

The Scrambler

Volume 18, Number 7

April 2005

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.

Minutes of the Arkansas-Boston Mountain NRHS Meeting March 17, 2005

The regular scheduled meeting of the Arkansas-Boston Mountain Chapter of the National Railway Historical Society was called to order at 7:00 p.m. on March 17, 2005 by President Bob Stark, at the Shiloh Museum General Store in Springdale, AR. There were 29 regular members and no guests attending the meeting. Minutes from the February 17, 2005 meeting were approved as stated in the *Scrambler* dated February 2005.

National Director, Tom Duggan, stated he was planning a trip to Cumberland, Maryland to attend the National NRHS meeting. He explained some of the proposed revisions of the bylaws effecting the voting on the national level. A final decision on the revisions will be made in Portland, Oregon, which are expected to take effect as of October 1, 2005.

Scrambler Editor, Tom Duggan, had no news or comments to report.

Treasurer, Katherine Mindoro, read the financial report to the members. The report was approved as read.

Membership Chairman, Chuck Girard, stated he was trying to contact the last of the members who haven't paid dues for the 2005. He stated that he hopes to have the remaining 6 regular members and 5 associate members located by the April 9, 2005 train show. These are members who haven't responded to the reminder letters sent over a month ago. Mr. Girard stated he is working on a roster of existing members. It was decided to include the addresses of the members, if no one objected. At the present time, 60 members and/or associates have paid dues.

Programs and Activities Chairman, Al Kaepfel, stated he could always use another program. He has one for April 2005 and May 2005. Mr. Kaepfel reminded everyone of the up-coming train show in Bentonville, AR on Saturday, April 9, 2005 at the Clarion Inn from 9:00 a.m. to 4:00 p.m. He needs at least 8 people to work the NRHS booth during the show. A sign-up sheet was distributed. The Sugar Creek Model Railroad Club will sponsor the upcoming train show. They are in need of programs to be given by NRHS members during the show. Any member interested is to contact the model railroad club.

Map Committee Chairman, Gary McCullah, stated he has maps that have been reproduced to be given away at the train show for a \$10.00 donation to NRHS.

Sign Committee Chairman, Chuck Girard, stated presented an example of the signs to be placed along the tracks between Springdale, AR and Van Buren, AR displaying the names of 12 different communities along the Arkansas and Missouri (A & M) right of way. The signs have the NRHS logo on one end. It was suggested that input from A & M was in order to cover several issues. It was agreed that NRHS will handle the maintenance of the signs to keep the weeds away and to maintain the signs as needed. Gary McCullah put forth a motion to set aside \$700.00 for the costs of the signs from NRHS funds. Al Kaepfel seconded the motion. A unanimous vote was reached.

Old Business: President Bob Stark reminded all NRHS members to wear their nametags and take

Minutes of March 17 2005 Meeting (Continued)

their membership cards with them to the train show to be admitted free.

New Business: Bob Oswald presented a book of railroad trivia he compiled as a resource to anyone who is interested. He gave *Scrambler* editor Tom Duggan a list of the articles to be published in the *Scrambler*. Ray Toler reminded everyone of Spring Crank-up and Show to be held on April 15, 16, and 17, 2005 North of Siloam Springs, AR. Mr. Toler stated there would be antique engines, farm equipment, and outboard motors on display.

Mr. Duggan stated the Arkansas and Missouri are gearing up for the 2005 tourist season which starts

on April 1, 2005. Chuck Girard stated the A & M are hoping to have the new parlor car ready for special events on the Springdale to Van Buren run. The Ft. Smith season is to begin on April 3, 2005. They are hoping to have car 104 air conditioned to start off the season.

The evening was concluded with a presentation on Nebraska, Kansas, and Wyoming depots and railroads presented by Gary McCullah. Clare McCullah was in charge of refreshments.

