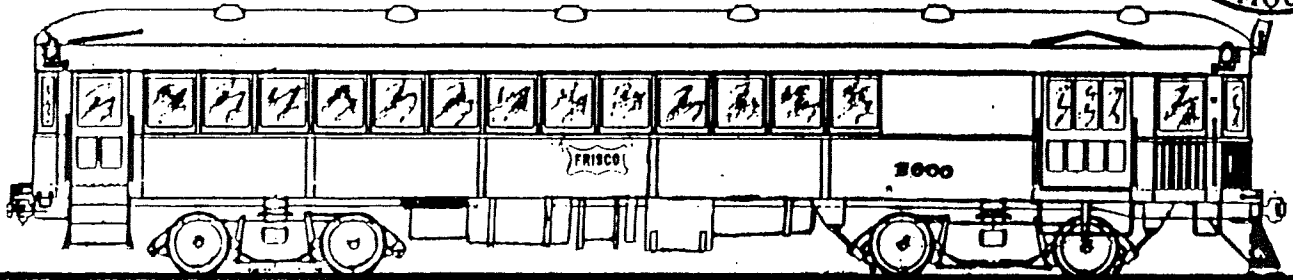
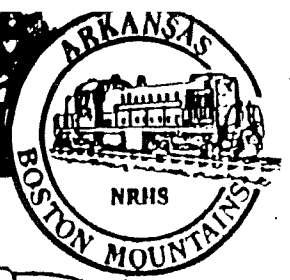


The SCRAMBLER

RUN NO. 48



VOL. IV NO. 12

JULY 18, 1991

EDITOR: DICK KEEGAN

MINUTES of the last meeting:

The regular meeting of the Arkansas Boston Mountains Chapter of NRHS was held in the General Store of the Shiloh Museum at 7:30 PM, June 20, 1991. Twenty-nine members and guests were present. A complete list of guests is filed with the secretary's records. President Ray Toler "whistled" the meeting to order and welcomed the group. He gave the guests an opportunity to tell something about their particular interests in railroading.

The minutes of the May 16 meeting were filed as they appeared in the Scrambler. There was no report from the vice-president. The president gave a report on future programs as follows: July, Dick Keegan, August, Charles Coon, September, Howard Tefft, October, Bill Ussery, November, Chris Lord and December is expected to be the Christmas dinner and program.

The treasurer reported \$2444.93 on hand. A detailed financial report is filed with the secretary's records.

Bob Oswald had no report on national news nor a report on membership. He read an interesting letter from member, Add Austin. It is filed with the secretary's records. Oswald said the incorporation papers would be delivered to the attorney next week. He also said the AETN programs on railroading would begin at 5:30 PM, Monday June 24, and the ABMT Chapter would send \$150.00 to the Arkansas Railroad Club to help with the expense of these programs. Bob also said the excursion runs of the A & M line were doing well with the exception of track damage at Fayetteville. Chris Lord said the track is now open.

Mike Calicott from the Midland Valley Chapter reported that the trolley will run at 5:00 PM, June 28, and the dinner train will run at 6:00 PM the same evening.

Ray reported that the Boston Mountains Rail Excursion Company has added two cars and the Miss Gerry is being converted to a dining car. He also said the runs have been extended to mid November. Toler called attention to the interesting display of hobby items brought by Maurice Chilton.

Martin Post read an article concerning an excursion train out of Hugo, Oklahoma.

Ron Allen expressed appreciation to the club for letters and the Scrambler he received while he was in Saudi, and he said he is very glad to be home.

The meeting was adjourned. Juanita Toler, Secretary

Bob Oswald gave the program on railroading in North West Arkansas entitled "HISTORY IS OUR MIDDLE NAME".

