

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2007 DIRECTORY OF OFFICERS

President	Gary McCullah
Vice President	David McDonald
Secretary	Clare McCullah
Treasurer	Bill Longston
Program Director	David McDonald
Editor	Bill Merrifield
National Director	Chuck Girard
Board Director	Mike Sypult

NRHS Chapter Meets 7:00 PM, April 16, 2009 at the Shiloh Museum General Store.

Rose Anne Hofer will present a program on Colorado Railroading

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NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. BOX 1303
SPRINGDALE, AR 72765-1303
Address Service Requested**

The Scrambler

Volume 22, No. 8

April 2009

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

CHAPTER MINUTES March, 2009

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 19, 2009 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 23 members present.

Secretary, Clare McCullah's minutes from the February 2009 meeting were approved as stated in the *Scrambler* dated March 2009.

National Director, Chuck Girard, stated he would like to be able go to more of the events but his work schedule prohibits attending every function. Tom Duggan suggested the Chapter appoint an alternate when Mr. Girard isn't able to attend a National function in which the Chapter needs representation. Mr. Girard stated he will not be able to attend the National Spring meeting and an alternate will be needed. Mr. Girard stated he has suggested several times to National to have electronic business meetings so more people could attend.

Membership Chairman, Chuck Girard, stated the Chapter is doing very well on the payment of membership dues. A couple people have indicated they don't wish to renew. President McCullah stated he has mailed out reminders to those who haven't paid. National is preparing a final notice to all Chapter members and they will be dropped from the roles by the end of the month if they don't pay. Mr. Girard stressed the fact that if our Chapter has more members we have more representation on the National level because our delegates are determined by the size of the Chapter.

Scrambler Editor, Bill Merrifield, stated he printed 75 *Scramblers* and mailed 71 through the postal service. Mr. Merrifield stated he needs input and articles from the Chapter membership to put in the *Scrambler*. Tom Duggan stated US postage is to increase in May by 2 additional cents. He stated that the Chapter needs to explore an alternate mailing system. The Chapter already has a Yahoo group page set up and access to the *Scrambler* needs to be placed on the Internet or the Yahoo groups. President McCullah stated the *Scrambler* could easily be posted as a PDF file on the Internet. He selected the following Chapter members to form a committee to explore the idea of placing the *Scrambler* on an Internet Webpage verses the Yahoo groups: Tom Duggan, Mitch Marmel, Mike Sypult, and Bill Merrifield. The committee was approved by the Chapter membership. Tom Duggan stated Sugar Creek Club has their newsletter on 2 pages on the Internet and didn't know why the Chapter couldn't do the same thing.

Treasurer, Bill Longston, read the financial report to the members. The report was approved as read.

Program Chairman, David McDonald, stated that David McDonald and Bob Stark will give their program on the Rock Island in Arkansas at the October meeting. This fills all the programs for the rest of 2009.

Map Committee Chairman, Travis Walls, stated the sales of the map at the Bentonville train show did very well. Clare McCullah stated the use of the clothes pins worked well during the Train Show to hold the maps in place along a clothes-line attached to the walls. Barbara Gavron stated she would keep the materials for future train shows.

Sign Committee Chairman, Chuck Girard, stated waiting for warmer weather.

Special Events Chairman and Activities Chairman, (Named as needed), stated President McCullah discussed future events. Tom Duggan stated Brenda Brown from the A&M told him the railroad is having National Train day on May 2 or 9, 2009 from 9:00 to 4:00 in Van Buren, AR. There will be tours of the A&M equipment at Van Buren and other events. Ms. Brown has requested a display of some type from the Chapter. She told David McDonald that the Train Day will be at the siding E of

the Van Buren depot. The A&M will give rides to Copp and back with many different types of cars of display. Mr. McDonald stated the A&M may need some additional help from Chapter members. Mr. Girard stated he was to meeting with Ms. Brown on Friday, March 20, 2009 and we would discuss the events with her and e-mail President McCullah with the results of the meeting.

Tom Duggan stated he will meet with the Shiloh Museum to inquire as to if they plan to have Rails and Tails this summer. The Museum has experienced a lot of funding cuts so the program is uncertain.

Old Business: Bob Stark praised the workers who worked with special needs kids at the Train Show. Tom Duggan thanked all of the workers who attended the train show and worked so hard to make it a success. Bill Longston stated that Chapter earned over \$200.00 in the sale of donated merchandise at the show.

Bill Merrifield turned in a receipt to be reimbursed for the power supply used on the G Scale layout at the Bentonville Train Show of \$139.00. It was agreed by the membership to reimburse Mr. Merrifield.

