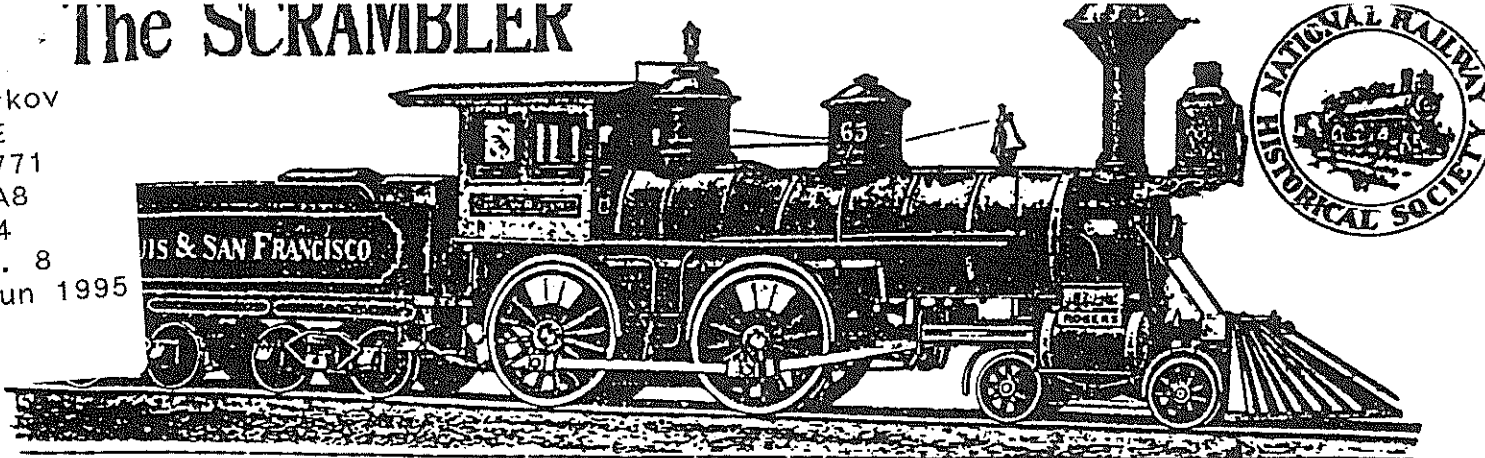


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ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 8 NUMBER 10
JUNE 1995

MINUTES OF MEETING MAY 18, 1995

The CHAPTER met for its regular meeting on May 18, 1995 at the Shiloh Museum General Store. The meeting was called to order at 7:00 P.M. by President George Alison. There were no guests present.

Bob Oswald had nothing to report on the National scene.

Bob announced the Union Pacific #3985 running from Little Rock to Monroe.

Bob gave a brief rundown on the White River Railway Excursion.

Bob donate a book on the Dardenelle and Russelville Railroad to the CHAPTER.

Bill Ussery gave the Treasurer's report. A copy of the report is on file.

Tom Duggan announced he would have a program on the Boston and Maine. He asked for program volunteers.

Tom Scott gave an update on Bob Winn's situation.

Ray took in volunteers for the gift shop.

Bob Oswald gave a program on the Railroads during WWII.

MY FIRST RAILROAD JOB

By P. B. Wooldridge *Cotton Belt Star*

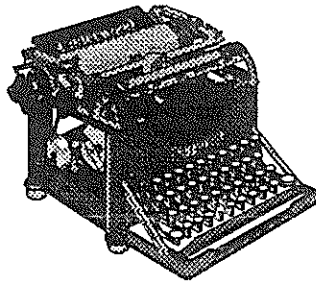
In high spirits, on May 15, 1937, having passed the Rules and Regulations examination at Pine Bluff Shops, I entrained on No. 5 and rode out of Pine Bluff, Arkansas on my first pass, having hired out as a Telegrapher. The pass which I hold today was originally green, but somewhere between Pine Bluff and Camden it fell into a spittoon, and today is half brown from tobacco juice.

Several days later I was sent to my first railroad job, third trick at Bearden, Arkansas. I'd waited two years for a railroad job, but I had a morbid fear of that first night on duty. There's all the difference in the world, loafing around a depot, learning all you can be looking over the operator's shoulder, and sitting in the hot-seat yourself, with a train approaching at 65 MPH, and the Dispatcher saying: "Copy 5 North, and don't stop him!"