Clare McCullah
Secretary of the Arkansas-Boston Mountain
Chapter

AMTRAK

Amtrak has implemented a policy that will require private car owners to pay a flat fee of \$1,000 per switching movement. The impact of the new fee will likely devastate some NRHS Chapter that offer car trips. For example a simple St. Louis to Chicago roundtrip will attract Amtrak switching fees of \$4,000. The most likely impact will be significant reduction of private car movements on Amtrak. Already there have been several Farewell to Private Varnish excursions. The Amtrak move will likely restrict private car moves on Amtrak to the truly wealthy private car owners.

Chapter member Ray Getty commented that this switching fee is only the latest in a series of Amtrak rules that adversely affect private car operators.

The most serious rule affecting private car owners is Amtrak's 40-year rule. It requires that any car over forty years old must have the trucks removed and magnafluxed at a cost of \$20,000 to \$50,000. The 40 year rule on the age of the car rather than the age of

rather than the age of the trucks. Some private cars ran on ex Santa Fe trucks that were new in 1968

The first requirement was a requirement that all private cars be painted in the platinum mist color and wear the Amtrak arrow logo. This policy was implemented during the Amtrak Rainbow era when Amtrak trains had many different cars that still retained the colors of their prior owning railroads..

A second adverse impact requirement was to require HEP compatibility of private cars that normally run on the rear of Amtrak trains. Amtrak then began an aggressive move for freight-express traffic with the result that private cars were frequently followed by strings of non-HEP MHC and Road Railer cars

QUAD Chapter Convention

As of late March we have had no definite information on the May 15, 2005 Convention to be hosted by the Topeka Chapter.

Arkansas & Missouri Railroad Company

Chapter member Chuck Girard reports that the railroad intends to put the newly refurbished lounge car 107 into service at the start of the season in early April. Current plans envisage Car 104 remaining in Fort Smith for the 2005 season.

Black diamonds, or more prosaically coal, are making a return to the Sunbelt route. Mark Bonnell, Marketing Director, confirmed that the line has moved about 200 cars of coal since the start of 2004. He said

that the coal comes from three Oklahoma operators that truck it to the Fort Smith yard for reloading. The coal goes north to Monett, MO where it enters the BNSF system en route to a cement kiln in Texas. The volume may increase and if all goes well up to 500 carloads could pass through Northwest Arkansas in the third quarter of 2005. This is a good example of business that a regional such as the A & M is so well equipped to create.



The A & M covered hopper sports reflective tape while the privately owned 605, fresh from a new paint job, is a 3M reflective tape salesman's wildest dream. (Editor photo)

Effective March 4, 2005 U.S. freight railroads became subject to a Federal Railroad Administration rule that requires the application of either white or yellow "microprismatic retroreflective" material to freight cars and locomotives used in freight service. The new regulation mandates 100% compliance within a ten-year period. The intent is to reduce rail crossing accidents caused by drivers failing to notice trains in the crossing.

AMTRAK Endpoint On Time Performance February 2005

(From a posting by Gene Poon on trainorders.com)

