

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, June 17, 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. May 21, 2015. Meeting was called to order at 7:08 PM by the President, Bob Stark. 14 members were present and one extremely friendly feline. Minutes of the April meeting were approved.

Ken Eddy, the National Representative, said that the national convention will start June 14 in Rutland, VT. Election proxies are due by June 1. The ballot includes some changes to the by-laws, including a maximum of two four-year terms for the president. Tom Duggan added that the new president, Al Webber, seems to be quite competent. The 2016 convention will be in Denver.

Chuck Girard, local membership, reported that we have 40 regular members and that seven people had not paid dues yet. We have four chapter-only members and none of them have paid their dues yet. That's a total of 44 members and 25% have not paid their dues for this year.

Tom Duggan, the Treasurer, reported our total assets as \$12,574, with \$1,536 in the checking account. Our nonprofit status has been accepted by the IRS.

Bill Merrifield, the *Scrambler* editor, said the March and April newsletters were out.

Malcolm Cleaveland, the Secretary, asked if anyone knew how Ray Toler is doing. He hasn't come for a while.

Old Business: The Ft. Smith National Train Day celebration at the Frisco depot went well, although attendance was light, perhaps due to inadequate publicity. The A&M train ride to the Arkansas River bridge and back probably brought the most traffic. Chuck Girard was a conductor on the train and did a presentation using the bank's computer and projector. Malcolm Cleaveland gave a presentation and interviewed a former Frisco employee who worked the Frisco MOW bridge gang. The train layout saw a number of new engineers. The Depot is close to its original configuration now after a long history being used for restaurants and offices. Tom Duggan received a letter of appreciation from the Oklahoma History Center in Oklahoma City, thanking us for the donation in February of the chrome plated spike that commemorates completion of the Frisco's Afton Subdivision.

New Business: Frisco Fest will be held in August again. More details will be forthcoming. Aug. 6 (first Saturday) is Gravette Day. Mitch Marmel is planning to take his Lionel trains. Programs: June is show and tell; Mike Sypult will give a program in July; Chuck Girard in August; Steve Tharp in September.

Train Talk: Jim Gattis did a railfan trip to southern Arkansas which included the Reader, Camden and Fordyce. There was discussion of oil train infernos and the Amtrak derailment. Clearly you can expect accidents when the NE corridor is running on 19th century infrastructure that Congress has deliberately allowed to decay with a view to putting Amtrak out of business. This neglect has gone on so long that \$100 billion is required to make significant improvement. Mitch now has G scale trolleys. Barbara Gavron has a nice N scale layout and wants \$250 for it.

Adjourned 7:40 PM followed by a program by Bob Stark and Al Kaepfel on further adventures tracing the Ozark & Cherokee Central RR right-of-way around Turpenny in Oklahoma.

Malcolm K. Cleaveland, Secretary

HISTORICAL OPERATIONS

'Texas' Civil War locomotive moving soon

June 10, 2015

ATLANTA – Visitors to Atlanta's Grant Park have only a few weeks to see the locomotive that pursued the *General* during the American Civil War's Great Locomotive Chase before it moves for good.

Generations of Atlantans and visitors have seen the chase locomotive *Texas* on public display since 1927. The exhibit will close for good on June 30 as historians and workers prepare to move the 4-4-0 American-type locomotive to the Atlanta History Center.

The switch in locations is part of a plan to move the Cyclorama, a city-owned painting which depicts the Battle of Atlanta, to a new building at the Atlanta History Center in the Buckhead neighborhood. Weighing nine tons and measuring 42 feet tall and 365 feet in circumference, the Cyclorama is among the world's largest paintings and is one of only two of comparable size in the United States. The other American cyclorama, depicting the Battle of Gettysburg, is in the Gettysburg National Military Park.