New Business: Tom Duggan displayed a new map of the Railroad's of Northwest Arkansas that he made for display. He requested to have copies made to give to selected museums in the areas. The motion made and approved to have copies made of the maps for distribution to the selected museums.

Ray Tolar announced the A&M Railroad will run the troop train again this year on May 25, 2009. It is a free ride for the veterans and by you have to register before hand at the A&M depot. The train will go from Springdale and to Chester and back to Drake Field where lunch will be served.

Ray Tolar stated he learned that Veterans can get a license plate for their cars at low cost by presenting their DD-214 at the Arkansas Revenue Office. The license plate will display the war you were in.

Mr. Tolar announced the coming of the Tired Iron Spring Crank Up on April 17, 18, and 19, 2009 which is still free and open to the public. Everyone is welcome. Blacksmith shop will be open and they hope to have the sawmill going. For those who don't know: Tired Iron is located north of Siloam Springs, AR. So into Siloam Springs and take Mt. Olive Rd north, it turns into Taylor Archer Rd. and from there you will see the road signs marking the way. Several members stated it was easy to find.

President McCullah stated their will be a Train Show at Arkansas Railroad Museum on April 4, 2009 in Pine Bluff, AR. They have some very historical shops which are displayed in Ray Tolar's article in the March 2009 *Scrambler*.

Bob Stark suggested we should video programs on the area history for future generations. He stated he wants to preserve the history of the area through the presentation from Chapter members. JP Bell stated the presentations placed on Power Points presentations and placed on a CD along with the scripts that went with them could easily be archived.

President McCullah stated the Frisco group is interested in obtaining any and all information they can on the Frisco Railroad to be placed on their Yahoo site. If anyone is interested in donating information to the Frisco group they can contact President McCullah or go directly to the Frisco Yahoo group on line with your information.

The meeting was adjourned by President McCullah. President McCullah reminded the membership to donate to the coffee kitty.

The presentation for the evening was from: JP Bell on Making of the Movie *Appaloosa*
Dr. Bell was present at the filming of the movie as railroad photographer and shared his experiences with the Chapter.

Clare McCullah
Secretary of the Arkansas-Boston Mountain Chapter
National Railway Historical Society

FROM THE HEAD END

First, I want to thank Dr. J. P. Bell for sharing his adventure in photographing the work of filming the railroad sequences in the movie "Appaloosa". As you know, we had to reschedule this from March. I also thank David and Bob for being willing to re-schedule their presentation.

Bill Merrifield deserves so much more than the simple "thank you" that I send his way. Bill has devoted much time and energy to the Scrambler. As noted in the minutes, we will be looking for ways to electronically distribute the Scrambler.

There are all sorts of news items floating around. It seems that the Union Pacific has taken a hit on the fact that marijuana keeps showing up on their trains coming from Mexico. Enough, so far, that the railroad has been levied fines. The UP's response is that US Customs has charge of the trains when they cross the border. We will have to see how that plays out. KCS is nearing completion of the Macaroni line re-build and is among several railroads storing older units due to the economy. KCS and a couple of shortlines are also leasing/purchasing genset locomotives for switching. The green-goats (battery powered switchers with a small genset to charge the batteries) are apparently being recycled into gensets. These are interesting times for railfans.

I may have been the only one watching the Fort Smith turn head south during the meeting Thursday night. There appeared to be five units and a lot of cars, a good mixture of reefers, two and three-bay covered hoppers and the ever present sand cars. If the A&M has been impacted by the slow economy, it did not appear that way that night. I said that to say this, The Union Pacific is using lightly used branches and spurs and hiring shortlines to store un-used railcars. The most in storage now are auto-racks. Tom Duggan noted the cars on the old Love Box spur in Fayetteville. I have seen the number and time change from week to week. It would be interesting to find out what happened to them.

IN THE YARDS

Continue to remember the Hofers and the Oswalds. I know how tough it is on the caregivers. I was caregiver for my dad for three years. You appreciate those who are able to help, however small or large. Roseanne, if you need anything for your presentation or need to reschedule it, contact David McDonald or contact me as the alternate. Chapter member Cleo Matter is doing well after a hospital stay. She broke her right wrist and then four days later her right ankle. Gary

LOCALLY ON THE BEAM

The Sugar Creek group has investigated a club train ride on the A&M Railroad from **Springdale** to Buren and return. The best date seems to be Saturday, May 9th, as this is also National Train Day.