<u>Train</u>	<u>Runs</u>	<u>Late</u>	<u>On Time</u>	<u>Plan</u>
Acela Express...	671	150	77.6%	94.0%
Auto Train	56	32.....	42.9%.....	70.0%
California Zephyr	56	54.....	3.6%.....	70.0%
Capitol Limited	56	38.....	32.1%.....	70.0%
Capitols	624	113	81.9%.....	85.0%
Cardinal	24	6.	75.0%.....	70.0%
Carolinian	56	39	30.4%.....	85.0%
Cascades	307	97	68.4%.....	85.0%
City of New Orleans	56 ..	52	91.1%.....	70.0%
Clocker/Keystone	616.....	125	79.7%.....	90.0%
Coast Starlight....	56.....	23	58.9%.....	70.0%
Crescent	56.....	18	67.9%.....	70.0%
Downeaster	224.....	18	92.0%.....	85.0%
Empire Service	644.....	150	6.7%.....	85.0%
Empire Builder	112.....	14	87.5%.....	70.0%
Heartland Flyer	56.....	13.	76.8%.....	85.0%
Hiawatha.	384.....	16	95.8%.....	85.0%
Hoosier State	32.....	20	37.5%.....	85.0%
Illinois/MO	280.....	59.	78.9%.....	85.0%
Lake Shore Ltd.	112.....	58	48.2%.....	70.0%
Metroliner	100.....	14	86.0%.....	94.0%
Michigan	280.....	135	51.%.....	85.0%
Pacific Surfliner	671.....	185	72.4.....	85.0%
Piedmont.	55.....	23	58.2%.....	85.0%
Regional.	1500.....	255	83.0%.....	90.0%
San Joaquins	336.....	190	43.5%	85.0%
Silver Service	168.....	114	32.1%.....	70.0%
Southwest Chief	54.....	12.	77.8%.....	70.0%
Sunset Ltd	24....	24.	0.0%.....	70.0%
Texas Eagle	56	15.	73.2%.....	70.0%
Three Rivers..	56.....	15.....	73.2%.....	70.0%
All.Trains	7778....	2030.....	73.9%.....	85.0%

(Ed- One thing this former Connecticut resident found interesting was the virtual disappearance of Metroliner service. You do not have to be that old to remember the initial

Metroliner service operated by the Pennsylvania RR and funded by the Department of Transportation prior to the creation of Amtrak in 1971. Time certainly flies.)

Book Review

The Interurban Trolleys of Southwest Missouri, Southeast Kansas and Northeast Oklahoma by Edward A. Conrad

Reviewed by Tom Duggan

This 240-page soft cover book, published in September 2004, is an in depth, well-illustrated history of the Southwest Missouri Railroad, the Joplin and Pittsburg Railway and the Northeast Oklahoma Railroad. It is printed on 8½ inch by 11 inch coated stock.

The book provides a fascinating and likely definitive history of the three lines and predecessor entities in the Tri-State area. Numerous photos, timetable extracts, and maps supplement the carefully documented text. The book first provides a detailed history of each line's passenger and freight activities. The coverage of the ore hauling Northeast Oklahoma Railroad (NEO) was especially strong. The NEO went into the Frisco in 1963 and as you would expect the Frisco archives yielded much useful material. The NEO was an interesting line as it started as a steam railroad, electrified and then went to diesel.

The book contains rosters of rolling stock together with an illustrated range of equipment photos. The quality of the photos in this book, all are black and white except for the color cover, is very high. One problem noted in the recent plethora of illustrated railroad books is the use of poor quality images. This book has at least one hundred images and the quality is consistently high.

The reviewer particularly liked the final section "What's Left from a Bygone era". Conrad provides an illustrated summary of what remains of the three lines. The Southwest Missouri, the first line to go out of business, has a surprising number of building and bridge perhaps due to its being a very well developed street railway system as well as

ore carrier. For the straight as an arrow coal hauler Joplin & Pittsburg there is very much less that has survived to the current time. Surprisingly the Northeast Oklahoma Railroad, the longest-lived operation, has little visible thanks to curtailments by the Frisco and the Burlington Northern. "What's Left" is a very useful section that guarantees to make a driving tour efficient, enjoyable, and informative.

The book is very thoroughly researched. It includes 25 route maps that provide some idea of the scope of the dense trolley-interurban network that once blanketed the Tri State region. Conrad also includes a six-page summary of operating data for the three lines derived from State regulatory commissions and the Interstate Commerce Commission. The operating data is very informative and a welcome addition as some railroad histories pay little heed to the economic environment in which railroads operated.

This book is a limited edition with a press run of 1,500 copies. The book has an extensive bibliography that confirms this reviewer's opinion that the book is both a labor of love and a well-written volume that will stand the test of time.

The book costs \$29.95 plus \$4.00 for shipping. Orders should be sent to Heartland Rails Publishing Company, P.O. Box 160, Blue Springs, MO 64013-0160. Please note that Heartland Rails cannot process credit card orders.

