

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

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Our website address is www.arkrailfan

NRHS Chapter meets at 7:00 PM, May 19, 2016 at the
J. Reilly McCarren Transportation Museum at the A&M Depot.

The Scrambler

Volume 29, No. 9

May, 2016

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 Reilly McCarren Transportation Museum, A&M Depot, Springdale, AR. Meeting was called to order at 7:01 PM by the President, Bob Stark. 20 members were present, and no guests.

March minutes were approved. Chuck Girard, local membership, reported that 11 people have not paid chapter dues. He will send out reminders. He has two 25-year membership pins and certificates, Pres. Stark will see they get to the recipients. Tom Duggan, Treasurer, reported our investment account has than \$10,236.20 (\$0.81 interest), and checking \$1,445.00, total \$11,861.20. He filed the IRS form 990N to maintain our non-profit status. It took almost six hours of effort and a lot of computer-savvy help due to a lousy website. Bill Merrifield, the *Scrambler* editor, said that the publication has been disseminated, thanks in large part to Chuck's support. Prolonged applause.

Old Business: National Train Day is Saturday, May 21. Chuck Girard said that the NPS would like our participation with two presentations and any artifacts we can bring. Chuck will present "Depots of Ft. Smith" and Mike Condren has a slide show. Al and Bill will take down and set up the G scale layout. Bill has an out of town function to attend, but will be back on the 20th. The A&M plans lots of runs to the bridge, but prices are steep (\$20 adults, \$15 children under 15). Events include dedication of new trolley at 2:00PM, other fun stuff. Volunteer list was passed around. E-mail Chuck if you have any artifacts. His e-mail is: Chuck.Girard@sbcglobal.net. Tom Duggan has been coordinating the event at St. Paul, but has doubts about

the venue, an old gym; He will make another inspection. Bill Merrifield said that another Quad-Chapter meeting is scheduled We were scheduled for 2014; but, didn't do it because we hosted the NRHS national convention here in Springdale that year. Bill also reported that the old power supply has been repaired and the new one is being repaired, too. Jill and Arthur Morgan are going to coordinate with Frisco Fest, but have not yet.

New Business: Chuck said the good news is Congress forgot to renew a temporary postal increase so our expenses are down (not sure it's good news if the post office goes out of business because Congress people were too busy dialing for dollars to do what we elected them for). There was discussion of why we are not using our screen, projector and computer. Mike Sypult said that our five-year-old computer is nearly at the end of its useful life and will work up a proposal with specs. Gary suggested that we take the old computer to Best Buy and trade it in.

Train Talk: Programs: May-Dick Hovey ?; June-Show & Tell; July-Jim Johnson, strike on the N. Arkansas & Missouri; August-Bob Stark and Al Kaepfel, progress on tracing the route of the Ozark & Cherokee Central; Sept-Jim Gattis, MO & N Ark Neosho to Wayne; Oct-Cleveland, NA Class I RRs; Nov-Show & Tell; Dec-Christmas Dinner Train.

Al Kaepfel-Donated the N scale models given by Ellis to Sugar Ck Model RR Club, will pay \$25 for the items he kept; Gary McCullah-Belt RR diesel given to Austin Steam Assoc.; Barbara needs help setting up her layout; Mike Condren-There is an Ozark & CC section on his website; Someone brought a copy of Stephen Ambrose's book, *Nothing Like it in the World* about the building of the transcontinental railways for people to read; Richard White's *Railroaded* on the same subject is also excellent if you like reading about endless corruption (guess nothing's changed much since the 19th century).

Mitch-the Amtrak train that struck MOW equipment, killing two, was on the wrong track, also he has written a fictitious history of his Razorback RR for some reason and he has a new trolley;

Bill Merrifield inquired if anyone was planning to go to the National Convention in Denver to see if he could share a ride/accommodations and Jim Gattis said he was planning to go. Some of the convention excursions are already sold out, but the NRHS may add capacity to those that have sold out to minimize disappointment (and loss of potential revenue).

Mike Condren volunteered that some of the original Ozark & CC trackage is still in use where UP services a power plant.

Adjourned 7:50 PM followed by a DVD program brought by Bob Oswald, showing a very well detailed HO Gulf Coast RR created by a retirement community in Florida.

Malcolm K. Cleveland, Secretary

LOCALLY ON THE BEAM

We will observe National Train Day Saturday, May 21. Brenda said that the A&M was looking into an overnight excursion with an agreement with a Ft. Smith hotel. The train would make short runs to the trolley, also, and visitors will get a map to the "Unexpected Art", murals painted on Ft. Smith buildings. Al Kaepfel has committed to operate his N-Scale model train layout at the depot. Chuck will take charge and will have the depot to setup inside. We'll need 6-8 people and pass around a signup sheet at the May meeting and artifacts for display would be welcome.