The A&M Railroad has planned many special activities for that day. There will be displays of an Alco C420 and a 6700 production tamper & regulator. Personnel will be present to answer maintenance and upgrade questions. A boxcar, caboose, and reefer will be open for tours as well as an A&M loco on simulator. Local photographer J. P. Bell will be signing books and selling A&M photo prints. Springdale departure time is 8 am. Fares for the all day round trip are as follows: Adult: coach-\$45, upgrade-\$55, First class-\$75 Senior: coach-\$41, upgrade-\$50, First class-\$69

There may be a reduction in fares if we get enough participants. As we discussed at the meeting, the club would pay 1/2 fare for members and member-paid spouses, while all others would pay their own full fare. Please response with your reservation commitment as soon as possible--- deadline will be their Thursday, April 23rd at their meeting.

BRASS POUNDING DOWN THE LINE

The Good news:

It was a normal day in Sharon Springs, KS when a Union Pacific crew boarded a loaded coal train for the long trek to Salina.

The Bad news:

Just a few miles into the trip a wheel bearing became overheated and melted, letting a metal support drop down and grind on the rail, creating white hot molten metal droppings spewing down to the rail.



The Good news:

A very alert crew noticed smoke about halfway back in the train and immediately stopped the train in compliance with the rules.

The Bad news:

The train stopped with the hot wheel over a wooden bridge with creosote ties and trusses



The moral of the story: Follow the rule or use common sense?
Our thanks to Ellis Melton of the Sugar Creek group. Editor

HISTORICAL OPERATIONS

St. Louis museum plans sale or donation of some rail equipment

Thursday, March 26, 2009

ST. LOUIS - The Museum of Transportation in St. Louis has announced plans to sell or give away some locomotives, passenger cars, and cabooses from its collection. The artifacts, all in somewhat deteriorated condition, are considered surplus to the collection.

The artifacts include:

- Porter-built fireless 0-4-0, U.S. Navy No. 7
- A tender to a Great Northern Baldwin steam locomotive
- MARC 66, an ex-Chicago, Burlington & Quincy E8 diesel
- NMOT 2918, formerly Wabash GP35 No. 547.
- U.S. Army 1844, a Fairbanks-Morse H12-44
- M&St.L RS1 546
- U.S. Army 150-hp, GE-built switch engine 7765
- FDS (Italian State Railway) Class E550 electric No. E550.025, a Westinghouse-built engine that runs on 3,000-volt 3-phase A.C.

Several passenger cars, cabooses, and a PCC streetcar are also available.

Interested parties should contact the museum through its Web site, <http://transportmuseumassociation.org/>.

After three years, 765 to steam

Thursday, April 02, 2009

NORTH JUDSON, Ind. - Nickel Plate Road "Berkshire" 2-8-4 No. 765 will operate under steam on Memorial Day Weekend, its first operation since test runs in 2006. The engine will pull excursions in North Judson at the Hoosier Valley Railroad Museum, its first mainline excursions in 16 years.

The engine will pull two-hour round trips May 23-25, departing at 10 a.m., 1 p.m. and 4 p.m. from North Judson. The trips will run to La Crosse, Ind., over a piece of what was once Chesapeake & Ohio's Chicago-Cincinnati route. Through the efforts of the museum, the three local counties, and the shippers on line, the town of North Judson preserved the line with a \$1.5 million federal grant in 2004.

No. 765 was retired and put on public display in 1963, then rehabilitated and restored to service in 1979. It ran extensively on CSX, Conrail, and Norfolk Southern. It entered a rebuilding program after a 2001 grant funded its restoration.

"Daylight" to visit Train Festival 2009

Tuesday, March 24, 2009

OWOSSO, Mich. - Southern Pacific "Daylight" 4-8-4 No. 4449 will travel to Owosso from its Portland, Ore.,

home this summer for a visit to Train Festival 2009. The Amtrak-sponsored cross-country trip will operate over BNSF Railway from Portland to Minneapolis; Canadian Pacific to Chicago; Norfolk Southern to Porter, Ind.; Amtrak to Kalamazoo, Mich.; NS to Battle Creek, Mich.; Canadian National to Durand, Mich.; and Great Lakes Central to Owosso.

Train Festival 2009 plans to operate eight locomotives under steam, and will also include vintage and modern diesel locomotives. It's a fundraiser to keep Pere Marquette locomotive 1225 operating. No. 4449 will be at the festival July 23-26, and will operate a special excursion July 24.

This is the first cross-country journey for the 4449, which led the 1976-1976 American Freedom Train on a nationwide tour, since it traveled from Portland to New Orleans in 1984.

Tickets will be available on the festival's Web site, www.trainfestival2009.com.