Danforth, Cooke & Co. built the *Texas* for the Western & Atlantic Railroad in 1856. It gained fame as a result of the daring Andrews Raid. On the morning of April 12, 1862, a group of 23 men, mostly Union soldiers under the command of civilian James J. Andrews, boarded a Western & Atlantic Railroad passenger train for the

seven-mile ride to Big Shanty, now known as Kennesaw, Ga. Their mission: steal a northbound train and wreck havoc on the railroad from Big Shanty to Chattanooga, Tenn., a key supply line for the South. At Chattanooga they would meet up with the forces of Union Gen. Ormsby Mitchell, who would attempt to capture Chattanooga.

At Big Shanty, Andrews and his raiders were easily able to steal the train, led by a 4-4-0 named the *General*. But as the train steamed out of town, railroad Conductor William A. Fuller began to chase the raiders, initially on foot. Fuller turned out to be fanatical pursuer, commandeering handcars and eventually locomotives to catch up with Andrews and his raiders. Near Adairsville, Ga., Fuller flagged down a southbound train (which the *General* had just met) powered by the *Texas*. Now able to match the *General*, speeds sometimes reached speeds of 50 mph as the *Texas* and *General* engaged in the Great Locomotive Chase, which ended when just north of Ringgold, Ga., with the *General* out of wood and steam as the *Texas* closed in. Andrews and his men scattered into the woods, and all were captured. Eight of the raiders, including Andrews, were executed as spies. The story of the Chase is told in a feature article in the April 2012 issue of *Trains Magazine*. The *Texas* was donated to the state of Georgia in 1908.

The Atlanta History Center has committed more than \$32.2 million to the restoration and display of the 128-year old painting and locomotive *Texas* in a 23,000-square-foot building. Construction is expected to take a year.

Illinois Central steam photos displayed in online university gallery

June 10, 2015

CARBONDALE, Ill. – Anyone with Internet access can now see Illinois Central steam through Ben Gelman's eyes. Hundreds of Gelman's black and white photographs are in an online photo gallery Southern Illinois University assembled honoring both the former news photographer and editor as well as the history of southern Illinois.

“The Last Steam Engines of Southern Illinois” features Gelman's photos from when he was a photographer for The Southern Illinoian newspaper. He later became an editor and columnist for the paper, before moving to the university as a public information specialist in University Relations. He also was editor of the campus newsletter and wrote for the alumni magazine. He retired in 1996 and died in 2007.

The newspaper used several of the photos in a feature about the end of the steam locomotive era published in the newspaper on March 1, 1959. By the end of spring of that year, all but one shift of operations on the Illinois Central St. Louis Division had been dieselized, and Gelman wrote “the last steam locomotive with any life in it will probably be gone from the area by April 1.”

The images capture many aspects of steam operations, including maintenance, activity at the Carbondale yard, rail workers, and engine Nos. 1635, 1697, 3305, 3549 and 3505 rolling in and out of the Carbondale roundhouse. University archivist Matt Gorzalski assembled the collection.

There is no fee, login, or password required to see the photos. The gallery is available at <http://screxhibits.omeka.net/exhibits/show/last-steam-engines>

Our thanks to Trains
Newswire for the his-
torical items.

**FRA issues \$6.8 million locomotive refinancing loan to Arkansas & Missouri
May 29, 2015**



SD70ACes Nos. 70 and 71 lead the Monett Turn at Lowell, Ark., northbound in June 2014. Photo by Alex Mayes

FORT SMITH, Ark. – The Federal Railroad Administration has issued a \$6.8 million Railroad Rehabilitation and Improvement Financing loan to the Arkansas & Missouri Railroad for the refinancing of three locomotives purchased by the railroad.

The RRIF program provides direct federal loans to finance the acquisition and development of railroad and intermodal facilities and equipment. The agency issued an \$11 million RRIF loan to the railroad in 2003 to purchase and rehabilitate track, drastically improving the efficiency and safety of its operations.