HISTORICAL OPERATIONS

NRHS announces 2016 grant recipients

April 27, 2016

The National Railway Historical Society has awarded \$35,000 to 14 recipients as part of the organization's annual Heritage Grants program for programs and projects at rail museums, historical societies, and society chapters. The non-profit railway society awarded grants ranging from \$250 to \$5,000.

Recipients in 2016 included:

- Colorado Railroad Museum Historical Foundation Inc., in Golden, Colo., \$5,000
- Southeastern Railway Museum, Duluth, Ga., \$5,000
- Oklahoma Railway Museum Ltd. in Oklahoma City, Okla., \$4,000
- Empire Railway Historical Society, Reardan, Wash., \$3,000
- Save the Northfield Depot, Northfield, Minn., \$2,000
- Baltimore & Ohio Railroad Historical Society, Baltimore, \$2,000
- Minnesota Transportation Museum, St. Paul, Minn., \$1,500
- Thompson Historical Society, Inc., Thompson, Conn., \$1,500
- Wilmington Railroad Museum Foundation Inc., Wilmington, N.C., \$1,250
- Slaton Railroad Heritage Association Inc., Slaton, Texas, \$1,000
- Hamlet Historic Depot Inc., Hamlet, N.C., \$250

NC Transportation Museum to revamp Southern Railway back shop

April 27, 2016

SPENCER, N.C. — The North Carolina Transportation Museum will be making improvements to the Southern Railway's back shop on the grounds of its Spencer museum. The museum says the back shop will soon be fully accessible to visitors.

“This project is one of the largest that the museum has seen and will have the biggest positive impact to the visitor experience since the Roundhouse opened in 1996,” says museum Executive Director Kelly Alexander.

According to an article in the Salisbury Post, the renovations will span a period of seven months and will include improved flooring, the installation of sprinklers and a fire alarm system, new restroom facilities, and increased exhibit space. Contractors will also work on adding a walkway covering the entirety of the shop. The back shop is about 596-feet in length.

“The building is a truly impressive structure, three stories high, and football fields long. Just to walk through is impressive, and combined with the additional exhibit space and experiences we'll be able to create for the visitors makes this a very exciting project,” says Alexander.

Funding for the renovations will be provided by the state of North Carolina from building repairs and code compliance appropriations, as well as funding through the N.C. Transportation Museum Foundation. Each will pay half of the \$1.66 million construction contract.

The 1905-built building was part of the Southern Railway's steam locomotive shops.

Our thanks to TRAINS NEWSWIRE

TRAINS FROM MEMORY
Chicago, Burlington and Quincy Railroad
James J. Hill off Wikipedia
1848–1882

Submitted by Gary
McCullah via Tulsa
RR Digest 5168

The earliest predecessor of the Chicago, Burlington and Quincy, the Aurora Branch Railroad, was chartered by act of the Illinois General Assembly on October 2, 1848. The charter was obtained by citizens of Aurora and Batavia, Illinois, who were concerned that the Galena and Chicago Union Railroad would bypass their towns in favor of West Chicago on its route; at the time, that was the only line running west from Chicago. The Aurora Branch was built from Aurora, through Batavia, to Turner Junction in what is now West Chicago. The line was built with old strap rail and minimal, if any, grading. Using a leased locomotive and cars, the Aurora Branch ran passenger and freight trains from Aurora to Chicago via its own line from Aurora to Turner Junction and one of the G&CU's two tracks east from there to Chicago. The G&CU required the Aurora Branch to turn over 70 percent of their revenue per ton-mile handled on that railroad; as a result, in the mid-1850s, surveys were ordered to determine the best route for a railroad line to Chicago.

The line from Aurora to Chicago was built through the fledgling towns of Naperville, Lisle, Downers Grove, Hinsdale, Berwyn, and the west side of Chicago. It was opened in 1862, and passenger and freight service began. Regular commuter train service started in 1863 and remains operational to this day, making it the oldest surviving regular passenger service in Chicago. Both the original Chicago line, and to a much lesser extent, the old Aurora Branch right of way, are still in regular use today by the Burlington's present successor BNSF Railway.

With a steady acquisition of locomotives, cars, equipment, and trackage, the Burlington Route was able to enter the trade markets in 1862. From that year to date, the railroad and its successors have paid dividends continuously, and never run into debt or defaulted on a loan—the only Class I U.S. railroad for which this is true. (Actually the Henry H Rogers' line, the Virginian Railway is another.)