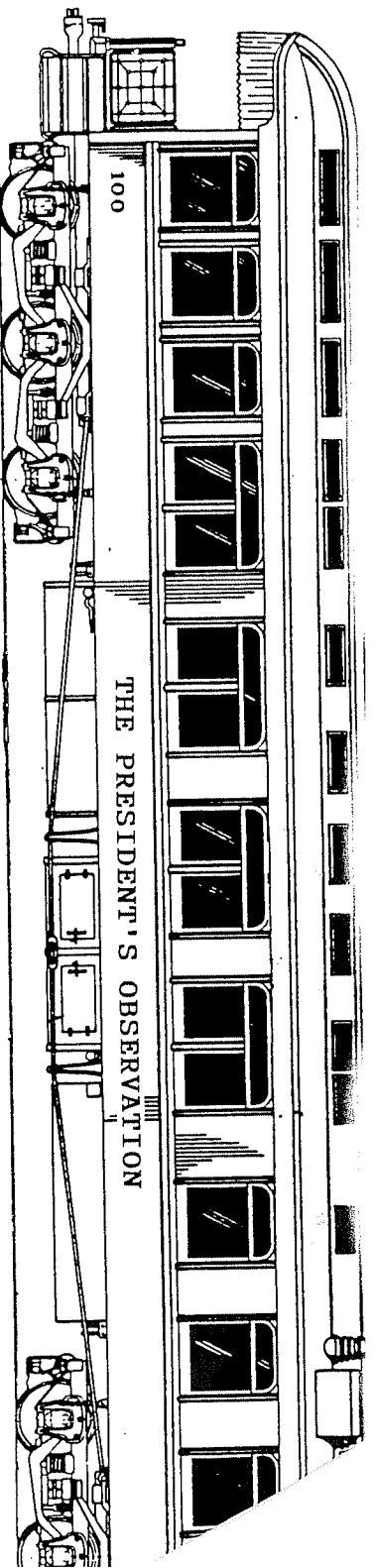
JUNE PROGRAM: KUDOS TO NATIONAL DIRECTOR BOB OSWALD FOR HIS PROGRAM COVERING THE RAILROADS IN NORTHWEST ARKANSAS. THE IN-DEPTH COVERAGE OF THE FRISCO/A&M LINE IN PARTICULAR, SHOWED BOB'S VERY THOROUGH AND DEDICATED APPROACH TO RAILROAD HISTORY. A VERY NICE JOB ROBERT,

JULY PROGRAM: We'll have a look at standard gauge operations of the Rio Grande Railroad in the early '80's and beyond. GP-30's on the Monarch branch, The Rio Grande Zephyr and so on, both slides and movies. Presented by Dick Keegan.

You can make amends, did you ever try to make just ONE amend?? Try to comb through the annals of history, not just one annal? If you have a bunch of ODDS and ENDS and you get rid of all BUT ONE what do you call it???

If a teacher taught does a preacher praught?

If a horse hair mat is made from horses hair and a Camels hair coat is made from the hair of a camel what is mohair fabric made??



We had another splendid program June 20 by Bob Oswald.

Here is the BMRE Co. car attendant schedule continued from the June SCRAMBLER:

