

# 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	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](http://www.arkrailfan.com)

NRHS Chapter meets at 7:00 PM, September 20, 2012 at the Shiloh Museum Store.

## The Scrambler

Volume 26, No. 1

September, 2012

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, August 16, 2012

Meeting was called to order at 7:00PM by the President, Bob Stark. 20 members and a guest, Linda Hindrellet of Cedar City, UT were present. Minutes from July meeting were approved.

Bill Longston, the Treasurer, reported that the money market account has \$12,995.02. Checking account has \$1,405.36, total worth \$14,400.38. \$63 was spent on the *Scrambler* and there were other minor expenses.

Bill Merrifield, *Scrambler* editor, reported next month, he will send out his 65th monthly edition as editor. Applause for a job extremely well done.

Chuck Girard could not make it, so we don't know what National has fouled up lately.

### OLD BUSINESS

Frisco Fest is Saturday August 25. Mitch Marmel will bring his traction layout. Signup sheet was passed around.

25th Anniversary celebration will be Saturday October 13 at the Clarion Inn in Fayetteville. The event starts at 5:30, and we eat at 6:30. Cash bar with drinks ordered and brought by a waitress from the bar. The meal will be free to all attendees, a buffet with plentiful meats and vegetables and several different desserts. Al Kaepfel needs an accurate count of who will be there, so let him know if you will attend, and if you will be bringing guest(s). At present we have no idea when the U. of Arkansas home football game will be played.

### NEW BUSINESS

Ray Tolar announced that the Tired Iron of the Ozarks open house will occur September 7-9.

Time Table Collectors Convention will occur in Springfield, IL September 14, 15.

Al Kaepfel proposed that we solicit memberships for \$10 on the spot and the club make up the difference the first year or not bother to register the new member with National until the regular membership renewal came up again. There was considerable discussion of how this would work. Eventually it was decided that members should carry a card with basic information (name of organization, place and time of meetings, website address, etc.) and give it to the new member as a receipt for \$10 after getting the new member's contact information. Mike Condren said that he had been coming to meetings for a long time, but no one had ever given him a membership application, despite asking for it. (Al collected his \$10 and contact information on the spot after this approach to expanding our membership was approved.) A motion was made to authorize this practice and PASSED unanimously. Clare McCullah will produce the information cards for this way to expand membership.

TRAIN TALK: Gary McCullah recommended a show called "The Rail Channel", also available as an Ipad app. There is also a show, "Trains and Locomotives" on the RFD Channel, a satellite offering. KCS is installing positive train control, removing old signals. In Gulfport a 3-mile long pier is being constructed for container ship loading/unloading.

ADJOURNED 8:00 PM for refreshments and a presentation by Gary McCullah on Black Hills Railroads.

Malcolm K. Cleaveland, Secretary

## **LOCALLY ON THE BEAM**

### **New Members!**

We want to welcome two new distance members to our Chapter: Linda Hindrellet of Cedar City, Utah and Mike Condren of Tahlequah, Oklahoma.

### **We will honor ourselves on our Chapter's 25<sup>th</sup> Anniversary!**

On Saturday, October 13<sup>th</sup>, we will celebrate our founding in 1987 by having a supper at the Clarion Hotel at highway 62 and 540 in Fayetteville. There will be no cost for a member to attend. We ask that every member be present at this supper and bring one guest. In order to enjoy this event you must notify Al Kaepfel by giving him your name and whether one or two will be attending.

Contact Al Kaepfel at either

1. 479-927-3163
2. 3831 Tara St.  
Springdale, AR 72762
3. al-alincoln@cox.net

Please do not register until you are sure that you will attend because we will end up with a few absentees in any case.

### **Trackage and right of way remains of the Monte Ne Railroad rediscovered!**

After struggling recently for several hours through tick infested brambles on a very hot day, Chapter members Tom Duggan and Larry Cain came across evidences of the roadbed and right of way of the long since abandoned Monte Ne Railroad that served William Hope "Coin" Harvey's resort east of Rogers, Arkansas.

(Incidentally, do you know what personal tragedy involved "Coin" Harvey and the Frisco Railroad? Answer p.8))

**Trains DVD archive:** In November Mike Syputt will demonstrate the search feature of the *Trains* DVD archive.



Our Frisco Fest volunteers seemed relaxed for the moment but there was plenty of activity to be had in this very popular booth and exhibit for the members that volunteered.