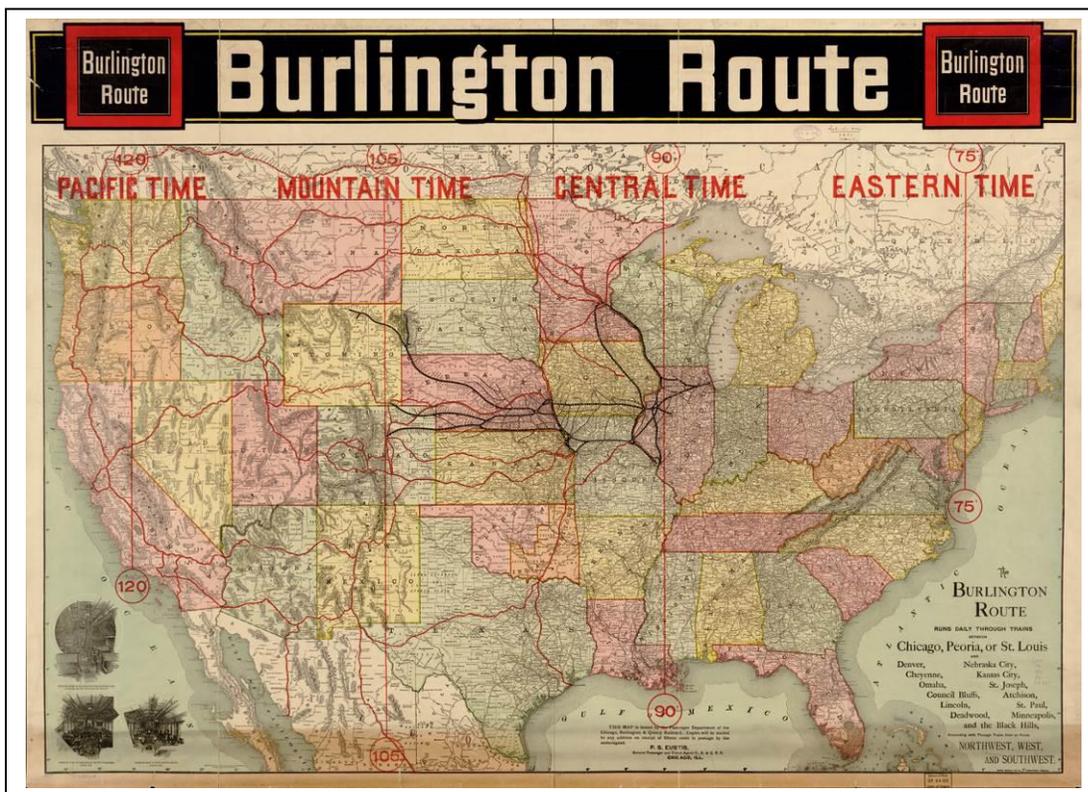
After extensive trackwork was planned, the Aurora Branch changed its name to the Chicago and Aurora Railroad in June 1852,^[3] and to Chicago, Burlington, and Quincy Railroad in 1856, and shortly reached its two other

namesake cities, Burlington, Iowa and Quincy, Illinois. In 1868 CB&Q completed bridges over the Mississippi River both at Burlington, Iowa, and Quincy, Illinois giving the railroad through connections with the Burlington and Missouri River Railroad (B&MR) in Iowa and the Hannibal & St. Joseph Railroad (H&StJ) in Missouri. The first Railway Post Office was inaugurated on the H&StJ to sort mail on the trains way across Missouri, passing the mail to the Pony Express upon reaching the Missouri River at St. Joseph, Missouri.

The B&MR continued building west into Nebraska as a separate company, the **Burlington & Missouri River Rail Road**, founded in 1869. During the summer of 1870 it reached Lincoln, the newly designated capital of Nebraska and by 1872 it reached Kearney, Nebraska. That same year the B&MR across Iowa was absorbed by the CB&Q. By the time the Missouri River bridge at Plattsmouth, Nebraska was completed the B&MR in Nebraska was well on its way to the Mile High city of Denver, Colorado. That same year, the Nebraska B&MR was purchased by the CB&Q, which completed the line to Denver by 1882.

1882–1901

Burlington's rapid expansion after the American Civil War was based upon sound financial management, dominated by John Murray Forbes of Boston and assisted by Charles Elliott Perkins. Perkins was a powerful administrator who eventually forged a system out of previously loosely held affiliates, virtually tripling Burlington's size during his presidency from 1881 to 1901.



Burlington Route system map, 1892. Burlington lines are black; connecting railroads are red.

Ultimately, Perkins believed the Burlington Railroad must be included into a powerful transcontinental system. Though the railroad as far west as Denver and Billings, Montana, it had failed to reach the Pacific Coast during the 1880s and 1890s, when construction was less expensive. Though approached by E. H. Harriman of the Union Pacific Railroad, Perkins felt his railroad was a more natural fit with James J. Hill's Great Northern Railway. With its river line to the Twin Cities, the Burlington Route formed a natural connection between Hill's home town (and headquarters) of St. Paul, Minnesota, and the railroad hub of Chicago. Moreover, Hill was willing to meet Perkins' \$200-a-share asking price for the Burlington's stock. By 1900, Hill's Great Northern, in conjunction with the Northern Pacific Railway, held nearly 100 percent of Burlington's stock.

