

ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Chapter No. 188 founded in 1987



2010 DIRECTORY OF OFFICERS

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|--------------------------|---------------------------|
| President | Bob Stark |
| Vice President | David McDonald |
| Secretary | Malcolm Cleaveland |
| 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

NRHS Chapter meets at 7:00 PM, September 15, 2011 at the Shiloh Museum Store.

We need you!

Exciting events are in the works and a great program is planed!

ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

Volume 24, No. 12

September, 2011

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

CHAPTER MINUTES

Meeting of the Arkansas- Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. August 18, 2011. Meeting was called to order at 7:00PM. 24 members were present, 1 guests, Arthur and Jill Morgan of South Africa.

OLD BUSINESS

We thanked Tom, Al, Steve, Travis and others for making the Quad Chapter event so successful. Bill Longston, the Treasurer reported that the money market account had \$2506.66. \$2179.54 was received from the Quad Chapter activities with an expenditure of just \$33, checking account current balance is \$12608.

Bill Merrifield, *Scrambler* editor, must take some time off for a few months. Mitch Marmel and Chuck Girard have volunteered to take over until next January, The August e-mail issue of the *Scrambler* failed in transmission for some reason.

Program Chair, Dave McDonald, said we're good to the end of the year. The January program will be on the Kansas City Southern Railroad. February and March programs will be on the Frisco Railroad.

The National Director, Chuck Girard, reports continued problems with National. He has updated the member info with info from Bill. Ft. Smith National Historical Site is celebrating its 50th anniversary in September. The NPS has asked us to set up a display in the Frisco Depot building September 16-18.

Frisco Fest is the last weekend of August. We will set up a display in front of the caboos. Mitch Marmel will display his trolleys in the Museum (old Rogers City Hall).

A&M RR is celebrating its 25th anniversary on Sunday September 4 with a picnic in Van Buren. Train departs Springdale at 0930. Only those NRHS members who are working the event ride free. We spent \$98 for a nice commemorative plaque to present to them. A local artist, Klaus Kutcher, has made two prints which will be for sale after some are presented to A&M employees.

Tom Duggan said Shiloh Museum will have a fundraiser September 30, 4:30-7:30, with a meal (6:45 and 8:00 PM) and silent auction. Tickets are \$8 and we have purchased 20 for our members to buy. A motion was made for the Chapter to expend up to \$200 to buy five silent auction items. Motion passed.

Meeting adjourned at 1950 for short item railroad related themes. A very interesting program was presented by Steve Tharp of his photographs of locomotives in and around Chicago area yards.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Al Kaeppl has been in and out of the hospital with pneumonia. We are glad to hear that he is up and around again.

BRASS POUNDING DOWN THE LINE

As many of you are aware, the NRHS is developing a new web site. We are in the final stages of preparing the site for launch and we need your help to complete the Chapter profiles. Most of the data for the new profiles will come directly from our membership database, including the data that is on our current web site Chapter profiles. We will utilize any revised data your Chapter provided for the 2012 dues renewal process.

The new site offers two optional additional elements for your Chapter profile. If you don't provide either, your profile will still appear on the site with only the information currently in our membership database. The two elements include a paragraph telling a web site visitor about your Chapter. This should be written for potential members and focus on the things your Chapter does. Avoid repetition of the data that is already in the Chapter profile (meeting times, locations, etc.). The second thing that can be included is a photo. When selecting your photo keep in mind that it should appeal to people that are not currently part of your Chapter. So, the photo should be something that shows the geographic location of your Chapter or perhaps Chapter operations such as a museum or excursions. A photo of your Chapter officers at last year's holiday party is not going to be of interest to most people looking to visit or join your Chapter.

If you are interested in including this information with your chapter profile you need to do the following:

1. Send an email to chapterprofile@gmail.com with the paragraph of text for your Chapter. Please include the name of your Chapter in the email. The NRHS web copywriter reserves the right to edit as necessary. The paragraph should be no more than 6 or 7 sentences.
2. Send a photo to chapterprofile@gmail.com. Any file format readable by Photoshop is acceptable (JPG is preferred). The minimum resolution accepted is 72dpi. The minimum dimensions for photos is 410x308 pixels (larger is fine). Be sure to include your Chapter name in the email. We reserve the right to reject photos that are not appropriate for the site or are of low quality.

