

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	Al Kaoppel
Secretary	Malcolm Cleaveland
Treasurer	Tom Duggan
Program Director	open
National Director	Ken Eddy
Board Director	Larry Cain
Editor	Bill Merrifield



Our website address is www.arkrailfan.com

NRHS Chapter meets at 7:00 PM, March 19, 2015 at the Shiloh Museum Store.

The Scrambler

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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. February 19, 2015. Meeting was called to order at 7:01 PM by the President, Bob Stark. 14 members were present and no guests. Minutes of the January meeting were approved.

Ken Eddy, the National Representative, says the NRHS Newsletter is now all electronic, accessible at the NRHS website and in e-mail. Over 6,000 members have renewed and the Rutland Convention and rail camps are in good shape. The Spring conference in York, PA, will be held jointly with several other organizations.

Tom Duggan, the Treasurer, reported our total assets as \$11,104. A \$100 donation has been awarded along with the plaque to the St. Joe's Depot, winner of the 2014 preservation award.

Bill Merrifield, the *Scrambler* editor, said he was having difficulties getting our server to accept and transmit the size of the email attachments of our newsletter to the First National Bank of Ft Smith for printing and mailing. Otherwise the newsletter was ready to go. He distributed copies of the January Minutes to the members present.

Old Business: The Great NWA Train Show will occur on this Sat. Feb. 28, 9 AM - 4 PM at the Holiday Inn Convention Center in Springdale. Chapter setup will begin at 2:00 on Friday. A sign-up sheet for Friday and Saturday was passed around again.

New Business: Tom Duggan will head up efforts to revitalize our website. He is disposing of RR items that are a valuable legacy from Bill Longston. There are several telephone headsets that we can present to the St. Joe and Wheaton Depot museums for their displays. There is an early brass switch lock. A spike commemorating the completion of the Afton-

Miami connection could be presented to the Oklahoma State Historical Museum. We should also think about contributing to the A&M Transportation Museum.

Al Kaepfel is working on possible revisions to the by-laws and addressing the problem of members who cannot afford the National dues. Re membership, Bob Stark opined that there are plenty of old railroaders in the area who might be interested in joining.

Mike Condren has an article in the latest issue of *Classic Trains* and has several programs that he can present for the chapter. We need programs for July, September and October.

Gary McCullah said that the RR Museum at Manly, IA wants to refurbish some old E units, now very rare and thinks the effort is worthy of chapter support. No motion was made and he may get more information.

Train Talk: Discussion centered on WV oil train derailment with fire, which contaminated nearby river. Possible cause: extreme cold can make even defect-free steel rail fracture. What is needed is more resistant tank cars and other measures like inserting empty boxcars in consist. **Mitch Marmel** said the Trolley Museum is renovating another car and has new tracks in front of the Civic Center. **Dick Hovey** has found a rail from the Ozark & Cherokee RR marked "Tenn." and wonders where the mill was in Tennessee. **Malcolm Cleaveland** said that the *New York Times* listed some of the most dangerous RR crossing in the U.S. and one of them is in Arkansas. It has no warning devices. Discussion of railroad responsibility for crossing safety and absolute disinterest of Arkansas Highway Department in such safety problems. **Mike Condren** wants to collect information on the Frisco Depot in Ft. Smith from members if they have any.

Malcolm Cleaveland presented a slide show about a Paris (France) Orient Express exposition in the summer of 2014. Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Thousands of members have renewed for 2015 and a thank you to each renewing member for your continuous support of the NRHS. If you have not renewed, the deadline for 2015 renewals is March 31, 2015. Renewing is simple, go to: www.nrhs.com/membership/renew

The delayed mailing of the February Scrambler was related to problems with a high resolution photograph of the St. Joe Depot and the Chapter's Logo. The internet server we use kept rejecting the newsletter as an attachment. It took several weeks for an expert to work out the problems. (I hope!) Editor

HISTORICAL OPERATIONS

President Obama establishes Pullman National Monument

February 20, 2015

WASHINGTON – Secretary of the Interior Sally Jewell applauds President Obama's action Thursday to establish the Pullman National Monument in Chicago. The monument will protect and interpret America's first planned industrial town and a site associated with important milestones in the labor and civil rights movements. It is one of three new national monuments announced by President Obama this week that help tell the story of significant events in American history and protect unique natural resources for the benefit of all Americans.

