive at 700 to 900psi. It was then reduced in the high-pressure cylinder to 250 psi. The very cold air was then heated in the interheater, a device that brought the air temperature to the ambient air temperature, and then introduced into the low-pressure cylinder at a pressure of 50 psi. The air lo-

comotive was particularly popular in deep mines where the relatively high atmospheric pressures helped the interheater to function efficiently.

The Homestake Gold Mine in Lead, SD operated a fleet of more than 35 air locomotives with the last one purchased in 1935. Homestake liked the air locomotives so much that several were adapted for surface work complete with a small cab. The Homestake air motors worked on 18-inch track in the mine and on 22-inch track on the surface.

By the 1950s, battery and trolley locomotives began to replace air locomotives. One advantage they had was higher torque compared to air locomotives.

Would it be correct to assume that the air locomotives used air brakes to stop?

Arkansas & Missouri Railroad

The railroad is examining the possibility of modifying the Sunday Springdale to Fort Smith trip. Currently Springdale passengers return to Springdale by motor coach on Scenic Byway 71. Passengers boarding at Fort Smith go to Winslow and back by train.

The potential new scheme would have the train depart Springdale one hour later at 9:00 AM and run to Fort Smith. It would then pick up Fort Smith passengers and take them to Winslow where they would return by motor coach. The new idea would eliminate one crossing of the Arkansas River Bridge and the UP interlocker at Van Buren. It would also reduce the risk of train crews running afoul of the 12-hour law.

Several members have reported sightings of ex Belt Railway of Chicago locomotives 601 and 602, now merely 01 and 02 respectively, operating in tandem in the Springdale area. Belt Railway engines 600 and 605 remain parked next the main office in Springdale. Recently 01 and 02 were seen in standing Springdale with No. 16 (T-6 switcher) on the front and an unidentified engine on the rear. No. 16 had some boxes on the rear

Dickson Street Depot

One of our members mentioned a rumor that the Fayetteville Police Department was planning to establish a substation at the depot. The substation would be manned 24 hours a day and would improve response time to the Dickson Street bar and restaurant zone.

In Late July the Editor spoke with Sergeant Shannon Gabbard, Public Information Officer for the Fayetteville Police Department. He said that the Department had no plans for the Dickson Street depot as they have a substation located in the Nadine Baum Center

handrail and something that resembled an antenna with a golf ball item at the top.

Brenda Brown, Passenger Train Manager, has completed the training for Conductor and is now fully qualified. She has begun work on training to become an Engineer. The line is also investigating the cost of adding air-conditioning to passenger car 104. Chapter Vice President Chuck Girard is looking in to the matter in Fort Smith.

The A & M has for the second year asked the Chapter to assist at the August 13 Rogers School Teacher Breakfast. The event runs from 7:30 AM to 9:30 AM and is held in the spacious cafeteria of the Rogers High School. It is one event where there is no concern about the weather.

The A & M will be running a Springdale-Willowbrook trip for a rare mileage group on April 2005. Brenda asked if the Chapter could help and the Editor replied in the affirmative. It is the same route as the July 2003 Quad Chapter Convention hosted by our Chapter.

located on the south end of the Walton Arts Center parking lot. Gabbard speculated that the police use of the former Frisco express building during the Bikes, BBQ, and Blues event might have given some observers the impression that the Department was using the depot.

Chuck Girard recently loaned the Editor a December 1977 Frisco telephone directory. It contained a listing for a Mr. G.G. Alison, Roadmaster and father of Chapter member George Alison, who worked out of the depot at this time.