We encourage you to submit this material to us as quickly as possible. The deadline for inclusion in the first release of the web site is September 30, 2011. After September 30th, the chapterprofile@gmail.com address will be shut down and other instructions for updating web site data will be provided.

Finally, we have mocked up a Chapter profile to assist in understanding the type of content that is being requested. You can review the sample Chapter profile for the Cincinnati Chapter by following this link: <http://dev.nrhs.com/chapters/cincinnati>

HISTORICAL OPERATIONS

Norfolk Southern launches '21st Century Steam' website

August 18, 2011

NORFOLK, Va. – Norfolk Southern launched its new “21st Century Steam” website on Aug. 16. The site, www.21stcenturysteam.com, includes interactive links to NS; its steam partner, Tennessee Valley Railroad Museum; and a message from CEO Wick Moorman.

The site enables visitors to click on an image of Southern steam locomotive No. 4501 to learn about “yesterday,” or on NS ES44AC No. 8000 to learn about “tomorrow.”

NS announced last summer that it would partner with the Chattanooga, Tenn.-based museum to operate special trips for employees, shippers, and the public using steam locomotives. The museum recently completed restoration of Southern Railway 2-8-0 No. 630, which is expected to see excursion use on NS.

After 62 years a PCC streetcar returns to San Diego

August 18, 2011

SAN DIEGO – A PCC streetcar returned to the streets of San Diego today after a 62-year absence. The Metropolitan Transit System held special ceremonies to mark the return of PCC car No. 529.

A former San Francisco car, the operation of No. 529 marks the end of a six-year restoration that took more than 3,000 hours and cost \$850,000. The car is painted in the original colors of Kelly green body, carnation crème accents, and plum on top, like San Diego cars of the 1930s and '40s.

No. 529 will operate on weekends and certain holidays starting Aug. 27. It will run on a special downtown circuit called the Silver Line, a clockwise loop starting at the 12th and Imperial Transit Station and running to America Plaza, east on C Street to City College, before returning to 12th and Imperial. The agency expects the PCC to operate 110 days a year, plus weekends and holidays.

The last San Diego streetcar ran in April 1949, when the system was converted to buses. New light rail service began on July 26, 1981, as the San Diego Trolley began regular operations along a 15.9-mile line between downtown San Diego and San Ysidro. Over the years, the service grew into three lines of over 53.5 miles with 53 stations.

The PCC car will operate over existing light rail lines.

Norfolk Southern's '21st Century Steam' program debuts today

By Jim Wrinn

September 2, 2011

CHATTANOOGA, Tenn. – In the same city where Southern Railway dropped the fires of its last regular-service steam locomotive in 1953, Norfolk Southern today returned to the ranks of the Class I railroads with its own steam program. Chattanooga is also where Southern Railway's beloved steam excursion train program began in 1966; it would continue operations until 1994.

Now, the re-creation of history is repeating itself.

Tennessee Valley Railroad Museum's newly restored 1904 Alco 2-8-0, Southern Railway No. 630, pulled a VIP special today from NS's DeButts Yard to the museum's Grand Junction station to kick off NS's "21st Century Steam" program. The museum, which is celebrating its 50th anniversary this weekend, will run public trips on the NS main line on the same route twice daily, Saturday and Sunday.

Friday's trip included two coaches and a diner, left about 11 a.m., and returned about 2 hours later after a 12-mile round trip that included a visit to the wye on TVRM tracks. Passengers included railroad officials and shippers.

On Thursday night, NS CEO Wick Moorman described his vision for the new steam program, which will be similar to Union Pacific's and focus on employees, shippers, key decision-makers, and the public. He said the train will operate about 1,800 miles in 2012, with No. 630 pulling six cars that NS is refurbishing at its Altoona, Pa., shop: five coaches and a power car. They're former commuter cars from the Connecticut Department of Transportation. Moorman said the passenger cars had excellent trucks, and that the shop is performing extensive body work. The final route for the 2012 tour has not been set.