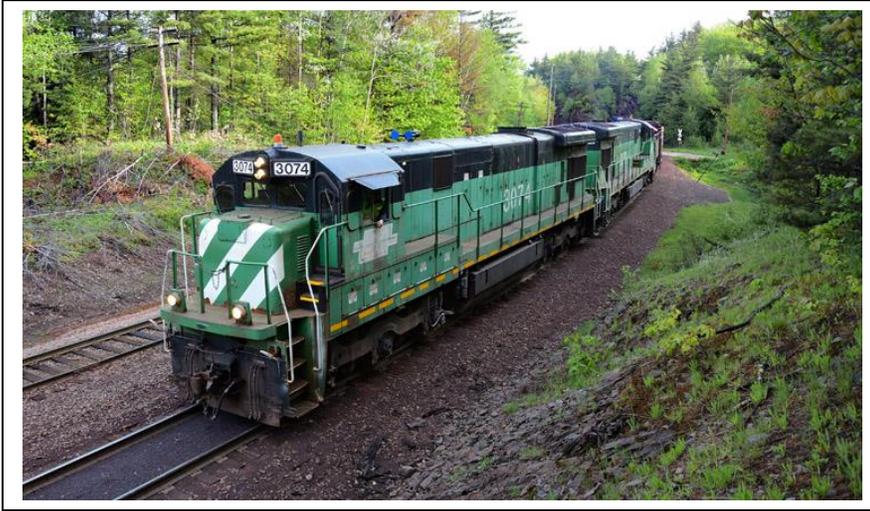
“Expanding financing opportunities for railroads will create jobs, grow the economy, and improve the quality of our rail infrastructure,” said U.S. Transportation Secretary Anthony Foxx.

The railroad acquired three EMD SD70ACe locomotives in 2013.

Where dying breeds roam

Michigan shortline operates now rare U30C and C30-7 locomotives

June 8, 2015



Lake Superior & Ishpeming C30-7 No. 3074 earns its keep hauling ore in revenue service through Michigan's Upper Peninsula. It is among the rare engines of its class that still do. Photo by Dave Schauer

MARQUETTE, Mich. – Tucked away in Michigan's Upper Peninsula far from Class I railroads, ore hauler Lake Superior & Ishpeming continues to use a small fleet of vintage General Electric locomotives in ore service. While most assignments are held down by four two-unit sets of leased CEFX AC4400CEs, four older ex-Burlington Northern GEs remain in service: a U30C set, Nos. 3000 and 3009, plus a C30-7 set, Nos. 3074 and 3073. They are the last U30Cs and among the last C30-7s known to be in freight revenue service.

LS&I was one of the last railroads to dieselize, keeping a fleet of 2-8-0s Consolidation steam locomotives in service into 1962, several of which survive. The railroad dieselized exclusively with Alcos, and then added two GE U25Cs in 1964 and five U23Cs between 1968 and 1970. In the 1970s the railroad combed the second hand market and picked up more Alcos, including four ex-B&O/C&O RSD12s to augment its own five, and in 1975 added a half dozen former Santa Fe "Alligator" RSD15s. LS&I's rare roster, plus nearby C628s on the Chicago & North Western's ore lines, made Michigan's Upper Peninsula a happy hunting ground for fans of rare diesels in the 1970s and 1980s.

Fan interest waned when C&NW retired its C628s in 1986, with LS&I following suit retiring its Alcos in 1989. When the railroad's GEs began showing their age, LS&I decided to replace them with more U-boats, acquiring 16 Burlington Northern U30Cs in 1989-90. They retained their green BN paint with LS&I markings.

In 1999, LS&I replaced four U30Cs with its successor model, the C30-7. In fact, components of the two models are interchangeable.

The U30Cs and C30-7s held down all assignments on the railroad until 2010, when the eight AC4400CEs arrived. Still, a handful of the older units were kept in operation, and remain so today. The railroad also still has

several of the older GEs stored at its Eagle Mills Shop, including U30Cs Nos. 3003, 3004, 3006, 3011 and 3053.

