

# 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

Our website address is [www.arkrailfan.com](http://www.arkrailfan.com)

NRHS Chapter meets at 7:00 PM, March 17, 2011 at the Shiloh Museum Store.

Mike Condren will present a program on the Ozark & Cherokee Central Railroad.

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NATIONAL RAILWAY HISTORICAL SOCIETY  
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# The Scrambler

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March, 2011

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

### CHAPTER MINUTES

Brenda Rouse of the A&M Railroad spoke to the Chapter about plans for the Quad Chapter Meeting scheduled to occur on June 25-26, 2011. The Chapter is host the meeting and plans are being worked out by Tom Duggan and Al Kaepfel. The chapter voted to dedicate \$500 for the preparation of this event. Mrs. Rouse also said that A&M had plans to acquire at least one more coach and they are looking for volunteers to help with refurbishment.

Chuck Girard spoke about the difficulties in interacting with National Office. The Chapter re-elected Chuck Girard as National director. Malcolm Cleaveland was elected chapter secretary.

The new logo artwork was shown by Mitch Marmel and it was agreed that it is good work. The price came in under the \$300, budgeted at \$270, and Mitch proposed that we pay an even \$300 with the balance being an honorarium for superior work. After debate, the measure was passed. Bill Merrifield reported that this month's Scrambler combined January and February issues.

### LOCALLY ON THE BEAM

**August 13, 2011 - Annual NAOTC Show and Sale:** Little Rock, Arkansas. The National Association of Timetable Collectors annual convention show and sale will be held at the Holiday Inn Presidential, 6th & I-30, downtown Little Rock. This show is the premier show each year for quality railroad paper, including timetables, dispatcher sheets, advertising, rule books, tickets, and other rail documents, as well as a limited amount of bus and airline transportation paper. This is not a model railroad show. Saturday hours 8am-3pm, admission \$5/person. FOR MORE INFO: Bill Pollard (501) 327-7083 evenings; email [arkrail@aol.com](mailto:arkrail@aol.com); Website: <http://www.naotc.org>

Tom Duggan

**The annual Railroad Day of the Three Rivers Museum takes place on May 14, 2011.**

The event will feature many railroad layouts and talks on railroad history. The Museum is housed in a beautifully restored Midland Valley Railroad depot. Tom Duggan

Mention has been made of the new Cummins powered C-420 engines at several of the Chapter meetings. Yesterday Al Kaepfel and I were working on the June 2011 Rare Mileage trip. We learned that the railroad has no Cummins -powered C-420 engines. We had planned to highlight the "new" engines in our Rare Mileage promotion materials. Tom Duggan

#### **The Great Northwest Arkansas Model Train Show**

I have a quick report on yesterday's Sugar Creek Train show. First off, a big "Thanks" to everyone who worked at the train show yesterday. We had plenty of workers and I think everyone had a good time.

I don't know what the final total of donations taken in was, but we did manage to move a lot of merchandise.

Travis, the biggest demand was for the 1949 Arkansas Railroad map. We only had one and needed 5. We have orders for 4 and should probably keep 6 or so in stock. Also, the prints on the aged paper did not draw any in-

terest so I guess we need to do plain white paper for our maps.

Speaking of maps, David and Christopher did an excellent job on getting them set up before the show. Again, thanks.

I will forward some of the pictures I took to Bill for the Scrambler. If you took pictures, I am sure Bill would appreciate them. Gary McCullah



Talk about a positive foot forward! Members really showed off their best at the train show with all they could do to keep up with the interested adults and their children (not to mention making some well needed chapter funds!)

### **TRAIN RIDE: *Flint Hills Express* Saturday, April 9, 2011**

The South Kansas & Oklahoma Railroad and the Heart of the Heartlands Railroad Club will be hosting the *Flint Hills Express* on **Saturday, April 9, 2011**. This train ride will run from Winfield, KS east into the scenic Flint Hills on the SK&O's Moline Subdivision (former Santa Fe lines) to near Moline, KS and then return to Winfield.

