

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2010 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	David McDonald
Secretary	Tom Duggan
Treasurer	Bill Longston
Program Director	David McDonald
National Director	Chuck Girard
Board Director	Larry Cain
Editor	Bill Merrifield

NRHS Chapter meets at 7:00 PM, January 21, 2010 at the Shiloh Museum Store.

January's program will feature Mitch Marmel's presentation on "Transit – The Life Blood of A City"

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

Volume 23, No. 4

January, 2010

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

CHAPTER MINUTES December 17, 2009

The regular scheduled meeting of the Arkansas-Boston Mountain Chapter of the National Railway Historical Society was called to order at 6:30 p.m. on December 17, 2009 by President Gary McCullah aboard the Arkansas & Missouri Railroad's Parlor Car Number 107 for the Chapter's Christmas Party. There were 32 members present for the ride from Springdale, AR to Winslow, AR and back.

Secretary, Clare McCullah's minutes from the November 2009 meeting were approved as stated in the *Scrambler* dated December 2009. Ray Tolar made several corrections to the minutes. He stated Mitch Marmel's name was misspelled and the reception for Bill and Ernestine Ussery was December 19, 2009 from 2:00 to 4:00 not 2:00 as previously stated.

Scrambler Editor, Bill Merrifield, stated he mailed out 60 *Scramblers* for the month of December 2009 and the publication was 10 pages long. Mr. Merrifield stated it usually takes him 3 full days to get the *Scrambler* together and ready for publication.

Treasurer, Bill Longston, was not able to attend tonight's meeting. No treasurer's report was given.

Program Chairman, David McDonald, declared the following programs:

January 2010 - Mitch Marmel - Transit – The Life Blood of A City
February 2010 – Mike Sypult - Rock Island and Arkansas
March 2010 – Tom Duggan - Kansas City and Memphis
April 2010 - Bob Oswald - program to be announced
May 2010-Bob Stark & David McDonald - Rock Island in Western Arkansas
December 2010 - Christmas Dinner
Programs from June of 2010 to November of 2010 will be needed.

Old Business:

Election of officers as follows:

President: Bob Stark
Vice President: David McDonald
Secretary: Tom Duggan
Treasurer: Bill Longston
Board Director: Larry Cain

National Director: Chuck Girard
Scrambler Editor: Bill Merrifield

The new officers were nominated and approved by the majority of Chapter members.

New Business:

Ray Tolar asked about the Troop Train for Memorial Day. He wanted to know if reservations were still available. It was suggested that anyone who was interested in the troop train needs to contact Brenda Brown at the Arkansas and Missouri Railroad office.

The presentation for the evening was the White Elephant Gift Exchange conducted by Tom Stark.

Secretary's Comments:

I would like to thank all of the local Chapter NRHS members for making me feel like I was a very welcome part of a male dominated organization. I have learned a great deal about trains, my husband, and my own abilities as a secretary. Unfortunately, all good things must come to any end. Five years ago when I agreed to be your secretary, I hadn't been promoted to a very demanding position at work, our grandsons were younger and weren't involved in several school activities that require Grandma and Grandpa's support, and I wasn't extremely involved with our church activities. Life has a way of changing and we all have to change with it. For me, this is simply one of those changes. I just can't give the local NRHS Chapter all of the time I would like with so many other commitments. Thank you again for all of the support and words of encouragement.

Speaking of gratitude, I would like to take this opportunity to thank Brenda Brown and all of the employees of the Arkansas & Missouri and well as Crossroads Café for the wonderful meal and service on the Christmas Train Ride on December 17th. They made it a delightful evening for all of us and a Christmas event that will be remembered for years to come.

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

FROM THE HEAD END

From the (soon to be ex-) Prez,

I am writing this column three days before Christmas and five days after the December meeting/election/excursion/banquet. I want to thank all of you who attended and send out a special "Thank you!" to Brenda Brown and her staff at the Arkansas and Missouri Railroad.