Our thanks to **TRAINS NEWSWIRE**

TRAINS THROUGH MEMORY

In April 1917 the United States entered World War One, the war to end all wars. The massive movement of men and war materials created severe transportation system congestion particularly on the East coast. Freight cars sat on sidings for days and railroads resorted to frequent freight embargoes in failed efforts to control the flood of traffic. It soon became clear that American railroads lacked any centralized control of freight and passenger movements. Effective December 28, 1917 President Wilson authorized the newly created United States Railroad Administration (USRA) to take control of intra-coastal shipping lines and railroads vital to the war effort. The USRA control order encompassed most but not all railroads. In Northwest Arkansas, the Kansas City Southern Railway (KCS), Frisco and the timber hauling Combs, Cass & Eastern fell under USRA control. The USRA briefly considered taking over the Kansas City & Memphis Railway (KC &M). They opted not to take over the struggling line.

The KC & M, in receivership since 1914, operated lines between Rogers (interchange with the Frisco) and Si-loam Springs (interchange with the Kansas City Southern), Cave Springs to Fayetteville (interchange with the Frisco). It also had a line between Hazelwood in south Rogers and Monte Ne that linked to so-called Ozark Line that extended 8.72 miles east of Monte Ne. The Rogers, AR based railroad after 1914 slowly began to reduce its annual red ink. The major reason the railroad was losing money related to a 1911 \$508,000 bond issue that financed the 1911/1912 expansion from Tontitown to Fayetteville. The Fayetteville expansion, which was projected to reach Huntsville in Madison County, enabled the railroad to serve the largest city in Northwest Arkansas and its numerous forest products based manufacturing companies. Service to Fayetteville was a more attractive freight base than the seasonal apple and strawberry traffic of the "Fruit Belt" line.

The Frisco vigorously fought the arrival of the new competitor. The KC & M was in a disadvantageous position since its Fayetteville terminal was twelve blocks south of the principal business district. To overcome the problem the KC & M provided free drayage that likely was expensive. The Frisco also served 17 of the 18 Fayetteville firms with railroad sidings. The Arkansas Railroad Commission in 1914 directed the Frisco to provide switching from their sidings for outgoing cars of KC & M freight customers. A court overruled the Arkansas Railroad Commission order and fines. In 1917 the KC & M appealed to the Interstate Commerce Commission with a similar request. The ICC found there was no reason to require the Frisco to provide switching services to

the KC & M.

USRA General Order No. 1 directed railroads to ship freight by the most direct route. Customer specified routings were to be disregarded. The second requirement was a serious blow since many of its freight shipments, including those specified by customers, involved the use of the KCS at Siloam Springs. The KCS was a friendly connection and the rate divisions that governed the sharing of freight charges between the KC & M and the KCS were likely better than those of the Frisco.

General Order No 1 was such a threat that Roscoe Hobbs, one of the two court-appointed receivers for the KC&M, went to Washington, DC in January 1918 to appear before the Senate Committee on Interstate Commerce. He sought a modification of General Order No. 1 to help the economic health of small railroads. Hobbs complained that the direct route requirement had cost his railroad 75% of its business. For example hard won freight business of Fayetteville customers now had to be turned over to the Frisco at Fayetteville. The KC & M received only a very small switching fee from the Frisco. Under the previous system KC & M freight involving Fayetteville would be routed through the KCS at Siloam Springs. For example St Louis traffic

was routed via a third carrier out of St Louis and then to the KCS and finally to the KC& M. The big problem, from the KC & M perspective, was that the all Frisco route from Fayetteville to St Louis was 188 miles shorter than the KC & M/KCS/third carrier route. Hobbs also mentioned that the Frisco was clogged with freight traffic and had to issue freight embargoes several times in recent months.

An additional problem related to intrastate movements of forest products. The Arkansas Railroad Commission wanted to promote the manufacturing of items made from forest products. The Commission set very low rates on intrastate forest product movements that barely covered KC & M's costs. The assumption was that the railroad would make its money on the long haul freight shipment that now would go to the Frisco.

The Senate Committee on the Interstate Commerce Commission took no action on the request of Hobbs. General Order No 1 was fatal for the KC & M. The railroad ended service between Cave Springs and Fayetteville in March 1918 followed by Rogers to Siloam Springs service in October 1918. Revenue service between Rogers and Little Piney lasted until early 1919 as the area was a source of railroad ties.

As part of his testimony, Hobbs provided a car by car listing of all freight traffic in 1917. The main categories of outgoing freight were as follows:

Lime 215 cars From Rogers White Lime Co

at Cross Hollows (near Monte Ne)

Ties/Pit Props 216 cars Mainly from area east of Monte Ne (now Hobbs State Park)

Apples 249 cars Rogers-70, Cave Springs- 41, Healing Springs-16,

Elm Springs-33, Tontitown-43

Strawberries 54 cars Highfill-8, Tontitown-8,

Our thanks to Tom Duggan for the above article.