Alfred Reynolds Was Personal Bodyguard to General Bonneville in Reconstruction Days

*Retired Negro Sand-Drier Has Interesting History Antedating
His Twenty-two Years Service*

"ALFRED REYNOLDS (c) laborer, residence Eleventh Street."

The above identifying line is given by the city director of Fort Smith, Ark., for an aged negro.

It is unenlightening to say the least, and does not indicate that Alfred Reynolds is a former employe of the Frisco Lines at Ft. Smith, Ark., and has been on the pension roll of that company since September 1, 1925. Neither does it indicate that he was at one time the body servant of General B. L. E. Bonneville of the United States Army, romantic adventurer and soldier.

Alfred Reynolds does not remember all of his history. Since he can neither read nor write, he has kept no record of dates and data which might prove of interest to his grandchildren. Reynolds does not even know just how old he is.

However, he does remember some of his early experiences. He was born on a plantation near Russellville, Ark., the son of slaves. He, himself, was owned by Col. Thomas Howe, owner of a large plantation. His first work was in the cotton fields. When Civil War was declared, following the Emancipation Proclamation, Colonel Howe rushed all the slaves which he owned into Texas, with a view of holding them until the close of the war.

When peace was declared and Reynolds was free, he made his way back to the old plantation in Arkansas where his father was attempting to collect the scattered family of children who had been sold to different owners. When they had at last been brought together, the family moved to Fort Smith. This, as Reynolds remembers it, was in 1869 or 1870.

Soon after coming to Ft. Smith, he met General Bonneville, soldier and explorer, and one of that city's famous characters. If Reynolds' dates are correct, that was the year before General Bonneville, whose romantic adventures in the West inspired the pen of Washington Irving, was married in Ft. Smith to Miss Sue Neis. He was employed as the personal servant of the General, and coachman for the family.

In 1903 he entered the service of the Frisco as a sand drier at Ft. Smith, where he remained, serving the company in the same capacity for twenty-two years.



ALFRED REYNOLDS

Reynolds has a powerful physique. He is more than six feet in height and was at one time, one of the strongest men who ever lifted a shovelful of sand for the Frisco. But old age, though it did not weaken his powerful arms, slackened his pace, and he was retired from active service, but assured of a comfortable old age through being placed on the pension roll.

His real laboring days are over. Now he busies himself about his little home on Eleventh Street, which he owns. He talks sparingly of himself and his services with the Frisco, but a new expression comes into his face, when mention is made of the days when he served the General, and somehow, his railroad service fades into oblivion when he discusses the garrison festivities. One can imagine his six feet clothed in the grandeur of a coachman's livery, on the driver's seat of an elegant carriage of that period.

He talks at length of the brilliance of those times and recalls with eloquence the gayety of the old days, when he drove the General and his

General Bonneville, a French born 1813 graduate of West Point, became famous in 1832 when he led an expedition to explore what is now Idaho and Wyoming. Many places are named for Bonneville. Oddly, the best known, Bonneville Flats in Utah was never visited by Bonneville. He later made a second trip to explore Oregon

Bonneville commanded the garrison at Fort Smith on three separate occasions between October 1838 and July 1846. He was involved in the construction of the road from Fort Smith to the Red River in Texas.

He retired from military service in 1861 and was called up for the Civil War where he served as a Brigadier General

He retired in 1866 and moved to Fort Smith where he died in 1878 at age 82.

Scrambler Editor

wife and their guests to brilliant social events at the homes of Ft. Smith's elite—"quality folks" as he calls them. The styles of the times, the manners of the southern ladies and gentlemen, their likes and dislikes have lived with him these many years, and he can relate stories of festivities which live long in one's memory.

One gathers, from talking to him—from his manner and his speech—that he must have been the perfect servant of the General, and the reason for his refusal to discuss his own life might be due to the remembrance of his slave days, and his lack of freedom of speech.