Galloping Goose fall excursion set for Cumbres & Toltec June 8, 2015

CHAMA, N.M. – Rio Grande Southern *Galloping Goose* No. 5 will operate fall color excursions on the Cumbres & Toltec Scenic Railroad Sept. 30 to Oct. 4. The railroad will offer several passenger options, including one-way trips with a motor coach return.



Rio Grande Southern *Galloping Goose* No. 7 is running a short loop excursion at the Colorado Railroad Museum in Golden, Colo., in May. This Goose is a cousin to the No. 5 that will operate a fall foliage excursion on the Cumbres & Toltec Scenic Railroad later this year. Photo by Steve Sweeney

The RGS first developed the Galloping Goose in 1931 in a successful effort to keep its U.S. Mail contract and satisfy the railroad's obligation to provide passenger service. The goal was to avoid running more expensive steam locomotive-hauled trains. The Galloping Goose Historical Society in Dolores, Colo., restored galloping Goose No. 5 to operating condition in 1998. No. 5 originally went into service on June 8, 1933. It was built with a 1928 Pierce-Arrow limousine body and running gear. It was rebuilt in 1946 and 1947, using a World War II surplus GMC gasoline truck engine and a Wayne Corp. school bus body.

No. 5 will also operate trips over the C&TS July 1 to 5. For tickets and information about the Galloping Goose excursions

TRAINS FROM MEMORY

THE GREAT FLINT CREEK BRIDGE FIRE Submitted by Tom Duggan

(from *Current Events*, April 1915, Volume 14, No. 2 published by the Kansas City Southern Railway)

By W. P. Wright, Pittsburg, Kan.

"DO-DO—RY—DO-DO," Gentry is calling Pittsburg; the dispatcher at Pittsburg answers, and this is what he hears: "The long bridge at Flint creek on the K. C. S. is burning; stop all trains." We, who are on the scene, have notified Gentry, and the man who first discovered the fire, with some of his neighbors, is drawing water from the creek below wetting down the trestle work next to the iron span, which crosses the main stream, thus saving the iron part of the bridge. The heavy timbers of the trestle-work, rich in resins and creosote, and soaked with oil from passing trains, are dry as tinder. There is so much afire, and there being no way to fight them, it is abandoned to the flames.

It is now nearly six o'clock, and the fire which started near the middle of the bridge is rapidly spreading towards the ends. As the shades of evening fall, the huge clouds of smoke, wafted by a gentle breeze, rolling, upward are lit up by the setting sun like the mighty nimbus of a thunderstorm.

As night settles down the whole bridge, nearly four hundred feet in length, is one seething rampart of flame lighting up the smoke cloud that billows upward like the mists from some mighty cataract. From the waters of the creek the reflection of the flames comes to us as from some burnished mirror golden bright or bloody red.

By nine o'clock the timbers begin to give away, and falling piece by piece continues to burn where they fall. It is most spectacular, almost awe-inspiring. The darkness intensified by the shimmering fire is almost uncanny.

But while we are witnessing the destruction of this bridge, the forces of the railroad are marshaling to build another. Orders are flying with the rapidity of lightning to the wrecking crews at Pittsburg, Kan., and Heavener, Okla.; the bridge gangs are being summoned; the yardmasters are called upon to furnish cars to carry men and material; the round houses have hurry orders for locomotives; engine and train crews are called, and a small army of laborers is being collected. Throughout the whole night there is hurry and bustle.

At various points along the line ties and timbers are being loaded onto cars to be hurried to the scene of trouble, and before the last timbers of the burning bridge have fallen, the army headed by their respective foremen has started for Flint creek.

The wrecking crews with their huge cranes cannot travel as fast as freight trains usually do because of the top heaviness of the crane and they are dispatched ahead that they may travel continuously while the train carrying men, tools and material comes behind picking up the loaded cars by the way.