But I was very lucky. My angel came in the form of the third trick operator, Homer Ingram, who took off three days and gave me my first opportunity. He stayed with me that first night, looking over MY shoulder, for eight long hours. Without him I might not have lasted for 44 years, and at the time he was a perfect stranger.

Bearden is on a long straight-away and was a race track for these steam locomotives. Southbound they were dropping off Little Bay Hill and Northbound they were making a run for it. I dreaded the possibility of missing a train order hoop on these 65-70 MPH freights, but Ingram came to my rescue. I'd stand at the usual location to deliver orders, and Ingram would be about 20 yards away, ready with another hoop in case I missed. That wasn't necessary, but it was very reassuring to a beginner.

The years dim my memory, but I do recall delivering orders to a fast northbound freight shortly after dawn that morning. I'd braced myself to hand-up, with the train about a half mile out, when who should come strolling nonchalantly down the station platform but a Rhode Island Red Rooster with his harem of three hens, unmindful of their danger. I shooed them off the platform just in time.



Back then the most important unwritten rule was: STAY OUT OF THE TYPEWRITER. The typewriter was located in the Superintendent's office at Pine Bluff Shops, and was kept busy by all the infractions that occurred daily. Ingram had just received a letter from the

Superintendent's office because of the following:

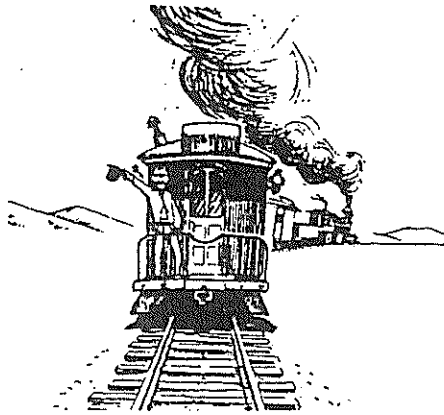
In an effort to get Engineers to reduce speed while picking up train orders, Ingram would hide behind the depot until the Engineers would reduce speed, then he'd emerge from hiding, dashing out with orders ready to deliver. One northbound fast freight stopped and took water as a result, and Ingram was instructed to do otherwise.

With Ingram's help I did well that first night, and at the end felt like a veteran. During the night the Dispatcher, W. W. Cook, made a statement to another operator which I overheard: "That new kid at Bearden is a pistol." He never knew, of course, that I had an assistant.

I could understand Ingram's reluctance to deliver orders to fast freights. It was no fun standing less than three feet from a train moving 65-70 MPH while handing-up orders clipped to a cane hoop, to both engine and caboose.



THE PRESIDENT'S OBSERVATION



It was good to see Dick Keegan and Martin Post back in attendance. A thanks to Martin for our membership roster and name tags.

I appreciated Bob's words on the White River Railway which he is helping with. It sounds as if things are going well. Also Bob's donation of a book "The Dardanelle and Russellville Railroad" to the Chapter.

Tom Scott was admirable in explaining Bob Winn's delicate situation and last I heard from Bill Ussery he is doing well and building up a new head of steam, very glad to hear that.

Ray still needs volunteers for the gift shop. Please take a day if you are at all able. He's done a magnificent job coordinating the scheduling.

Bob had a good program on railroads during WWII. The U.S. Railway Administration was a new one on me.

Tom Duggan will have the June program with a video on the Boston and Maine.

Hope you can make it to the meeting.

Your President George Alison

P.S. If all goes well I'll be on a trip to California and my first Amtrak ride if not my last during the meeting.

MINUTES OF MEETING

APRIL 20, 1995

The "CHAPTER" met for its regular monthly meeting on April 20, 1995 at the Shiloh Museum's "Old General Store", the meeting was called to order at 7:00 P.M. by President George Alison. There were no guests present.

The minutes of the previous meeting were as published in the "Scrambler" were corrected and approved as corrected.

In the report from officers, Ray Toler read the report on the Board of Directors Meeting for National Director Bob Oswald.

Vice-President Tom Duggan announced that the May program will be by Bob Oswald on the railroads during WWII and Tom will have a video of the Boston & Maine.

Tom Scott told of a recent visit with Bob Winn.

Ray also read the treasurer report for Bill Ussery. A copy of the treasurer's report is on file with the secretary's records.