I read in the Arkansas Democrat Gazette for Monday, December 21, about the Japanese working to export their Bullet Train technology to the US. They are working to compete with Siemens and Alstom from Europe for the American market. What will this mean to us? I honestly do not know. It may lead to a high-speed corridor either here or close enough to make it a travel alternative. I would love to be able to go to St Louis or Indianapolis at 200 miles per hour.

I read the article in the same newspaper for today, the 22nd, about the Eurostar trains coming to a halt in the Chunnel. It appears that very dry snow, like you find in the high plains of western Nebraska and eastern Wyoming, got into the electrical systems and melted producing just enough water vapor to cause a short-circuit. Since the Chunnel portion is a strictly electric only operation, a short-circuit is disastrous. Look for some design changes to appear which will likely be detailed in the railroad press.

The KCS Christmas Trains was a big hit again this year and most stops experienced very long lines of people (of ALL ages) waiting to visit Santa and his elves.

I owe Bill Merrifield a huge debt of gratitude. He suggested that I write a column for the Scrambler. Little did either of us know then how it would turn out. The end result is that I am much better at expressing myself both the written and spoken word. I am much more comfortable in front of a crowd now. Bill, thank you for helping me to grow.

If you see or hear of anything newsworthy concerning the A&M, KCS, BNSF, UP (in Arkansas) or the Fort Smith Railroad, pass it to Bill for the Scrambler. It does not have to be a big item, just something that would be of interest.

This is my last column. Bob Stark will now have to take up the mantle of leadership again and, perhaps, write a column like this.

Gary

LOCALLY ON THE BEAM



This image, from Trainorders.com, shows an Amtrak P32-8 diesel (3000 HP unit built by General Electric in 1991) taking the daily Oklahoma City-Fort Worth Heartland Flyer south of Oklahoma City on December 19. The usual power on the Heartland Flyer is the ubiquitous GE PE 42 that does not look like a locomotive in my opinion. There is no information as to how long the P32- 8 will power the Heartland Flyer. Tom Duggan

Safety traffic concerns raised when 3.5 mile freight train rolls through LA Basin

January 12, 2010 1:16 pm

An apparently unprecedented super freight train -- extending some 3½ miles-- rolled through Southern California over the weekend, catching state regulators off guard and prompting concerns about potential safety risks and traffic delays, The Times has learned.

Union Pacific said the train was a test of equipment and ways to improve operating efficiency, but that the company does not have plans to run such trains regularly.

Some officials are worried it may be a harbinger. "I will be asking a lot more questions," said Democratic Rep. Grace Napolitano, whose San Gabriel Valley district includes part of the train route. "If they're testing to increase the size of trains in L.A., I have a problem with that."

The state Public Utilities Commission raced a team of personnel to Imperial County on Saturday to monitor the train as it wound its way toward the Inland Empire. The train originally left Texas on Friday night and reached its ultimate destination, a large intermodal facility near the Port of Long Beach, on Sunday.

"We were quite concerned about it, which was why we scrambled our people to be out there Saturday to essentially find out what was going on," said Richard W. Clarke, who oversees rail safety at the state agency.

There are no state or federal limits on the length of trains or requirements to notify agencies about unusually long train configurations, officials said. Union Pacific said it did alert local federal regulators, who observed the train's movement.

The 18,000-foot-long train was two to three times the length of a typical freight train and the largest known to operate in the state — and possibly the nation, Clark said.

Tracks were cleared so the train could run up to 70 mph, said Tom Lange, Union Pacific's spokesman. He said it would take three to five minutes for the train to clear a grade crossing. No incidents were reported. From the L.A. Times: Submitted by Tom Duggan.

The deadline to submit Chapter reports through the NRHS Website for the 2009 Yearbook is rapidly approaching.

