

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	Al Kaepfel
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, May 21, 2015 at the Shiloh Museum Store.

The Scrambler

Volume 28, No. 9

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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. April 16, 2015. Meeting was called to order at 7:03 PM by the Vice-President, Al Kaepfel. 22 members were present including a new member, Jim Gattis II. Minutes of the March meeting were approved.

Ken Eddy, the National Representative, reported that the NRHS now appears viable, the expensive contract with Fernley & Fernley (kept membership info and collected dues) has been terminated, so those functions will now be handled by staff (the way it should have been all along). It takes anywhere from \$12,000 to \$20,000 per month to run the NRHS national. There will be by-law changes at the Convention in Rutland limiting the presidency to a maximum of two four-year terms.

Chuck Girard, local membership, reported that most people have paid dues.

Tom Duggan, the Treasurer, reported our investment account has more than \$11,045.08 (\$1.41 interest), and checking about \$1,494.88. He has sold about \$120 in obsolete switch lock keys and took in \$218 in dues. He spent \$56 to renew the chapter post office box and \$202 reimbursement for *Scrambler* postage.

Bill Merrifield, the *Scrambler* editor, said that he continues to have computer problems getting the *Scrambler* sent through the internet.

Programs: May: Stark and Kaepfel on tracing the right of way of the Ozark & Cherokee Central. June: Show & Tell.

Old Business: National Train Day is May 9. Chuck Girard said that the NPS would like us to participate in the event. We can use presenters during the day from 9 to 5. They want oral histories from people associated with

the Frisco, especially employees, we can do interviews. The A&M may demonstrate Maintenance of Way (MOW) equipment. Call for volunteers. E-mail Chuck if you have any ideas or want to volunteer. His e-mail is: Chuck.Girard@sbcglobal.net

Apparently the Great NWA Train Show lost money Feb. 28 due to threatening weather, but will be able to repeat next year.

New Business: The National Park Service needs authentic Jim Crow signs, e.g., "Whites Only".

Train Talk: May 30 the Norfolk Western Class J steam locomotive 611 will make a run later this spring. The Pennsylvania RR Historical Society has committed to making a T-1 steam engine, cost about \$10,000,000. Mike Condren said a UP passenger train will depart Van Buren headed east on April 28, but thinks it is by invitation only.

Adjourned 7:30 PM followed by a program by Tom Duggan in two parts: 1. Rogers interurban, 2. Eureka Springs streetcars.

Malcolm K. Cleaveland
Secretary

LOCALLY ON THE BEAM

Our Chapter was deeply involved with the celebration of Train Day at the Fort Smith Depot.

Our chapter's participation Train day May 9th at the Fort Smith Frisco Depot went off smoothly despite heavy rains later in the day.

The National Park Service gave us excellent support to set up our artifact displays, the G-scale train board, facilities for presentations of our railroad programs, and displays of photographs and historical data. Their renovations and restorations of the depot were absolutely fantastic. The lower rooms were spotless, the lighting ideal, and the air conditioning for such a humid day was nearly perfect. The Park Service even had lunch for us. Although the public attendance was quite modest we all had full days of activity.

Chapter participants were Mike Condren, Malcolm Cleavland, and Chuck Girard giving programs, Dr. J. P. Bell displaying some of his railroad photography, Tom Duggan manned our chapter displays and train talk table, Larry Cain and Bill Merrifield worked with the children's train board and Mitch Marmel had his train board at the Ft. Smith Public Library. There were also other artistic activities provide for the children by the National Park Service.

The A&M Railroad provided an excellent attraction to the Train Day with their free passenger excursions to and from the Arkansas River Bridge and added greatly to our attendance in the Depot.

We were very impressed with the efforts of the National Park Service and a number of us volunteered to serve as guides for future events at the Ft. Smith Depot.

Chapter member, Steve Tharp, had to go back into foot surgery. He developed an infection since his last surgery and is now at home recuperating. He will not be able to make the meeting this month. He just wanted to let us know what has happened to him. Chuck Girard

KENILWORTH, Ill. –April 27. J. Reilly McCarren, majority owner and chairman of the Arkansas & Missouri Railroad, died of cancer Sunday at his home in Kenilworth.

McCarren, a 1978 graduate of the Massachusetts Institute of Technology, enjoyed a long career in the railroad industry. He served as president and CEO of Wisconsin Central and led the railroad when Canadian National acquired it in 2001.