The railroad needs to do everything it can to raise public awareness about the good activities that it does, Moorman said. The new steam program is a part of that effort. Moorman posed in the cab, but left the throttle to the NS crew.

"Isn't it always a great day for a train ride?" asked Mark Manion, NS's vice president of operations, just before 630 whistled off at the DeButts diesel shop. Shop workers came out of the building to watch the train pass.

Answering questions from the audience on Thursday night, Moorman addressed interest in seeing Norfolk & Western Class J 4-8-4 No. 611 return to the main line again. He said that when the Virginia Museum of Transportation has a steam restoration program like TVRM's, then NS will consider operating the engine. No. 611 was part of the NS excursion program from 1982 to 1994, pulling the last trip in December 1994 from Birmingham, Ala., to Chattanooga, and return.

Our thanks to TRAINS Newswire for the preservation notes.



Tennessee Valley Railroad Museum 2-8-0 No. 630 is ready with three cars for the first NS steam trip in 17 years. She is under steam at NS's DeButts Yard in downtown Chattanooga.

TRAINS THROUGH MEMORY

Last Train to Forester, Arkansas by Tom Duggan

The wind blows across a large, flat area deep in the Ouchita Mountains. The high grass and oak trees provides cover for animals and the works of man. An odd shaped triangular pond is the first indication that perhaps man has made an imprint. A series of small concrete rectangles, laid out in neat fashion, suggest that many people once lived here. Two large concrete supports come onto view. Suddenly the pieces come together. It is the remains remnants of a large saw mill. The Caddo River Lumber Company was a major lumber firm with extensive operations in neighboring Montgomery County. As the wild 1920s proceeded it became clear that the supply of virgin pine was close to exhaustion in Montgomery County. The company's dense network of standard gauge lumber lines reached into every little hollow to feed the never ending demand of a mill that could produce 125,000 board feet of lumber daily. Each day the trip to haul pine logs became longer and longer.

Caddo River Lumber Company was a cut and mill lumber company. It did not practice selective cutting where over a period of years the timber crop could be harvested on a sustained basis, The last large virgin pine stands in the Eastern U.S. were located in Scott County. The company used its Caddo & Choctaw Railroad to move houses and mill equipment to the new company town called Forester, AR in honor of prominent Waldron business man James Forrester [sic].

The only railroad in Scott County was the Arkansas Western Railway, a wholly owned subsidiary of the Kansas City Southern Railway. The 31.70 mile standard gauge line ran east from Heavener, OK on the KCS main line to the Scott County seat of Waldron, AR. The new line opened for business in March 1902. It served lumber and coal mining operators. To serve the new mill business the KCS in 1929-30 constructed a 23.20 mile extension of the Arkansas Western from Waldron to Forester. A portion of the area was rough terrain that required considerable infra-

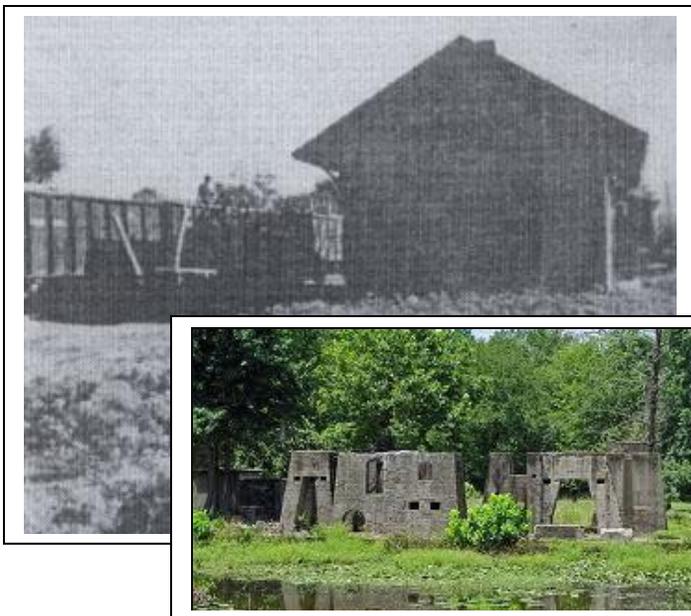
structure in the area of Dutch Creek Mountain where the right of way ascended to 1,105 feet, some 440 feet higher than Waldron. At MP 44.4 (Hazel Creek) the line crossed a low valley. The KCS bridge builders erected a pile trestle 668 feet long and 58 feet high. At MP 49.6 the railroad forces bridged the Fourche La Fave River (River of the Fever) with a 26 panel pile trestle and 250 foot through truss span. The completed extension had a total of 24 bridges. The extension required the excavation of 296,000 cubic yards of common soil and 71,000 cubic yards of solid rock. Final grading was handled by a Batesville construction company.