## **BRASS POUNDING DOWN THE LINE**

### **Owner has plans for Edmond depot, a stop on Oklahoma City's interurban.**

An attorney who bought land for development at Edmond found he had purchased a former interurban electric railway station and it will be a focal point of redevelopment.

Attorney Barry Rice says he probably will redevelop the trolley car station into an open-air pavilion tied to property he has for lease next door. He plans to maintain the historical integrity of the place, which dates to the 1920s.

Our thanks to Mitch Marmel for this submission.

A trolley car is stopped at the inter-urban station in Edmond, in this undated photo from the University of Central Oklahoma archives. Photo provided by Barry Rice



# MISSOURI PACIFIC HISTORICAL SOCIETY

## 31ST ANNUAL CONVENTION

OCTOBER 5-6, 2012  
NORTH LITTLE ROCK, ARKANSAS



This year's annual meeting and convention will be held at the Wyndham Riverfront Hotel in North Little Rock, Arkansas. Advance registration is recommended, but registration will also be available beginning at 1:30PM Friday afternoon. Friday afternoon and evening activities will include a meeting of the MPHS Board of Directors (members welcome to observe) as well as presentations and slide show of Missouri Pacific topics on Friday evening (bring your slides to share). Slide and digital projectors will be available.

Saturday's activities will include morning presentations, a swap meet/model display on Saturday afternoon, and additional presentations on Saturday evening. We will break for lunch and dinner, so plan to join other MPHS members and ride the nearby RiverRail trolley to one of the excellent restaurants along the line. Details on trolley operation, as well as a list of restaurants, will be available at registration. We are exploring the possibility of a prototype tour, but details have not been finalized.

### Our Convention Facilities

### 2012 Convention Presentations

#### Hotel Information & Rates:

The Wyndham Riverfront Hotel is located at 2 Riverfront Place (corner Maple & West 2nd) in North Little Rock's Argenta Historic District. The hotel link on the MPHS home page ([www.mopac.org](http://www.mopac.org)) will take you to the MPHS Wyndham page. Make reservations from website, or call the hotel direct at 501-371-9000 and ask for Missouri Pacific Historical Society rate. Rates are \$79

- Modeling "Jenks Blue" Passenger Cars (prototype and model information)
- Using Google Mapping for Prototype Research and Layout Planning
- Block Signals on the MoPac
- A Typical Day's Switching at Little Rock Union Depot, 1960-1961
- Photographic Survey of LRUD and Surrounding Area, circa 1954
- Survey of Missouri Pacific Public Timetables
- History of Little Rock Union Depot and Predecessors
- MoPac Cars for Pulpwood and Wood Chip Industries in Arkansas
- MoPac Card Calendars — Sorting Out the Fakes
- North Little Rock's Pike Avenue Shops, circa 1921

***THIS IS ONE CONVENTION YOU WON'T WANT TO MISS! WE'LL SEE YOU IN North Little Rock!***

Missouri Pacific Historical Society 2012 Convention Registration			
NAME:		NAME TO APPEAR ON BADGE:	
Spouse NAME:		NAME TO APPEAR ON BADGE:	
ADDRESS:			
CITY:	STATE:	ZIP:	PHONE:
	QUANTITY		COST EACH
REGISTRATION FEE: MEMBER			\$40
REGISTRATION FEE: SPOUSE			\$20
SWAP/DISPLAY/SALES TABLES: (MEMBERS INDICATE IF YOU WANT ONE FREE TABLE)			NO CHARGE
ADDITIONAL TABLES:			\$10
TOTAL REGISTRATION FEE:			

Mail form and check to:

**Gene Semon, MPHS Treasurer, 431 Kingwood Circle, Cabot, AR 72023-8336**

Questions? Email Bill Pollard at: [bpollard@texaseagle.com](mailto:bpollard@texaseagle.com), phone 501-327-