Prior to joining Wisconsin Central in 1996, McCarren was a founder of the Gateway Western Railway, together with New York and Chicago venture capital interests, as a leveraged buyout of the St. Louis to Kansas City route of the Chicago, Missouri & Western Railroad. Gateway Western was sold to Kansas City Southern Industries in 1996.

McCarren's railroad industry affiliations also included serving as Chairman of the Board for Operation Lifesaver, Inc. and as co-chair of the Railway Industry Working Group. He served on the board of the Western New York & Pennsylvania Railroad, and has served as a member, Vice Chair and Chair of the Rail Shipper Transportation Advisory Council, and as a board member of the American Short Line and Regional Railroad Association.

All Hands,

Be at the Thursday Meeting for a great program on tap. AL & Bob's Part II, "Adventures on the O & CC RR", should be fun and interesting.

Dispatcher Bob

The programs for next few months are as follows:

May-Al & Bob-O&CC Adventures Part 2

June- Show & Tell- All Hands bring something to Show & Tell some railroad thing they like to talk about!

As we don't have programs for July & August I will suggest a couple. As Dispatcher, I might have to suggest a train order.

July- The program will be a group discussion about the five great rail stations of Fort Smith. Many of us could bring pictures or items about those stations. This would be a neat program. If you don't have something to bring then you could do a little research and find something about the subject to present.

August-Again, we will have another group discussion on Fayette Junction. Do you have some pictures or other items? What

were the railroad facilities there?

HISTORICAL OPERATIONS

Union Pacific Museum opens exhibit featuring artist Howard Fogg

May 15, 2015

COUNCIL BLUFFS, Iowa. – The Union Pacific Railroad Museum opened a new exhibit, “History Revealed: Art and Illustration on the Railroad,” on Thursday, featuring works by the late railroad artist Howard Fogg. The exhibit will run through Aug. 29.

The Omaha World-Herald reports the exhibit had its genesis a couple of years ago when the Museum took a call from a supporter interested in donating some items to its collection. It turned out he had mid-century oil painting by Fogg.

Fogg, who started his creative career as a company artist for the American Locomotive Co. and took numerous commissions from Union Pacific over the years, tended to work in watercolor. In fact, every Fogg painting in Union Pacific's possession had been made that way.

An oil painting stood out, and, once authenticated, became the impetus for the exhibit. It also includes a railroad painting by Peter Helck, a contemporary of Fogg's who specialized in automotive illustrations, and classic railroad signage and advertising pieces.

Altogether, "History Revealed" presents images of railroad as it was developed and perceived through the decades. There are historical surveys with landscape illustrations as far back as 1853. There are images capturing the construction of the transcontinental railroad and its impact on the surrounding terrain and populations.

Then, with the 20th century, comes a more romantic representation of the railroad – often commissioned by the railroad companies themselves.

"Suddenly, the railroad is not treated as an aggressive part of the landscape," said Patricia LaBounty, manager of the Union Pacific Railroad Museum. "I think Howard Fogg does a great job bringing that majesty to life," LaBounty says.

The "History Revealed" exhibit is a rarity for the Union Pacific museum. Opened in 2003 in the former Carnegie library building in downtown Council Bluffs, the museum is typically devoted to permanent displays of historic photographs, documents, railroad artifacts, and interactive features.