Parks, the only depot between Waldron and Forester, had a 15 car siding and a section house. Forester was the site of a small yard, a frame freight and passenger station measuring 20 feet by 60 feet, and a section house. A fire insurance plat of Forester, updated to 1945, shows a small car repair shop next to a truck repair facility. The Forester saw mill was different in that did not use rail to bring felled trees to the mill. Instead it initially relied on teams and after 1940 trucks. The extension was estimated to have a life of fifteen to twenty years based on the timber resources. The mill opened in 1931 and burned down in 1935 and was rebuilt. The mill complex included a saw mill, planing shop and several drying sheds including one that was eighty feet wide and one thousand feet long. The main wood cut was pine that was prized as a window frame material due to its tight ring structure and lack of knots. The mill also processed oak lumber.

The first plan was to locate the mill near Waldron. However the discovery that Caddo River Lumber Company employed blacks in responsible positions brought out fears of a black invasion. Waldron vigilantes threatened to attack the blacks. The mill owner hired guards to protect the blacks and had a special fence built. During the depression the company put all workers on short hours on the theory it was best to help as many workers as possible.

Forester had all the amenities of a company town including a post office, company clinic, hotel general store and a theater. It was a close-knit but segregated community in keeping with norms of the South. The KCS depot was in the center of town. By 1940 Forester was the second largest town in Scott County. The principal owner of the lumber company decided to move west to search for Oregon timber. In 1945 the remaining major shareholder sold the Caddo River Lumber Company to the Dierks Lumber and Coal Company. Dierks operated the mill until March 1952 when the available timber resources were depleted.

Forester ceased to be an incorporated town January 1, 1953. The KCS abandoned all but 1.63 miles of the extension in 1954. The remainder of the extension was abandoned in 1956.



The KCS depot at Forester was brown and yellow, a distinction in a company town where the homes for whites were painted green and those of African Americans were red.

In April 1949 the KCS operated a Heavener to Forester mixed train on Monday, Wednesday and Friday. The Forester to Heavener mixed train ran on Tuesday, Thursday and Saturday.

The trip from Heavener took 4 hours 35 minutes while the return trip required but 4 hours for the 55.9 mile trip. Passengers from the northbound Southern Belle Southern Belle at Heavener had only to wait one hour for the Heavener mixed train departure at 4:30 AM.



The Caddo & Choctaw RR (1914-1938) was a wholly owned subsidiary of the Caddo River Lumber Company. At its peak it operated seven steam engines. The Caddo River mill and mill town in Montgomery County was moved by rail to Forester, Arkansas about 1930 from the adjacent Montgomery County. The route is not shown on this 1949 Arkansas railroad map.

The Arkansas Western Railway ceased to exist as a legal entity following a KCS housecleaning in 1992. The line to Waldron serves a Tyson mill and was leased to WATCO, Inc of Pittsburg, KS. in October 1995 under the title Arkansas Southern.

The mill water tank was 90 feet high and held 72,000 gallons of water used for both mill protection and domestic supply two 2,000 gpm pumps furnished water from the log pond..



This circa 1940 scene shows the forklift drivers. Note the safety slogan. The KCS depot roof is at the rear.