All reports must be received by **Monday, February 1, 2010.**

Photos may also be submitted. High-resolution digital photo files (300 dpi size at a width of seven inches) will be accepted. TIF files are preferred, but JPG files all also be accepted. Color slides, black-and-white prints, and good quality color prints may also be submitted but cannot be returned. Please refer to the Yearbook Instructions document attached to this message for instructions on uploading reports and submitting photos.

HISTORICAL OPERATIONS

KC Union Station displays unusual model



*Photo by:
Peter A.
Hansen*

December 17, 2009 KANSAS CITY, Mo. — Union Station will unveil a new permanent exhibit Saturday, a meticulously-crafted 1/8-scale model of an Atchison, Topeka & Santa Fe Railway 4-4-2 steam locomotive.

The model is historic for two reasons: It was built by apprentices at Santa Fe's San Bernardino, Calif., shops in 1915, and it was a treasured possession of John Shedd Reed, former chairman, president, and CEO of the railroad. Reed, who died last year, had long admired the model when it resided at Santa Fe's Chicago headquarters, and the company presented it to him as a retirement gift in 1983. It was a link to his railroading roots in the 1920s, when the young Reed took several trips to California with his family, and when 4-4-2 locomotives were still a common sight on the Santa Fe.

In the closing days of his life, the ailing Reed asked his son Peter to call Kansas City Southern Railway chairman and CEO Mike Haverty, and to offer the locomotive to Union Station. Haverty, who is also board chairman of Union Station Kansas City Inc., served under the elder Reed at Santa Fe, and had risen to the railroad's presidency in 1989. "I was humbled that, toward the end of his life, Mr. Reed would think of me and Union Station," Haverty said recently. "We were honored to accommodate his request."

The model is based on Santa Fe locomotive No. 1452, a 1909 product of Philadelphia's Baldwin Locomotive Works. Like the prototype, the model is a balanced compound, a design pioneered by Baldwin's Samuel Vauclain in 1902. Balanced compounds have a pair of high-pressure cylinders on the saddle between the low-pressure cylinders, with all four cylinders connected to the same drive axle. Several railroads experimented with such locomotives until superheaters provided a more thermally efficient and less complex design. Remarkably, the Reed locomotive duplicates the design in miniature, and it is capable of steaming under its own power.

. — *Peter A. Hansen*

Royal Hudson 2860 to steam in February

December 29, 2009

VANCOUVER, B.C. - West Coast Railway Association Canadian Pacific Royal Hudson 2860 will travel BNSF Railway rails from Vancouver to White Rock, B.C., in February. Tickets for the event will cost \$125 each way, with return transportation by bus offered.

The steam trip is to coincide with Bite of the Rock, a culinary event held in seaside White Rock each year. No. 2860 last steamed to White Rock in 2007.

The train will run south on Feb. 8, overnight, and return the next day. Details are available at www.wcra.org.

Montreal Locomotive Works turned out oil-burning No. 2860, a 4-6-4, in 1940 as part of CP's last order for the "Royal Hudson" class locomotive. The engine spent most of its career working between Revelstoke, B.C., and Vancouver. After a retirement career as an excursion engine, the locomotive joined the association's collection in 2002. The engine's home is Squamish, B.C.

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADS?

As you may recall in last month's November *Scrambler*, Cowboy Joe Barnes reacted to a telegram from his sister in Fort Smith that his brother was falsely accused of horse theft and was about to be lynched by angry ranch hands near Blackey's Station in the Indian Territory. Joe with the help of his friend, Charlie, attempted to come to the rescue by releasing an empty observation car from a northbound Frisco passenger train stopped at Winslow, Arkansas and riding it by gravity the entire distance to Fort Smith, roughly 75 miles dropping thirty four hundred feet in elevation. Charlie continues his story:

JOE'S ADVENTURE

A TALE OF THE WILD WEST and the 1889 Central Division, Fort Smith Subdivision of the Frisco.