In 1901 a rebuffed Harriman tried to gain an indirect influence over the Burlington by launching a stock raid on the Northern Pacific. Though Hill managed to fend off this attack on his nascent system, it led to the creation of the Northern Securities Company, and later, the *Northern Securities Co. v. United States* ruling by the U.S. Supreme Court.

1901–1945

Following the purchase of the Burlington by GN and NP, expansion continued. In 1908, the CB&Q purchased both the Colorado & Southern and Fort Worth & Denver Railways, giving it access south to Dallas and the Gulf of Mexico ports in Houston and Galveston. It also extended its reach south in the Mississippi Valley region by opening up a new line from Concord, Illinois south to Paducah, Kentucky. It was during this period that the Burlington was at its largest, exceeding just over 12,000 route miles in 14 states by the 1920s.^[4] With the First World War having the same effect on the railroad as on all other railroads, during the 1920s, the Burlington Route had an increasingly heavy amount of equipment flooding the yards. With the advent of the Great Depression, the CB&Q held a good portion of this for scrap. Despite the decrease of passengers, it was during this time that the railroad introduced the famed *Zephyrs*.

In 1929, the CB&Q created a subsidiary, the Burlington Transportation Company, to operate intercity buses in tandem with its railway network. In 1936, the company would become one of the founding members of the Trailways Transportation System, and still provides intercity service to this day as Burlington Trailways.

As early as 1897, the railroad had been interested in alternatives to steam power, namely, internal-combustion engines. The railroad's shops in Aurora had built an unreliable three-horsepower distillate motor in that year, but it was hugely impractical (requiring a massive 6,000-pound flywheel) and had issues with overheating (even with the best metals of the day, its cylinder heads and liners would warp and melt in a matter of minutes) and was therefore impractical. Diesel engines of that era were obese, stationary monsters and were best suited for low-speed, continuous operation. None of that would do in a railroad locomotive; however, there was no diesel engine suitable for that purpose then.

Always innovating, the railroad both purchased "doodlebug" gas-electric combine cars from Electro-Motive Corporation and built their own, sending them out to do the jobs of a steam locomotive and a single car. With good success in that field, and after having purchased and tried a pair of General Electric steple-cab switchers powered by distillate engines, Burlington president Ralph Budd requested of the Winton Engine Company a light, powerful diesel engine that could stand the rigors of continuous, unattended daily service.

The experiences of developing these engines can be summed up shortly by General Motors Research vice-president Charles Kettering: "I do not recall any trouble with the dip stick." Ralph Budd, accused of gambling

on diesel power, chirped that "I knew that the GM people were going to see the program through to the very end. Actually, I wasn't taking a gamble at all." The manifestation of this gamble was the eight-cylinder Winton 8-201A diesel, a creature no larger than a small Dumpster, that powered the *Burlington Zephyr* (built 1934) on its record run and opened the door for developing the long line of diesel engines that has powered Electro-Motive locomotives for the past seventy years.^[7]

The Burlington Zephyrs



The railroad operated a number of streamlined passenger trains known as the *Zephyrs* which were one of the most famous and largest fleets of streamliners in the United States. The *Burlington Zephyr*, the first American diesel-electric powered streamlined passenger train, made its noted "dawn-to-dusk" run from Denver, Colorado,

to Chicago, Illinois, on May 26, 1934. On November 11, 1934, the train was put into regularly scheduled service between Lincoln, Nebraska, and Kansas City, Missouri. Although the distinctive, articulated stainless steel trains were well known, and the railroad adopted the "Way of the *Zephyrs*" advertising slogan, they did not attract passengers back to the rails *en masse*, and the last one was retired from revenue service with the advent of Amtrak.

1945–1970

After the Second World War, the CB&Q was inundated with the overworked steam locomotives existent in a fleet that was already beginning to dieselize. Having expanded its dieselization program rapidly, steam power was slowly put out to pasture, and on September 28, 1959, the last steam-powered commuter train from Chicago rolled to a stop in Downers Grove, marking the end of steam operations on the railroad.

As the financial situation of American railroading continued to decline through the 1960s, the Burlington Railroad merged with the Great Northern, Northern Pacific, and the Spokane, Portland and Seattle railroads on March 2, 1970 to form the Burlington Northern, a merger once dreamed of by Great Northern founder James J. Hill



Passengers await a Zephyr arriving at Dubuque, Illinois. Note that all eyes are riveted on the stainless steel consist. A Zephyr always had that unusual appeal to the senses.