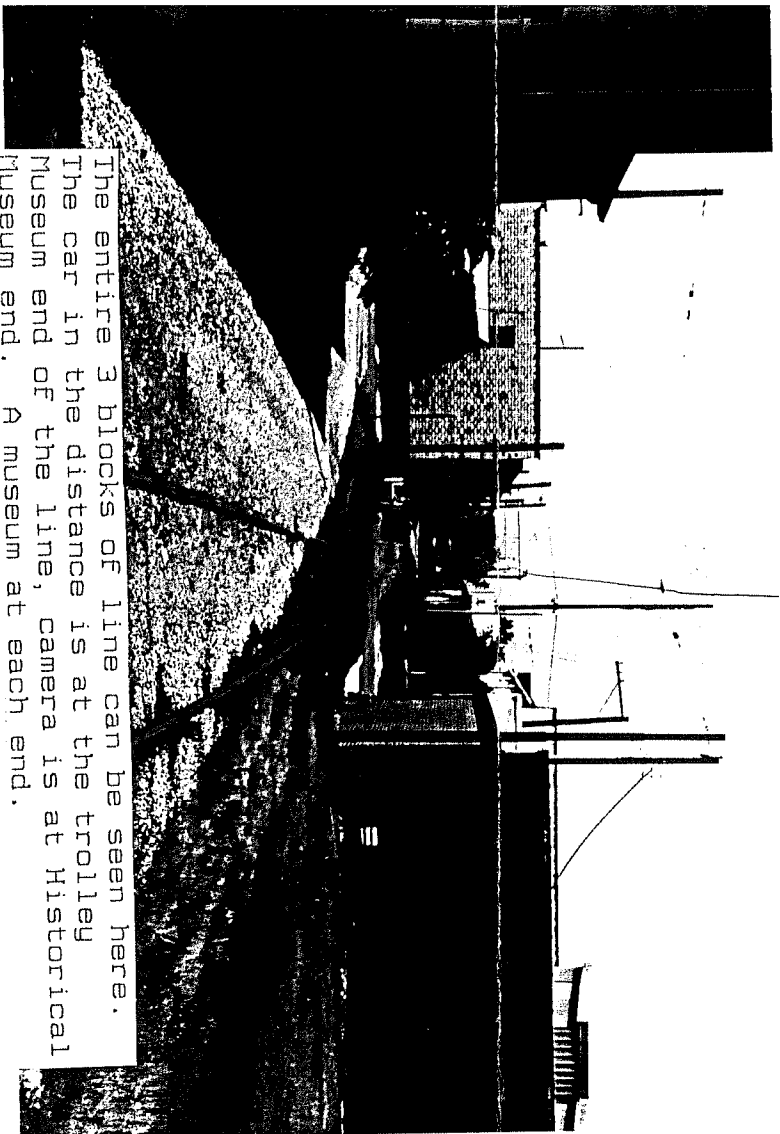
July 13	Ed Preddy	Jim Stewart	Dick Keegan
20	Steven Reynolds	Connie French	
27	Jimmy Carlisle	Bob Story	
Aug. 3	Eugene Schmitz	Dick Wickersham	
10	Jim Lankford	Norm Clizer	
17	Rudy Leach	Dick Keegan	Charles Coon
24	Bob Lundeen	Ron Allen	

We could use another attendant July 20 and August 24.

We will have a directors meeting at 7:00 PM July 18 before our chapter meeting at 7:30 PM.

Staff members of the Shiloh Museum have moved their offices to the new building. It's an exciting time for them. All members of our ABMT Chapter should consider joining the Shiloh Museum Association. Its only \$10.00 per year. Grand opening of the Museum is September 15.

If you will serve as BMRE car attendant on any of the open dates, please call me at 751-7810. Ray Toler, President.



The entire 3 blocks of line can be seen here. The car in the distance is at the trolley Museum end of the line, camera is at Historical Museum end. A museum at each end.

THE FORT SMITH
TROLLEY MUSEUM
100 S. 4th St.
Fort Smith, AR

After 10 years of volunteer labor, the restored Ft. Smith single truck Birney trolley is running. True there ~~are~~ only 3 blocks of track under wire, but for a buck you can ride the car all the way to the end of the line - and back!

Some trolley line is far better than no trolley line. Give our neighbor a hand ride the car - it's a blast.



Car 224 was built by American Car Co. in St. Louis in Oct. 1926. Streetcars in Ft. Smith made their last runs on Nov. 15, 1933. Thus car 224 saw only 7 years service. Today it looks brand new, great job by those volunteers in "The Fort."

The Museum has more track and will extend the trolley ride as time and finances permit, also as volunteer labor permits. Give 'em a shot.

OUR PHANTOM RAILROAD

by Chris Lord

Not many people know of the old railroad that crossed the Frisco at Springdale. This is probably due to the fact that it never existed! The Kansas City Bentonville and Southeastern, and various permutations thereof, was proposed to run from Lanagan, MO on the KCS, southeast to Bentonville, Springdale and on to Clarksville.

The KCB&SE appears on an 1888 Arkansas railroad map as being under construction, even though the actual surveying did not begin until 1891. In January of 1891 the Kansas City Bentonville and Southern was organized to build the 16 mile segment in Missouri, while the KCB&SE, which was probably organized a few years earlier, would build the Caverna, Mo. to Clarksville, AR section.