At nine o'clock Thursday forenoon the cranes, accompanied by supply trains, one from Pittsburg and one from Heavener, have arrived upon the scene. Scarcely have the wheels stopped rolling when men are seen hurrying from the trains with pickaxes and boat hooks to the still smoking ruins of the bridge to clear away the debris.

The dull boom of timbers being unloaded from the cars is heard, and soon as they have landed four or six stout men seize upon them, carrying them some little distance, where a scratch boss with a square and awl by a few deft strokes has layed them out. Then comes the sawyers, and a steady seesaw see-saw tells the work has begun in earnest.

Look! Look! There goes the first piece in place, and a steady stream of timbers has been started. A piece is hardly set in place before a practiced hand is sending home the great spikes that hold it. The fussy coughing of the crane engine, the ring of the saws, the booming sledges, and the ceaseless clatter of the hammers keep time with the shouts and orders of the foremen.

The track men are snaking the long, heavy rails out on the new structure just ahead of the crane, and the ringing spike mauls proclaim that a rail is in place. The gigantic engine squeals out a warning, and the train moves up the length of the rail.

With such rapidity and skillful tact does the work advance that within three hours the very timbers that were being carried in the cars behind are now supporting them.

With ceaseless clatter and clang the work goes on until the shades of night have fallen, and at 8 o'clock work is suspended and the tired men go to rest, and it is well they should, for at 5 a. m. they will be called to resume work.

On Friday morning the work was again taken up. The men, fresh and cheered by the bracing air of a beautiful spring morning, went cheerfully to the task as boys on a picnic excursion, and when the sun rose over the hills of Arkansas he saw such a splendid sight of working men as is rarely seen and not soon forgotten.

All day the new supplies came in,
All day the hammers rang;
All day the heavy mauls did boom;
The merry saws all sang.

No stop, no stay; when noontime came the workers went in relays, so there was no break in the work.

The shades of evening again came on. At half past 6 the last piece went into place, and as the track men spiked the last rail the little army with a cheer climbed aboard the now empty cars and the train rolled into Gentry, where the reopened line was turned over to the Transportation Department at 8 o'clock Friday evening.

Great credit is due everyone connected with the rebuilding of Flint Creek bridge; nearly 400 feet of trestling twenty feet high were built from 11 o'clock Thursday forenoon to 6:30 p. m. Friday, inclusive of nine hours suspension Thursday night.

Traffic was held up from 5:30 Wednesday evening, when the train that set fire to the bridge passed over it, until 8 o'clock Friday evening-50½ hours. In that short time all the materials had to be collected, the forces called and transported to the scene of action and the work done, which shows the splendid organization and complete system of our Kansas City Southern Railway.

It is to be regretted that by so small an accident as failing to properly adjust an ash pan slide should cause the destruction of a bridge costing \$25,000, but as man is fallible, such things will occur till time shall be no more."

(Note from Tom Duggan)

An issue of the Benton County Historical Society *Pioneer* mentioned a fire on the KCS that diverted traffic from Siloam Springs to Rogers via the Kansas City & Memphis Railway (34 miles) and the Bentonville branch from Rogers to Gravette (24.6 miles. Even in 1914 when the fire likely happened, the KCS was a road with 85 pound rail and heavy engines designed for the heavy grades in the Ozarks and the Rich Mountain area.

The Kansas City & Memphis and the Bentonville branch lacked ballast. The KC&M in addition to a heavy eastward grade in the Highfill area had track that was ranged in weight from 52 to 55 pounds. The Bentonville branch had 60 pound rail. The branch approaching Gravette had extensive track curvature coupled with a steady westward grade from Hiwassee to Gravette.

It is not known how many KCS trains used the diversion. One major KCS concern was the need for light engines to haul freights. The shops at Pittsburg, Kansas would have been the likeliest source of light engines.