Ray signed up workers for the gift shop for the rest of the month and announced a "Tired Iron" meeting at Gentry April 22-23.

George read a letter from Bob Winn thanking the chapter for the birthday card.

Eugene Schmit told about a Rails Unlimited tape that he has available, copies are available for \$5.00 each. We have permission to copy the tape from the Company.

The program was presented by Tom Scott on trains and trolleys from a recent trip to Europe and Asia.

WOLF HOUSE CABOOSE - (Norfolk) - The old Missouri Pacific caboose at Norfolk will be moved to Eureka Springs and put into operational use on the Eureka Springs and North Arkansas tourist railroad. The caboose was said to not be in harmony with the other structures at the Wolf House site. It was donated to Norfolk by the railroad in 1989. The Wolf House is the most historic building in Baxter County. (*The Baxter Bulletin*, April 7, 1995 via Don Buswell) **ARKANSAS RAILROADER**

Borderland Digest

Station Donation

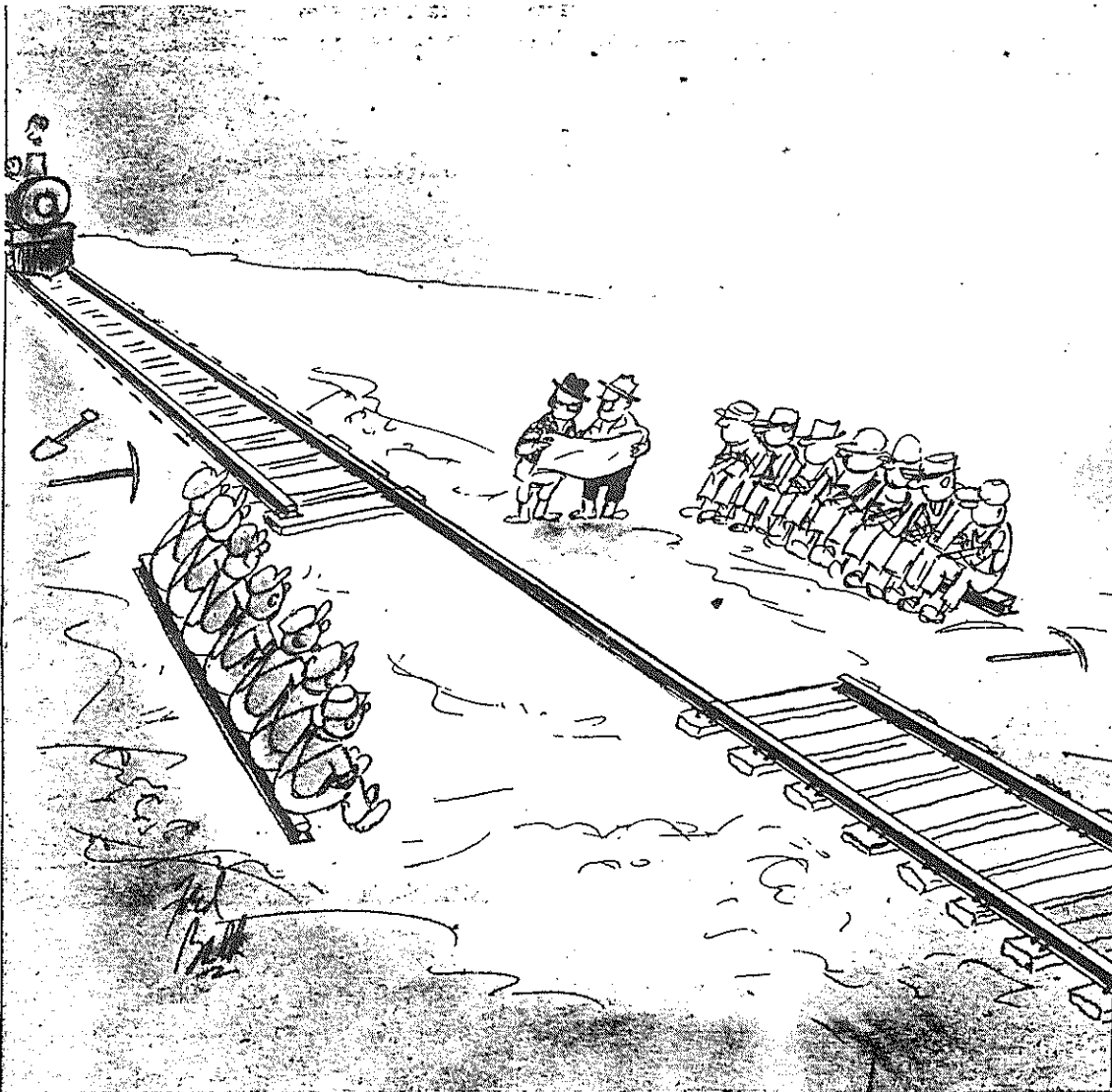
The Associated Press

■ KANSAS CITY, Mo. — The Hall family of Kansas City has announced a donation of \$20 million to the Union Station restoration effort, about one-sixth of the money needed for the project.

The Hall Family Foundation will contribute \$15 million to the Union Station project, and the Hallmark Corporate Foundation is committing \$5 million. Both gifts, announced Wednesday, will go toward construction of Science City, a hands-on science museum, at the station.

"This building, I think, is an enormous symbol to Kansas City, and in these walls is most of Kansas City history," said Bill Hall, president of the foundations. "And then there's no question that the science museum has enormous educational potential for Kansas City."

Last fall the Ewing Marion Kauffman Foundation donated \$25 million for science exhibits at the station. The announcement Wednesday means that the Union Station project has secured \$45 million from just two major philanthropic families: the Halls and the Kauffmans.



Railroad trivia

ANSWERS NEXT PAGE

Great Plains Dispatcher, Wichita Chapter

Do you know:

1. How many railroad ties in a mile of track?

- A) 1,500 B) 2,500 C) 3,250 D) 4,175

2. How many railroad spikes in a mile of track?

- A) 11,000 B) 17,500 C) 22,500 D) 26,000

3. What is the distance between two rails?

- A) 36.5" B) 48.5" C) 56.5" D) 62.5"

4. How high are mainline rails?

- A) 5" B) 7" C) 9" D) 12"

5. How heavy is a 3-foot section of mainline rail?