In June, 1891 the KCB&SE relinquished the right to build from Springdale to Clarksville, and also changed the route of the Bentonville to Springdale section, some 27 miles long. Capital Stock was reduced to \$600,000.00. A few days later the KCB&SE consolidated with the KCB&S, with a combined capital stock of \$760,000.00. Meanwhile the 28 1/2 mile route from Lanagan, Mo. to Bentonville was being surveyed and two carloads of scrapers and tools were on the way.

Grading began in Bentonville on July 1, 1891, heading north. On July 11, 1891 a huge crowd was present at the groundbreaking ceremony in Bentonville. The depot was to be in the Gilmore addition, east of the Bentonville R.R. depot, which was about a block east of the present depot. The KCB&SE was offering \$2.75 per day for local teams, which must have been acceptable, for by the middle of the month almost a mile of grade was completed.

The Kansas City Springdale and Clarksville Ry. was organized on July 17, 1891, to build the 95 miles from Springdale to Clarksville, with a capital stock of \$1,600,000.00. No doubt that most of these lines had many of the same directors. It has been suggested that these men were more interested in shady stock manipulations than ever building a railroad.

By the end of July, 1891 the first two miles north of Bentonville were covered by 75 teams and 125 hands working. The Springdale News described the grade as beginning with a 700' fill, 19' high at the highest point, then a 16' deep cut near Crystal Spring that was 600' long. This joined the tall trestle, 23' high, over Crystal Spring Run. On the other side was some bluff work (blasting) for 1,000 feet, then a 300' fill 9' high, followed by a 1,200' fill from 2' to 8' high. By the end of August, 6 miles were graded and ready for ties and rails.

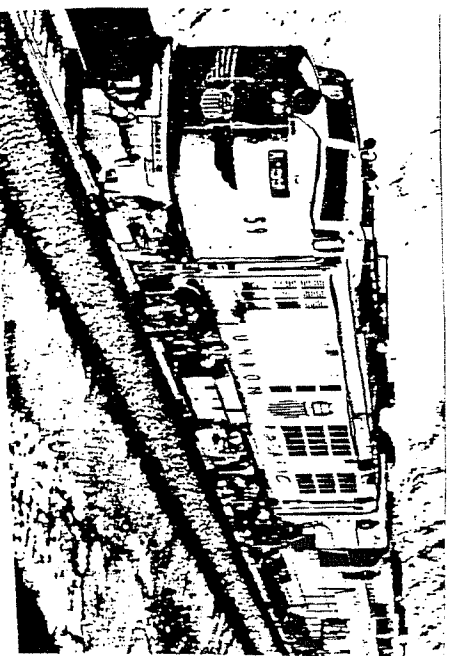
Sometime in September the work came to a halt at the state line. The opinion prevailed that the railroad men were not

TURBINE LOCOMOTIVES OF AMERICA

by
Donald G. Campbell

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KANSAS CITY CHAPTER, NRHS
7902 E. 113 Terrace
Kansas City, MO 64134



stopped at the Missouri line on account of the failure to secure right-of-way, but instead had been "bought off." The Bentonville Democrat of Oct. 2, 1891 reported, "work on the railroad is still at a standstill on account of the Missouri right-of-way. We understand that the work will resume just as soon as the people of Pineville get their right-of-way in shape."

During October of 1891 construction engineer Long, went over part of the route north from Springdale, and stated that it would not cost half as much per-mile to build, as the Bentonville Missouri section. Work was always expected to resume shortly, but the weeks went by. On Nov. 13, the Springdale News stated that the right-of-way in Mc Donald County, Missouri had been about secured, then on Dec. 11 it mournfully declared, "Nothing is being done in regard to railroad matters."

On New Years day 1892 Mr. Schneider, the railroad contractor, was ready to begin operations as soon as possible, and the Springdale News urged, "All parties should renew their notes as soon as possible, and see how soon Bentonville will get her railroad." But by mid-April the plan had apparently changed and the new goal was Sulphur Springs. Bentonville again subscribed \$50,000.00, this time for the Bentonville and Sulphur Springs Railway, capital stock \$375,000.00. Length, 25 miles; directors included R. E. Schneider.