Rockslide closes Durango & Silverton

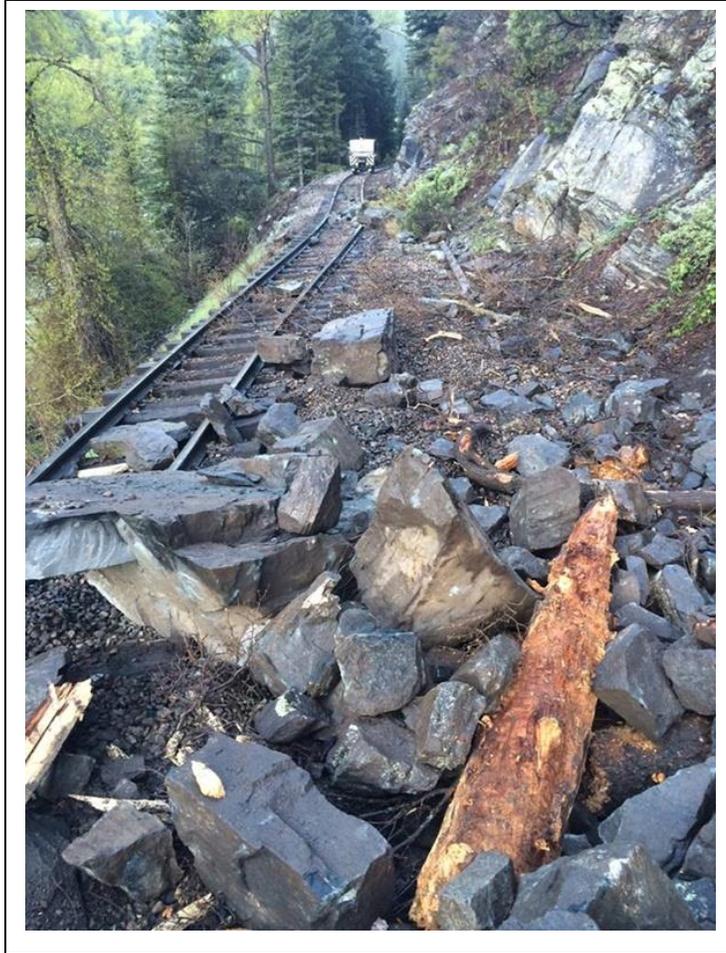
By Wayne Laepple | May 7, 2015

DURANGO, Colo. – The Durango & Silverton Narrow Gauge Railroad between Durango and Silverton was blocked by a rockslide, which occurred overnight on Wednesday. The slide covered the track and damaged rails and ties at milepost 481.6, about 14 miles south of Silverton, according to the railroad.

The slide was found during an early-morning motorcar inspection, a daily safety feature of the railroad. Maintenance forces were converging on the slide from both ends of the railroad. A diesel locomotive and flatcar carrying heavy equipment was dispatched from Silverton, while additional manpower and equipment was sent north from Durango.

Photos from the scene showed rocks and debris covering the track for several hundred feet and bent and broken rails, as well as track shoved out of alignment. Railroad officials have not said when repairs might be completed and service resumed.

In the meantime, trains are operating as far as Cascade Wye, 26 miles from Durango. The shortened trip still offered passengers the thrill of the so-called "High Line" portion of Animas Canyon, and, at Cascade, passengers may disembark to explore trails and the footbridge during a 45-minute layover.



Colorado mountain railroading has always had to contend with similar incidents often when least expected.

Thanks to a vigilant early morning safety program operating from both ends of the line, the damage on the line was discovered before passenger trains were dispatched.

Our thanks to Trains Newswire for the historical items.

Nevada museum completes restoration of 2-6-0, dedication ceremony planned

By Chase Gunnoe | May 6, 2015

CARSON CITY, Nev. – The Nevada State Railroad Museum will publicly unveil the completed restoration of its Baldwin 2-6-0, the *Glenbrook*, at a dedication ceremony later this month. The 1875-built narrow gauge, Mogul-type freight locomotive has been on the grounds of the Carson City museum since being retired in 1943. Initial restoration efforts began in 1981 with limited funding, but a grant in 2010 allowed museum staff, volunteers, and members to perform a complete overhaul of the timber-hauling steamer.

In early April, the *Glenbrook* operated under the steam for the first time in more than 80 years.

“The last big push to complete the restoration was completed by a paid staff of three, several volunteers, several specialized contractors and a host of supporters,” says museum Chief Mechanical Officer Chris DeWitt.

Baldwin Locomotive Works built the wood-burning, narrow gauge locomotive in 1875 for the Carson & Tahoe Lumber & Fluming Co., a timber-hauling railroad connecting the once-profitable sawmills of Glenbrook with

the Tahoe Basin of Spooner Summit in Nevada. In later years, following the closure of the Glenbrook sawmill, the locomotive was used to supply parts to its sister locomotive, the Tahoe.

Glenbrook No. 1 was presented to the Nevada State Railroad Museum in 1943, where it sat on display outside of the museum until 1980.

The locomotive will be unveiled to the public on May 23 in Carson City. Both the *Glenbrook* and the *Inyo* will be under steam for the event.

“It will be an extraordinarily rare opportunity to see two wood burning, 19th century locomotives, one narrow gauge and one standard gauge, operating at the same time,” says Curator of Education Adam Michalski.

The *Glenbrook* will be on public display for photographs from 9:30 a.m. to 10:30 a.m. with the dedication ceremony to begin at 11 a.m. The ceremony is free and open to the public.



'Glenbrook' after its multi-year restoration.

Nevada State Railroad Museum

Norfolk & Western 2-8-8-2 No. 2156 begins moves to Roanoke

May 11, 2015

ST. LOUIS – Norfolk & Western 2-8-8-2 Y6a No. 2156 began its trip from the Museum of Transportation to its birthplace at Roanoke, Va., Saturday. In an exchange between the Museum of Transportation and the Virginia Museum of Transportation, No. 2156 will make a five-year visit to Roanoke, reuniting with the other two steam

surviving locomotives from N&W's Big Three – Class A 2-6-6-4 No. 1218 and Class J No. 611, which returned to operating condition this month.