- A) 75 lbs B) 110 lbs C) 132 lbs D) 147 lbs

6. How much does one railroad tie cost?

- A) \$10.50 B) \$15.30 C) \$18.75 D) \$20.40

7. How long is one average railroad tie?

- A) 5.5' B) 8.5' C) 10.5' D) 12.5'

8. How much does one railroad spike cost?

- A) 9 cents B) 16 cents C) 20 cents D) 25 cents

9. How long is one length of rail?

- A) 25' B) 39' C) 52' D) 75' —

Burlington Northern is working on increasing the track capacity on its major coal line through Central Nebraska. Currently around 50 trains a day traverse the line; it will increase to 54 this year, and to around 66-68 trains a day in the year 2,000. Currently the trackage is partly single track line, partially double, alternating from one to the other about every ten miles. In 1996 double track will be added from Broken Bow northwest to Merna, and similar work is going on elsewhere with the hope of the Ravenna to Alliance line being entirely double tracked by 2000.

SPARKS

Some communities are concerned about grade crossing safety due to increased traffic, and are trying to plan overpasses. Problems sometimes arise when a train blocks a crossing for a long time when emergency vehicles must pass. BN has a scheme to handle the problem: emergency vehicles may call an 800 number, and give the loco number; the crew will be reached by radio and the train broken, with response time of two minutes. Question: if a 100 car coal train is blocking a crossing 82 cars back, how long will it take for a crew member go get back to prepare to break the train? Wonder how this is handled in Kansas on ATSF, UP or SP?

STEEL TIES - (Blytheville) - Nucor-Yamato Steel of Blytheville and Tie & Tracks Systems of Barrington, Illinois has signed an agreement to produce steel railroad ties. Steel ties are said to help prevent gauge widening when used as a 4th or 5th tie along with wooden ties. (Courier News, Blytheville, March 6)

ARKANSAS RAILROADER

St. Louis Steam Train Association

1522's annual spring steam-up on April 15 was a success. One minor leak around a staybolt was repaired, making the boiler good for another year's steaming. The grease cake press acquired by SLSTA at the NS auction in Birmingham has proven a real time saver. It squeezes out perfectly dimensioned grease blocks to be placed under the driving axles of 1522. SLSTA has also begun pressing smaller grease sticks for the alemite guns used to service the running gear. Finally, a CB&Q whistle has been attached to the engine and will tickle the ears of the old-timers in former Burlington country.