## HISTORICAL OPERATIONS

### **Last Kansas City Southern steam locomotive moved**

CARONA, Kan. – September 10, 2012. Kansas City Southern 0-6-0 No. 1023, the last remaining KCS steam locomotive, was moved from Schlanger Park in Pittsburg, Kan., to Carona on Sept. 8. The locomotive was transported on a 20-foot-wide trailer and tractor manned by crews from Tilton and Sons House Moving, the Pittsburg Morning Sun reports. The tender from the locomotive was moved in February to the Heart of the Heartlands Railroad Museum in Carona. The engine has been in Schlanger Park since 1955, when Kansas City Southern sold it to the City of Pittsburg for \$1. The locomotive had deteriorated, and city officials said there was no money to maintain it. Pittsburg City Commissioners voted unanimously in December 2011 to let Heart of the Heartlands group move it to Carona for display at their museum. Once the locomotive has been moved to its new home, volunteers will sandblast and apply a coat of weather-resistant paint to the locomotive. The museum eventually will construct a shelter over the engine. Alco's Pittsburgh, Pa., works constructed the engine in 1906 as No. 488. It was renumbered to 1023 in 1925. Trains Newswire



ELY, Nev. September 6, 2012 – Nevada Northern Railway will be firing up its steam wrecking crane for a demonstration during the 41st annual Nevada Railway Symposium on Friday, Sept. 21. The demonstration is one of many activities planned for the three day convention that promotes 145 years of railroad history in the state. The crane was built in 1907 for the Nevada Northern and was the recipient of Trains' 2000 preservation award. Trains Newswire

## **The last train order**

NEW YORK – September 9, 2012. The era of the train order ended on Sunday, Sept. 3 with the Long Island Rail Road. At 11:43 p.m. the last train order issued to a train went to westbound No. 8743 operating from Spenk to Jamaica via the Montauk Branch. The order advised the crew to proceed over Ocean Ave. east of Patchogue station at restricted speed. Late in the evening, at 11:59 p.m., a final train order was issued formally retiring the form as a means of operation. This is believed to be the last use of a train order by a standard gauge railroad in North America.

The train order was first introduced in 1851 by an impatient Erie Railroad superintendent and used for over a century by railroads across the world. Until that time, trains were operated in accordance with the published timetable and were unable to deviate from scheduled meeting points. With the advent of the train orders dispatchers could alter meeting points on the fly, issue special instructions to crews on the road and maintenance personnel, and add non-scheduled trains.

Trains Newswire

## **Susquehanna & Western depot in Sparta was destroyed by fire**

SPARTA, N.J. – September 5, 2012. The former New York, Susquehanna & Western depot in Sparta was destroyed by fire on Labor Day, the New Jersey Herald reported. At 3:49 a.m., a motorist spotted the flames and notified police. Firefighters battled the blaze for about an hour and a half before finally clearing the scene at 7:20 a.m. Rail service on the Susquehanna was disrupted for about three hours. The station was built in 1882. It was last used as an office space and was being restored by property owner William Dermody of Station Holdings. The building had been vacant since the mid-1990s.

Trains Newswire

## **Cumbres & Toltec Scenic operator terminates agreement**

ANTONITO, Colo. – September 4, 2012. American Heritage Railways, operator of Colorado's Cumbres & Toltec Scenic Railroad, will terminate its agreement with the line's owner, the Cumbres & Toltec Scenic Railroad Commission. The railroad is jointly owned through the commission by the states of Colorado and New Mexico.

In a letter to the C&TSRC, American Heritage Chairman and CEO Allen C. Harper cited differences in business strategies as the primary cause for the split. Specifically, Harper notes, "We must be given the responsibility and authority to do things without constant second guessing and micro-management of an authority or commission. The governmental and political realities of the C&TSR do not lend themselves well for my company to be successful at that railroad."

Trains Newswire

# **TRAINS THROUGH MEMORY**

## **The Rogers Roundhouse**

### **Written and submitted by Tom Duggan**

In March 1898 two bankers, William R. Felker of Rogers and John M. Bayless of Cassville, MO took over the 5.25-mile Bentonville Railroad that connected to the Frisco Central Division main line at Rogers. The two financiers announced plans to extend the railroad west of Bentonville to Gravette, AR and a point near the Grand River near Grove, IT (Indian Territory). This likely came as an unpleasant surprise to the Frisco because shippers on the new line would have the opportunity to ship and receive freight via the Kansas City, Pittsburg & Gulf at Gravette. The bankers were true to their words as service to Gravette began by year end 1898.