**Boarding area in Winfield:** East 5<sup>th</sup> Avenue just east of Main St. (US 77 / K 15) at the north edge of downtown Winfield. **Please be on board no later than 12:50 PM. Departure from Winfield promptly at 1:00 PM. Arrive back in Winfield at approx. 5:00 PM. Fare per person - \$25.00 (cash or check only) (Children 4 years of age or younger ride free.)**

Checks should be made out to "Heart of the Heartlands". Tickets are non-refundable. Seating is limited to 210 passengers. No food or drink can be brought on the train. Bottled water will be available for purchase. The historic passenger cars are not handicapped accessible. There are limited restroom facilities available on the train. Not responsible for changes of equipment, route, schedule, or cancellation (if necessary). **Tickets can be purchased at: Engine House Hobbies, 2718 Boulevard Plaza, Wichita, KS 67211, (316) 685-6608**

### **TRAIN RIDE: *Hutchinson Fiesta Train*. Sat. April 16 & Sun. April 17, 2011**

The Kansas & Oklahoma Railroad and the Heart of the Heartlands Railroad Club will be hosting the *Hutchinson Fiesta Train* on **Saturday, April 16, and Sunday, April 17, 2011**. This train ride will run from Wichita, KS to Hutchinson, KS on the K&O's Hutchinson Subdivision (former Missouri Pacific lines) via Maize, Colwich, Mount Hope, Haven, and Yoder, KS. The fare includes a full dinner (buffet including desert, beverage, and gratuity) at the **Anchor Inn Mexican Restaurant** in Hutchinson, KS. Passengers will have time to visit nearby antique shops before re-boarding the train for the trip back to Wichita.

**Boarding area in Wichita:** At Walker Street and Osage Street (three blocks north of Harry Street between Seneca Street and McLean Blvd). **Please be on board no later than 7:50 AM. Departure from Wichita promptly at 8:00 AM. Arrive in Hutchinson at approx. 11:00 AM. Departure from Hutchinson promptly at 2:00 PM. Arrive back in Wichita at approx. 5:00 PM. Fare per person (cash or check only): Train ride & full meal at the Anchor Inn - \$50.00**

Checks should be made out to "Heart of the Heartlands". Tickets are non-refundable. Bottled water will be available for purchase. These historic railroad cars are not handicapped accessible. There are limited restroom facilities available on the train. Not responsible for changes of equipment, route, schedule, or cancellation (if necessary). **Tickets can be purchased at: Engine House Hobbies**

### **HISTORICAL DEPOT TOUR:**

The Railroad Station Historical Society will offer a bus tour of selected stations in central Oklahoma, June 8-11, 2011, which will include ex-Frisco stations in Ada, Bristow, Jones, Muskogee, Okmulgee, and Oklahoma City; as well as many stations of the Santa Fe, Rock Island, and MKT railroads. Registration information will soon be posted on the website, [www.rrshs.org](http://www.rrshs.org)

## **HISTORICAL OPERATIONS**

### **Heber Valley Railroad gets a boost**

March 4, 2011

HEBER CITY, Utah — Tourist-hauler Heber Valley Railroad has won funding from Heber City that will help it keep operations going during a tough winter. The town has donated \$15,000 to the cause, and will offer an additional \$10,000 in financing if other public bodies agree to contribute as well.

"We went in against all odds last night and came out with a favorable result," said Craig Lacey, Heber Valley's general manager.

On Dec. 19, a mudslide closed Heber Valley's line between Decker Bay and Deer Creek Dam. That meant shorter Christmas Train trips, and thus, less revenue. Other winter operations were suspended completely.

Lacey said the public turned out to support his bid for municipal money. Businesspeople from the community told council members the railroad is essential to the region’s tourism, and asked that money be provided. He’s hopeful an upcoming meeting with county officials will yield more money.

In the meantime, the mudslide is to be cleared prior to the start of operations in May, and Lacey said plans call for the start of a comprehensive plan that will set benchmarks for the railroad. “This is just the beginning of the path we need to go down,” he said.

*Photo by Jim Wrinn On our web site this is an unusually beautiful color photograph!*



## Union Pacific releases steam schedule

March 7, 2011

OMAHA, Neb. — Union Pacific has released the schedule for the first portion of its 2011 steam program. The path for this year’s excursions comes from the “You Route the Steam” competition, where members of the public voted for the routes they wanted to see the train take.

The Little Rock Express will depart May 29 from Kansas City, Mo., and conclude June 9 in Little Rock, Ark. Five people who helped round up votes for the route will be along for the ride.

For schedule and details, visit [www.uprr.com](http://www.uprr.com).



*Photo by Bruce A. Daugherty*

## Grand Canyon steam to make 10 trips during 2011 season

March 8, 2011

WILLIAMS, Ariz. – The Grand Canyon Railway no longer runs steam engines on a regular basis, but does make several special runs each year. In 2011, the railroad will operate ten steam trips. Regular steam power is former Burlington 2-8-2 No. 4960.

Most trips are short, departing from Williams and running an eight-mile round trip. Dubbed the “Cataract Creek Rambler” the trains depart on the hour from 10:00 a.m. to 4:00 p.m. They will operate on the following dates:

National Train Day – May 7-8

Memorial Day Weekend - May 28-29  
Fathers Day Weekend - June 18-19  
Independence Day Weekend - July 2-3

Longer trips from Williams to the Grand Canyon will operate on two dates:

“Kick Off to Summer” - June 4  
Grand Canyon Railway Anniversary Day - September 17

For tickets and information go to [www.thetrain.com](http://www.thetrain.com).