In May the people began to tire of this game, as the Bentonville Sun chastised, "It is our candid opinion that we will not get the railroad, simply from the fact that so many of our citizens who subscribed before are not willing to subscribe to the subsidy funds now." Their opinion proved right. Yet even in July the Springdale News was still expecting the Kansas City Springdale and Clarksville R.R. "To be completed to this point at no distant day."

Proof that the local railroad dreams died hard is found in June, 1894 when yet another company, The Arkansas Northwestern Railway, was incorporated to build a line from Bentonville to the Missouri state line, northwesterly about 29 miles. Capital stock \$300,000.00. They probably intended to use the old KCB&SE grade.

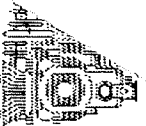
For a 100 year old right-of-way that was never used, much of the Kansas City, Bentonville and Southeastern is easily seen today. Readily seen in winter, a portion of the "Bluff work," is visible up the hill on the right as one drives north along Slaughter Pen Rd from the yellow bridge near Crystal Spring and on past the sewage treatment plant. A not so readily seen portion is now occupied by a corral, kennel and the driveway that runs right in front of Sam Walton's house!

(Up Slaughter Pen Rd past the Sewage Plant, one of our more desirable rides hmmm?? ED)



By American car bu,
in St. Louis in Oct.
1926. Streetcars
in Ft. Smith made
their last runs on
Nov. 15, 1933. Thus
car 224 saw only 7
years service.
Today it looks brand
new, great job by
those volunteers in
"The Fort."

The Museum has more track and will extend the trolley ride as time and finances permit, also as volunteer labor permits. Give 'em a shot.



August, 1991

ADAPT Chapter NEWS



Sunday Monday Tuesday Wednesday Thursday Friday Saturday

TRIVIA CORNER The 'Lion' on 0-4-0 built by Foster & Rastriek of Stourbridge, England, was the first loco-motive intended for commercial use in America. It was twice as heavy as ordered and when no one else would run it, Master Mechanic Horatio Allen took it several miles over the OtisCC 4'3" tramway. It was then returned & eventually broken up. The Smithsonian has a full-size replica.

4	Otira Tunnel opened (1923). 5 mi, 584 yd. in Southern Alps of New Zealand.	5	12 A band of hostile Indians killed 5 U.P.R.R. employees at Plum Creek, NB (1887).	6	13	7	James Gang robbed C&A R.R. of \$1500 at Glendale, MO (1881).	8	1 First run of Jersey City & Albany R.R. (1879). Jersey City to Toppan. Later NYC.	2	9 First and only run of Stour-bridge Lion on Delaware & Hudson Canal Co. tracks (1829).	3	10	NAT'L. NRHS MEETING	
11	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
NAT'L. NRHS MEETING		25 Lehigh Valley wreck at Rochester NY (1911). Broken rail. 28 dead.		27 Pres. Truman ordered US Army to seize railroads to prevent general strike (1950)		22 First OtisCC R.R. train into Fayetteville. (1901).		24 Daniel Gooch born, Bed-lington, England (1816). Locomotive builder.		27 Pres. Truman ordered US Army to seize railroads to prevent general strike (1950)		29		31	

ABMT Bulletin Board

Next Meeting AUG. 15, 1991

Speaker CHARLES COON

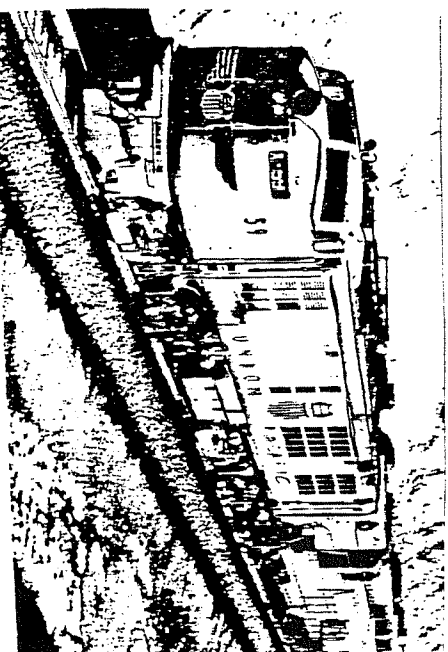
Topic "You Tell Me!" (where these slides were taken - R.R. course)

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Illinois company wins Santa Fe bid

It will operate rail lines in Kansas.