The Pullman National Monument is located in Chicago's South Side on the original Pullman town site. The town was created in the 1880s by the Pullman Palace Car Co. to manufacture passenger cars and house factory workers and their families.

Within the monument's 200-acre boundary, the National Park Service currently owns the iconic Administration Clock Tower Building, donated to the nation by the Illinois Historic Preservation Agency. This building will contain a visitor center, offering exhibits and programs designed to engage schoolchildren, the community and visitors about the importance of Pullman to American history.

TRAINS FROM MEMORY



During the week of March 5 the Frisco car in the photo above was spotted near Scottsbluff, Nebraska. The photo is by Ben Thompson and was submitted by Mitch Marmel.



Mitch and Tom submitted this photo and the tongue-in-cheek comment: "A possible solution to crossing accidents." A 1931 photo of a New York City transit activity.

Tom Duggan submitted the article below and commented that "This is so consistent with the customer friendly image I have of the Santa Fe."

"19 WILL STOP AT KINSLEY TONIGHT"

By *Gerald Hook*

Richard Dohman was a Sales Representative and I was a newly hired Chief Clerk in the Dallas sales office of the Kansas City Southern when he related this story to me over forty years ago. We immediately became friends, so much so, that Connie & I bought their house when he was promoted to Sales Manager in Lake Charles in July 1971.

Dick was born and raised Kansas City. His wife, Willie Jean, was from Kinsley, Kansas some 300 miles to the west. They met at KU in Lawrence and were married in the mid 1950's.

After a couple of years with Western Weighing & Inspection Bureau, Dick was hired as a sales representative for the Chicago Great Western in Kansas City. The job required a great deal of travel throughout Kansas which meant he held passes on several of that state's railroads.

It was February 1960 when Willie Jean received a phone call advising her mother had passed away and she was needed back home to help plan the funeral.

At that time, the only through train from Kansas City to Kinsley was the "Grand Canyon", which left Kansas City at 9:30 pm and arrived Kinsley at 4:18 the next morning. His pass was restricted to coach accommodations for his family and the notion of his wife and two young daughters riding all night in a chair car called for an alternate plan.

The Santa Fe granted them a one-way trip pass on Train #19 "The Chief" which left KCUS at 4:55 pm; but because Kinsley was not a scheduled stop, they'd have to go 36 miles further west to Dodge City. Dick readily agreed and phoned Willie Jean's uncle in Kinsley to pick them up in Dodge City.

Radio reports that afternoon indicated a blizzard was barreling out of eastern Colorado into Kansas, which would make driving to and from Dodge City extremely hazardous.

A KCUS ticket agent advised Dick of an alternative that entailed getting off "The Chief" in Newton at 7:45 pm and connect with Train #311, the Newton-Great Bend-Dodge City local, which would leave less than an hour later. This would get them into Kinsley at 11:19 pm. He agreed and that is how they were

ticketed. On board "The Chief", Dick told the train conductor their story and asked if he would kindly wire the Kinsley station agent of their new travel plans.

Snow was already falling on arrival in Newton. They were getting their luggage off the train when the conductor stopped Dick to show him one of the orders, signed by the chief dispatcher, which read: "19 WILL STOP AT KINSLEY TONIGHT".

Less than two hours later, the trainman who helped Dick move their luggage into the vestibule, opened the upper half of the Dutch door to a full blown blizzard. Dick quickly recognized landmarks on the near east side of Kinsley. The train was still moving at high speed. "Are we going to stop", he asked?

Just then the trainman opened the trap which kicked up more snow that swirled about the cold vestibule. Dick was thrown off balance by the train's brakes as the trainman dropped to the lowest step, leaned out with lantern in hand and signaled: 5 cars...4 cars...3 cars.....2 cars.....1 car.....that'll do!

A few minutes before 19's arrival, the station agent and Willie Jean's uncle shoveled a narrow path from the station door to the platform's edge plus another 10 feet east and west forming a "T" in the snow. The trainman's step box landed on that shoveled area!

Dick helped Willie Jean as her uncle took the girls toward the station. Before getting inside, they heard two blasts from the locomotive horn. He immediately returned to the platform to thank the train crew and retrieve their luggage, but the train was gone with their luggage waiting safely on the platform.

Looking west, he caught a fleeting glimpse of the red markers as the blizzard swallowed the train.

Dick estimated it took less than 30 seconds to get his family and luggage on the platform the night "The Chief" stopped in Kinsley, Kansas.

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