Railroads of this era tended to be monopolists notwithstanding the creation of the Interstate Commerce Commission in 1887. The Commission was still weak as it had not developed the extensive regulatory powers that

later would make it the judge and jury when it came to railroad matters. News of the Arkansas & Oklahoma's connection at Gravette likely infuriated the Frisco management. The opportunity to strike back came in early 1900 when the Arkansas & Oklahoma entered discussions about expanding its terminal space in Rogers. To do this the A & O would have to cross property owned by the Frisco. The property consisted of about eighteen acres that had been given to the Frisco when it arrived in Rogers in May 1881. The A & O was allowed to cross the Frisco tracks in Rogers provided it established an interlocker. The typical interlocker consisted of a series of controls that operated pipes that operated switches. The interlocker was an important safety tool as the interlocker would allow only one train at a time to use the crossing. The interlocker had its own building, often two stories in height, operated by a signalman. The A & O felt the Frisco's interlocker requirement was an unnecessary expense and went to Western District Federal Court in Fort Smith in 1900 for a ruling. The lawsuit noted that the Frisco had built a single track roundhouse at Rogers that operated until 1886 or 1887 when the division point was moved to Chester, Arkansas. As of 1900 only the walls of the Rogers roundhouse were still standing.

W.A. Burgess was a young man in the early 1880s and spent summers in Northwest Arkansas as his father's construction company had the contract to build much of the Frisco roadbed. Burgess and Foreman Tom McDermott with a dozen teams and 25 men left West Fork to prepare the Rogers roundhouse site. Burgess recalled playing in the July 4, 1882 Rogers-Bentonville baseball game while working on the roundhouse site preparation. Charles William McKinnon (1866-1930) began his Frisco career in April 1887 working at the Rogers roundhouse. He worked as a wiper until he was promoted to locomotive fireman in 1888.

The Federal Court evaluated the Frisco's demand for an interlocker and found that no such need existed at Rogers. The 1,600 mile Frisco system Frisco had but three interlocking plants in operation. The towns with the interlocking plants had populations three to six times as large as Rogers.

The court found that the Arkansas & Oklahoma Railroad did not have to construct an interlocker to cross the Frisco track. The court also gave the Arkansas & Oklahoma Railroad the right by eminent domain to cross the Frisco's roundhouse property. The Frisco purchased the Arkansas & Oklahoma on November 24, 1900 for \$350, 274.67. The 1901 Frisco Annual Report noted that the purchase provided the Frisco with what was expected to be valuable feeder line.

When did the Frisco discontinue the Rogers roundhouse? From July 8, 1882 to July 1887 all Frisco trains to and from Northwest Arkansas originated at Peirce City, Missouri, site of a roundhouse that also served Frisco trains to Wichita, Kansas. The change to the Monett, Missouri origin point was made because it cost the Frisco an extra \$25,000 per annum, and extra time to operate from Pierce City. I think that the end of the Rogers roundhouse came when trains began to operate from Monett.

	Miles	Dates of Roundhouse Operation
Pierce City – Rogers	54 miles	June 1882?
Monett –Rogers	50	Summer 1882-July 1887
Monett- Chester	104	July 1887 -1897
Monett-Fort Smith (1)	133	1897-1980

(1)The Fort Smith division point also replaced a division point at Talahina, IT.

The town of Rogers was later home to a four stall roundhouse built in 1908 by the Arkansas & Oklahoma Western Railroad. The promoter, Rogers banker, William R. Felker, hoped to replicate the profit made when the Arkansas & Oklahoma Railroad was sold to the Frisco. However, the Arkansas & Oklahoma Western, part of the Kansas City & Memphis Railway from 1910, was a failure that ceased operations in 1918.