## Cumbres & Toltec to run “Geology Train”

March 10, 2011

CHAMA, N.M. – The Cumbres & Toltec Scenic Railroad will operate a special “Geology Train” excursion on June 26. The special train will leave Antonito, Colo. traveling the 64-mile railroad to Chama. On board will be a team of geologists who will interpret the various geologic points of interest. The train will make a number of stops at outcrops and cuts along the right of way to allow passengers to mingle, take photographs and samples, and allow the geologists to highlight and explain these areas.

Among the geologic attractions of the railroad’s route are the Rio Grande Rift, the San Juan Volcanic field, and the Precambrian core of the Tusas Mountains, recent glacial deposits, and metamorphic rock as old as that at the bottom of the Grand Canyon.

A mile-by-mile geologic rail log will be provided to each participant, as will lunch during a stop at Osier, Colo., which is included in the ticket price. Prices are \$150 for adults and \$100 for students. Reservations can be made by calling 888-286-2737, Monday through Friday from 8 a.m. to 4 p.m. Mountain Time.

A C&TS train climbs Cumbres Pass near the Colorado/New Mexico border in July 2008.

*Photo by Jim Wrinn*



Our thanks to **Trains** Newswire for the historical news items.

## TRAINS THROUGH MEMORY

It is been quite some time since I have received some sort of historical information about railroads for publication in the Scrambler. So until I hear otherwise the editor, as a true native of Colorado, will, starting with this edition, write about what interests him the most: Colorado railroad history. Editor.

Accidents of all degrees of seriousness were frequent in the early annals of Colorado railroading, a circumstance which might abundantly be expected from the nature of the terrain traversed, the imperfections of operation, and the impatience of the times. Construction was often accomplished in a rough and ready manner which would give 20<sup>th</sup> and 21st century engineers the cold sweats. Official locomotive and boiler inspections were practically nonexistent, and highly individualized operations had yet to give way to the uniformity and discretion of train orders, signals, and dispatching.

Nearing the end 19th century accidents in the high counties of Colorado were matter-of-fact events. The mountainous terrain, the narrow winding fast water canyons, the unpredictable nature of mountain weather, along with a whole host of technical imperfections made railroading a danger filled occupation!. Trains lost freight cars and passenger cars on grades. Train wrecks often involved the death of passengers as well as crewmen. In some cases whole trains were involved and in other cases single locomotives underwent derailment, runaway, mechanical breakdowns at the most inopportune times or worse yet, boiler explosions due to crown sheet failures were not unknown. Of all the things that could go wrong, grade accidents seemed particularly spectacular to the public imagination. People's imagination ran wild when they envisioned riding an uncoupled car down a curving incline all the while gaining speed. (Remember the Winslow to Van Buren runaway story a few years ago in the Scrambler?)

However, one such near runaway incident did not happen the way they might have envisioned took place in the 1870s. It seems that a fouled water injector on a consolidation locomotive moving a circus train caused the locomotive to stall on the tracks of South Park just a few thousand yards east of the Continental divide on a 3 1/2% grade near the summit of 11,500 foot Boreas Pass between Como and Breckenridge, Colorado.

There were three circus cars between the tender and the caboose that carried a menagerie of wild lions, tigers, panthers, and a few elephants. Perhaps the wild cats sensed something wrong or perhaps thinking it was meal-time started an incessant uproar. The engineer, recognizing the danger of being on a steep, narrow mountain shelf on single track with oncoming freights due, and wild animals screaming for dinner, seemed unable to come up with a solution until the onboard elephant handlers sensed the situation and saved the day. They unloaded two elephants, moved them to the rear of the train, butted their heads up against the back of the caboose, and pushed the train up the remaining few thousand yards to Breckenridge at the top of the pass. You could imagine the utter amazement of the saloon patrons in Breckenridge as a saw the proverbial, not so pink elephants, doing the unimaginable.

Although I do not have access to the corresponding report to his superintendent's office, I would imagine that the engineer's explanation of the incidents had to be totally difficult to write and even more difficult to stifle the laughter that it caused in the company shops and nearby bars. Do you suppose, at least for an instant, that the superintendent might have envisioned stationing a pair of pachyderms in the sheds at the top of the pass for just such emergencies? Recall the improbable story of our own elephant incident at the Winslow tunnel just a few miles south of us in the early 1900's! Lucius Beebe in his book, Highball, A Pageant of Trains. Published in 1945 by Bonanza Books of New York was my information source for the Colorado story. Editor.