The Associated Press

WICHITA — A Chicago-area company has won the bid to operate about 800 miles of Santa Fe Railway track in Kansas.

A group of Kansas shippers, mainly grain elevator operators, was the runner-up in the bidding, said Kris Rabe, spokesman for Santa Fe.

American Railway Corp., based in Lake Bluff, Ill., won the bid and hopes to complete the deal by Sept. 1, said Bruce Borland, chairman of the board. He said the company planned to provide service to

all points now served by the Santa Fe.

The new railroad probably will have its headquarters in McPherson, Kan., but that decision could change, Borland said. The railroad will employ about 50 people.

Santa Fe has scheduled a meeting in Hutchinson on Friday with American Railway and representatives of the Kansas shippers.

The grain shippers submitted their bid shortly after Santa Fe put much of the 800 miles of Kansas track on its list for possible abandonment last year. They wanted to make sure all the lines kept operating and that they would not lose leases to railroad property on which their elevators sit.

OKC TRAIN SHOW REPORT

The OKC Train Show is well under way towards our December 7th and 8th Show Date. The State Fair Board has locked in on the dates and the Made In Oklahoma Building for us, motels have already made bids to host our dealers, Insurance for the show is locked in, and our Dealers have been contacted to make their reservations for space at the show. Unbelievably, 63 of our 120 total booths have already been reserved! We're well on our way to another successful show.

There is a need however, the Show Committee is in need of some help. If you would like to volunteer to help in this club project, contact Ed Birch, Jr., at 842-4846.

From "THE DISPATCHER" Cent. Okla Railfans Clu

From the Kansas City Star via Jeff Lewis

THOUGHT FOR THE DAY FROM YE ED SUFFERING FROM THE HEAT:

Our English language and our American adaptation, or should I say in distortion of it, has many incongruities, as follows: There is no egg in eggplant, no ham in a hamburger, neither pine nor apple in pineapple, English muffins aren't English, French fries are not French, sweet meats are candy while sweetbreads are not sweet and ARE meat.

Finally, a writer writes but a finger does not fing, grocers don't groc, humdingers don't hum and hammers don't ham, and if one is a goose and two are geese, brings up the age old debate about a single caboose or two cabesees. It has been a long hot month, hope August is cooler. ED

Membership in the ARKANSAS-BOSTON MOUNTAINS Chapter of the National Railway Historical Society is easy. Meetings...3rd Thursday each month, except December, annual dinner meeting. Place...Shiloh Museum's 'General Store' bldg, Springdale, AR. Time...7:30 p.m. Visitors welcome.

Dues of ARKANSAS-BOSTON MOUNTAINS Chapter #158 (ABMT) of the NATIONAL RAILWAY HISTORICAL SOCIETY (NRHS) consist of two parts: a)ABMT and b)NRHS.

Dues year. . Jan 1st thru Dec. 31st. Half-year payment June 1st thru Sept. 1st. Dues Are:

Regular Membership: ABMT & NRHS...\$24.00...1/2 yr....\$12.00

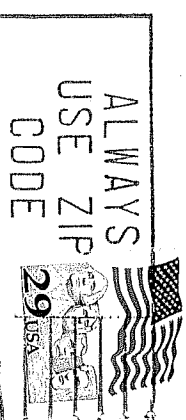
Family Membership: ABMT & NRHS....\$26.00...1/2 yr....\$14.00

Members of other National Chapters becoming members pay only the chapter dues, \$12.00, half year,\$6.00. Include membership number & Chapter paying your National dues.

Payment to: Arkansas Boston Mtns. Chapter NRHS, or ABMT of NRHS During membership you receive ABMT's newsletter, "THE SCRAMBLER," and NRHS' NATIONAL BULLETIN. For more information, call:Ray Toler, Pres. 751-7810 Springdale, or Bob Oswald, National Director, 521-9714. Fayetteville.

Send name, address and phone number to:

ARKANSAS BOSTON MOUNTAINS Chapter
National Railway Historical Society
P. O. Box 1303
Springdale, AR 72764



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