**Sources:** *Arkansas & Oklahoma Railroad vs. St. Louis & San Francisco Railroad Company*, 103 Fed, 747

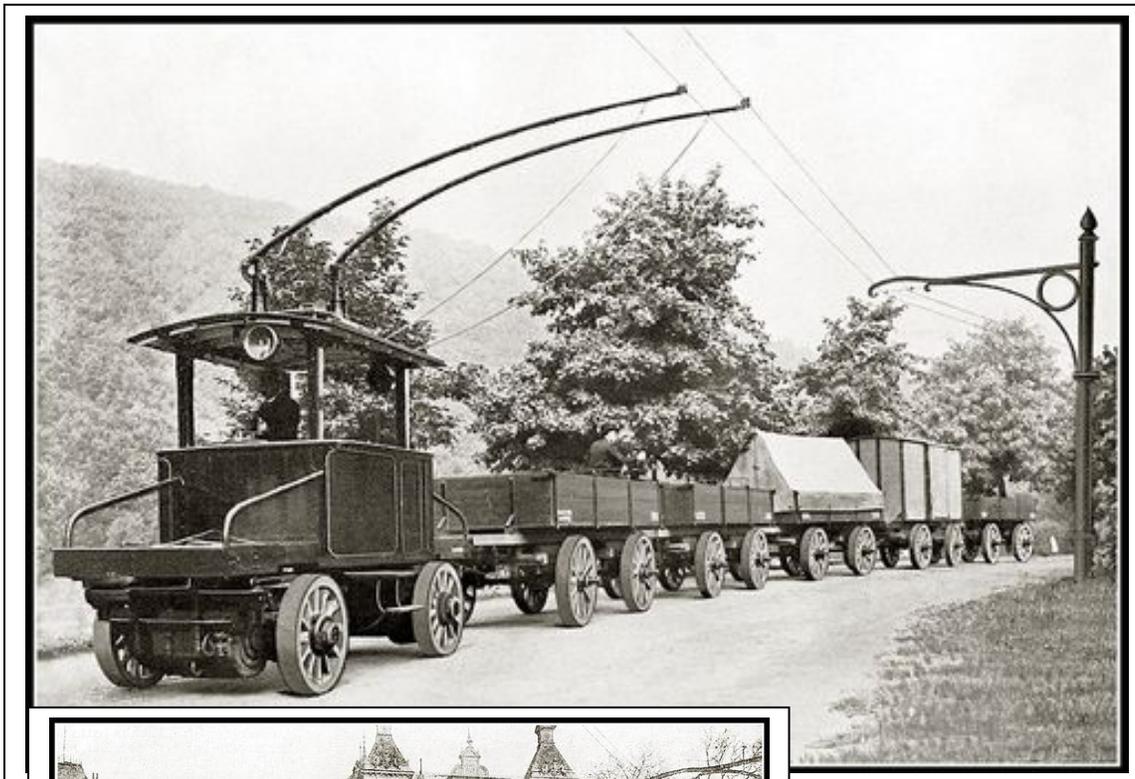
*Frisco Employees Magazine*, March 1930, page 28.

([http://thelibrary.org/lochist/frisco/magazines/fem\\_1930\\_03/fem\\_1930\\_03\\_21.pdf](http://thelibrary.org/lochist/frisco/magazines/fem_1930_03/fem_1930_03_21.pdf))

W.A. Burgess, "Some Flashbacks to 70 Years Ago", *Flashback*, Washington County [Arkansas] Historical Society, Volume Two, No. 4, July 1952, page 9.

**Hafenschleppbahn double wire system in Altona, Germany (1912-1950).** German engineer Max Schiemann was among the first engineers to develop a commercial trolleybus system for passengers at the turn of the 20th century. He also created some unique cargo systems.

The most successful (and most remarkable) trolleytruck network designed and constructed by Schiemann was the "Hafenschleppbahn" in Altona, today an area in Hamburg. The road from the port to the town was so steep that horses had severe difficulty climbing it. Trolleytruck technology came to the rescue, but the electric trucks on the one kilometer long track (up and down) did not replace the horses. The trucks were used as an assisting power source. The trolleytruck pushed or pulled one or more horse cars, while other wagons (handcarts included) were also attached to the convoy.



Submitted by  
Mitch Marmel

What is your  
guess: AC or  
DC?



Answer from page 2: "Coin" Harvey's son, William Halliday Harvey, a Chicago law student was killed in a Frisco RR freight train accident while working as a brakeman in 1903 just two days before he was to enter the Railway Postal Service. Both father and son are buried at Monte Ne in the same concrete mausoleum. Editor.