He is grateful for the compensation which he receives from the railway company which makes his old age an independent one, and if his mind goes constantly back to the times of the gay General and his coterie, rather than to the many hours in the twenty-two years that he served the railway company, shoveling sand—who can blame him?

Thanks to Chapter Vice President Chuck Girard for providing the above article.

Quad Chapter 2005 Update

From Art Gibson, National Director, Topeka Chapter

Finally, I have been able to finalize plans for the 2005 Quad Chapter Meeting. We will meet in Abilene Kansas, with lunch at the famous Brookville Hotel and ride the trackage of the former Rock Island Salina branch on the Abilene and Smoky Valley RR. Our meeting room at the Brookville Hotel will open at 10:00 a.m., Director reports will commence at 10:30 a.m. (10-15 minutes duration, please) and lunch will be served at 11:30 a.m.

There are two options for train rides:

1. Ride the 2:00 p.m. train from Abilene to Enterprise, then transfer to the "Silver Flyer" for the ride to the present end of the line at Woodbine. Return all the way to Abilene on the "Silver Flyer" with photo stops enroute. ("Silver Flyer" seating is limited to 40 persons and reservations for this will end May 10, 2005 or when the seating is sold out). 18 miles one way, 36 miles r.t.

FARE \$30.00each X _____ reservations === \$ _____

2. Ride the 2:00 p.m. train from Abilene to Enterprise and return.

5 miles one way, 10 miles r.t.

FARE \$10.00each X _____ reservations === \$ _____

PLUS lunch at the famous Brookville Hotel, Abilene, home of fried chicken dinners, served family style. (If you go away hungry, you quit before you should have!) FARE \$20.00 each X _____ reservations === \$ _____

The luncheon price includes your meal, drinks and gratuity, all for \$20.00

Reservations will close May 10, 2005 and there will be no refunds after May 13, 2005!!!

If you need overnite accomodations, there are several nice motels in Abilene and Salina is only 25 miles west and Junction City is only 25 miles east. There is also a great Bed and Bkfst. at Enterprise. Call or email me for more info, if needed.

Hope to see you there!

Please send your payment, payable to "Topeka Chapter-NRHS" to
Art Gibson,

National Director, Topeka Chapter

2431 SW Queens Way

Topeka, KS 66614-5602

(785) 273-4220 <home>

(785) 640-6180 <cell>

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(Scrambler Editor-The Abilene & Smoky Valley is a former Rock Island branch. The normal motive power is a 1945 vintage Alco S1. The "Silver Flyer" is a school bus that has been converted into a high rail car. Abilene is 90 miles west of Topeka or 150 miles west of Kansas City. It is 401 miles from Lowell, AR))

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded November 1987

2005 DIRECTORY OF OFFICERS AND DIRECTORS

President	BOB STARK
Vice President	CHUCK GIRARD
Secretary	CLARE MCCULLAH
Treasurer	KATHARINE MINDORO
National Director	TOM DUGGAN
Membership Chm.	CHUCK GIRARD
Programs & Special Events	
Director & Archivist	AL KAEPPPEL
Director	FRED LEWIS (05)
Director	STEVE THARP(07)
Director	BILL USSERY (06)
Editor	TOM DUGGAN

The Chapter meets the third Thursday of each month (except December dinner meeting) at 7:00 PM Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas. Visitors are welcome at all meetings. Annual dues for 2005 are \$35.00 for individuals and \$38.00 for a family. Dues include membership in the National Railway Historical Society. Please call 479-750-8165 for directions to the Shiloh Museum General Store.

Please mark your calendar for May 19, 2005 the date of the annual Chapter potluck at the Stark home in Fayetteville. It's always good weather inside the Stark home.

ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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Address Service Requested

Thursday, April 21-Steve Tharp
will discuss welded rail and basic
signals: Al Kaepfel will discuss
Super Power before Super Power