The special train was assembled at the museum and included Norfolk Southern GP40-2 3068, auxiliary tender VMTX No. 250001, the 2156, office car No. 20, the *Ohio*; tool car No. 1407; and coach NS 44, *Florida*. The train, including the NS power, was picked up at the museum Saturday by a Union Pacific local and moved to UP's 12th Street Yard in St. Louis. There the Terminal Railroad Association of St. Louis, using the NS power, moved the train from 12th Street to NS rails at Granite City, Ill.

TRAINS FROM MEMORY

One of the financial lifelines extended to the many insolvent railroads in the 1930s was the Reconstruction Finance Corporation (RFC). To obtain loans a railroad like the insolvent Frisco had to submit a wealth of detail to the RFC in Washington, D.C. Submitted by Tom Duggan

Here are some details relating to the Frisco Central Division as of June 1936

	% of Ties Treated	% with Tie plates	Ballast
Monett-Fort Smith	83	41	Chatt (from Joplin)
Fort Smith-Paris	80	80	Chatt with cinders
Rogers-Grove	49	7	No ballast
St Paul	28	5	No Ballast
Muskogee sub	50	40	50% Ballast; bank run gravel west of Muskogee
Mansfield branch	-	-	Cinders
Hope-Ardmore	96*	24	-

*American Creosoting Co had a plant at Hugo, OK.

The average life of an untreated tie is about seven years so the St Paul branch must have been a prime candidate for abandonment.

Major Central Division customers (excludes agricultural products)

Coal-Mansfield branch

Bonanza RR Young Coal Co.
 Hackett Interstate Coal Co (closed)
 Arkansas Excelsior Coal Co – 25 tons daily
 Excelsior Thin Vein Coal Co.- 300 tons daily

Cement-Arkinda sub

Foreman , AR Portland Cement Co – 60,000 barrels per annum.

Lumber & Saw Mills

Combs_(St Paul Branch) W.G Barron Lumber -9 cars daily
 Fayetteville_Budd Post & Hardwood- one car daily
 J.H. Phipps Lumber -1.5 cars daily
 Fort Smith

Standard Box & Veneer- 75 cars per annum
 Long Bell Lumber Co. -150 cars per annum

The report also lists the C. L Bauman gold mine at Combs, AR as a major shipper. (This does not make sense to me.)

Automatic Semaphore Signals (lit by oil)

Winslow Tunnel, Jenson Tunnel and interlocker at Frisco bridge at Van Buren.

Yeggman Rob Bentonville Depot

P.A. Bowen, Frisco Night Watchman Bound and Gagged by Robbers

The Fayetteville Daily, February 24, 1914

(submitted by Tom Duggan)

“Ft. Smith, AR, Feb 24-Boldly flashing ugly revolvers in the face of P.A. Bowen, night watchman at the Frisco depot in Bentonville at 2 o’clock Monday morning, two bandits tied the railroad employes [sic] hand and feet to the heavy scales in the freight room of the station and then looted the safe, securing \$110 in currency and silver and checks for \$28. The men made good their escape leaving no clue for the officers to work on.

Bowen was seated before the fire warming his hands when he heard the door open and some one enter. Not expecting yeggmen he was completely surprised when confronted with the blinding light from a pocket flash and blinkingly gazed into the muzzles of the weapons the men carried.

They marched Bowen into the freight room and tied him fast to the scales using their neckties and a pistol belt.

Then they blew the safe using “soap and soup”, the nitroglycerine tearing the heavy door from its hinges. Besides the money the following checks were stolen: A check for \$24.19 on the First National bank, Bentonville, signed by M.C. Cunningham; a draft for sixty cents drawn on the Bank of Centerton and a check for \$3.50 , drawn on the Bank of Grove and payable to Minnie Williams.”

The Frisco depot at Bentonville probably needed a night watchman as the depot, which even today incorporates the first floor of an Arkansas & Oklahoma depot built about 1900, was more than 111 feet long and 23 feet wide.

The currency and coin stolen of \$110 equates to \$2,640 in current (2013) dollars.



The first depot was built by the Arkansas & Oklahoma Railroad about 1900. Some people who had signed subsidy agreements with the A & O worked off their obligation by working on the depot construction. Bentonville also had a depot on the SW corner of the square built by the Bentonville Railroad Company.