There was something fascinating about that trout platform; we could not keep away. A minute more, and back we were in our old places, feet braced, hands tightly clenching rods at our backs, and eyes eagerly, anxiously, peering into the wall of trees, the wall of rock, or wall of darkness, at our front, while the red lights above us glowed like the eyes of a monster in the dark. Seeming to appreciate Joe's impatience, seeming to realize his necessity, and apparently determined to win his approbation the car oscillated like a gyroscope, and reached her highest speed.

Over Frog Bayou, probably the most beautiful stream between the Mississippi and Rockies, by mountain sides, over mountain streams, and now through corn and cotton plantations, immense strawberry fields, and large peach orchards, in the starlight we, rounded those beautiful bluffs near Van Buren, when three double whistles from a steamer, signal to open the draw on the railroad bridge across the Arkansas, reached our ears, and reverberated from mountain to mountain. We both jumped; both were startled, but Joe the least.

Again I reached for the brake. Again Joe pushed me back. "It's death to jump off! You can't possibly stop her; let her go—and trust in Providence," were his words. We were around the bluffs now, and on the bridge, under

the electric light, nearly a mile away four men were running round and round, pushing the capstan that turned the draw.

Which way were they turning it? Were we to be defeated at last? After escaping death on the mountain, death on the precipice, death chasing us on the trestle, death following us like a Nemesis through impenetrable darkness on two narrow rails—were we by him to be plunged to the river bottom, strangled at last, while the stars, harbingers of hope and life, were greeting us overhead? It could not be. Surely a just God would not remove the cup a thousand times from our lips to make us drink it at last.

The men still ran round and round. We could not see—though our eyes were straining in their sockets— we could not see the direction of their movement.. The cold sweat stood on my brow; a prayer for ourselves and for the dear boy who might hang on the morning, and we were on the bridge. A flash of light on my closed eyes— we were over the river, and my prayer answered.

Starting to open the bridge, a telegram from behind us had probably reached them. Running slower now, I wondered at my recent terror. I had become hopefully buoyant, confident; and when death spun suddenly thrust his hideous face in ours, my physical forces were too exhausted to respond to this new demand. “Yonder is Fort Smith,” said Joe, pointing o the electric lights ahead. “They’ll probably side-track her here.”

There was no longer any doubt in our minds about the car not reaching the fort. “How will they stop her without a smash-up?” was the thought now uppermost in my mind. We were running much slower—probably fifteen miles an hour—as we crossed the yard limits and switched off on a long side-track in the cotton compress yard.

‘They’ll let her bump that pile of cotton bales. Jump off from the rear on the dark side, and make for those red lights. That’s the train we want, and we must not be stopped to answer any questions. Thirty miles in twenty-five minutes is good time, but we have no minutes to fool away.’

As we ran rapidly towards the depot and boarded the train that had passed us one hour before, we heard the exclamations of the yard men, and the heavy thud of the car against the cotton. Two hours later we left the train at the little station of Blackey, in the Indian Territory. Kate is a thoughtful girl, and two of the best cow ponies on the range were waiting our arrival.

Mile after mile of that beautiful level prairie flew by under our swift horses’ feet, and as the morning dawned in the east Joe’s heart lightened; the expression of determination and anxiety, that had not been absent from his face until now, gave way to one of cheerfulness and hope. As the sun, precursor of a glad day, rose in the east, he pointed to C.C. ranch a half mile ahead, and turning in the saddle, said, “The victory is ours. Obstacles give way to the determined man. Opportunities are always and everywhere. He is the wise man who can see them, and he the strong one who can master them.” Guernsey Magazine 1889

From your knowledge of the Frisco (now A&M) Railroad tracks from Winslow to Fort Smith, Arkansas, do you think it is (or was) possible for a gravity accelerated car to make or even survive the above trip? Be specific with your reasons.

Thank you Gary and Clare McCullah for your five years of support and leadership! You both have made significant contributions to the preservation of railroad history and our Chapter activities! God willing, we look for many more years of working together. Editor