Speaking of Burlington country, that is where 1522 will spend the months of May and June. On May 1, the engine will move from the Museum to the BN yard in North St. Louis. There it will pick up the CHOUTEAU CLUB, and depart early May 2

for Brookfield, Missouri. May 3 will find the train in Kansas City, with movie shooting scheduled for May 4 & 5. More on that below. May 6 will find 1522 pulling a train of BN business cars from Lenexa, Kansas, to Kansas City Union Station. On board will be veterans celebrating the 50th anniversary of the end of World War II in Europe. 1522 and equipment will be tied up at the BN yard in North Kansas City for several weeks.

On June 13, 1522 will again raise steam and travel to St. Joseph, Missouri, and on to Lincoln, Nebraska on the 14th of June. 1522 will participate in the annual Haymarket Days celebration in Lincoln the following weekend. Then 1522 and several BN business cars will take a leisurely trip across Iowa, laying over in Red Oak, Creston, Ottumwa, and Burlington before moving on to Galesburg, Illinois for that city's annual Railroad Days event. On Monday, June 26, 1522 will return to St. Louis.

The Gateway Railletter

As noted above, 1522 and some Museum cars will be involved in the filming of an HBO movie about Harry Truman. The Museum's business car BARRETT STATION received a quick but intense overhaul, was made roadworthy, and is already in Kansas City. The former CB&O commuter car is receiving similar treatment and is scheduled to move to Kansas City on April 28.

Museum director, Wayne Schmidt, was contacted last year by the movie production company seeking vintage railway equipment for use in their filming. Following the usual frustration of negotiating prices, movement, insurance, etc., the deal came together only in recent weeks.

The response among museum employees and volunteers has been overwhelming. Many people from all the various volunteer groups at the Museum have provided many hours of labor to make these cars ready for movie shooting. SLSTA volunteers have provided lots of help, tools, and equipment to try to make the event happen under severe time constraints. This has been a win-win situation for the SLSTA, the Museum, and all concerned.

MUSINGS

Union Pacific will be a strong contender for interchange traffic between the U.S. and Mexico. Mexican law was recently changed to permit foreign capital to invest in Mexican industries. February 9, U.P. and the largest Latin-American construction company, formed a partnership to invest in railroad infrastructure & transportation in Mexico. Their aim is to supply resources, management, expertise & technology to the National Railways of Mexico.

U.P. is very interested in purchasing FNM or at least part of it. When U.P. still had the "hot-line" to Lorado, Texas, that gateway usually had a 4-day delay on cars crossing the border with 5 trains held enroute to Lorado. From my notes of November 14, the 4 million dollar Port Lorado Complex (12 miles north of Lorado) was placed in service to classify northbound trains from Mexico. December 13, showed cleared traffic was the lowest it had been in 4 months. There was only a 2-day delay, 511 cars were delivered to FNM, 170 cars were received & 45 U.P. locomotives were operating in Mexico. More than 17,000 cars were interchanged between the FNM & the Union Pacific at Lorado in November. The Brownsville, TX. gateway sent 85 cars across the border & 124 cars were returned.

***March 30, Union Pacific reached an agreement with BN/SF that grants trackage rights over the Santa Fe between Superior, NE. & Abilene, KS.. We may see Wyoming coal pass through here sooner than expected.

Robert Chester

- | | |
|------|---------|
| 1) C | 6) B |
| 2) D | 7) B |
| 3) C | 8) D |
| 4) B | 9) B |
| 5) C | ANSWERS |

How would you like to take a 1-day vacation trip to Hugo, OK. Saturday, July 1st? Why? To ride the Hugo Heritage Railroad which is a project of the Choctaw County Historical Society. We would also look at the *Kiamichi Railroad* shops, and look at the restored former 1915 Frisco depot which is the largest left on Frisco's southwest lines. It also has a museum and a working Harvey House restaurant.

We will ride in the two colorful, 1940 built, former N & W coaches you saw on the *Cherokee Strip Centennial Express*, Tulsa/Enid/Tulsa. Coach #1001 is named, "*Kiamichi County*" & car #1002 is named "*Circus City U.S.A.*"

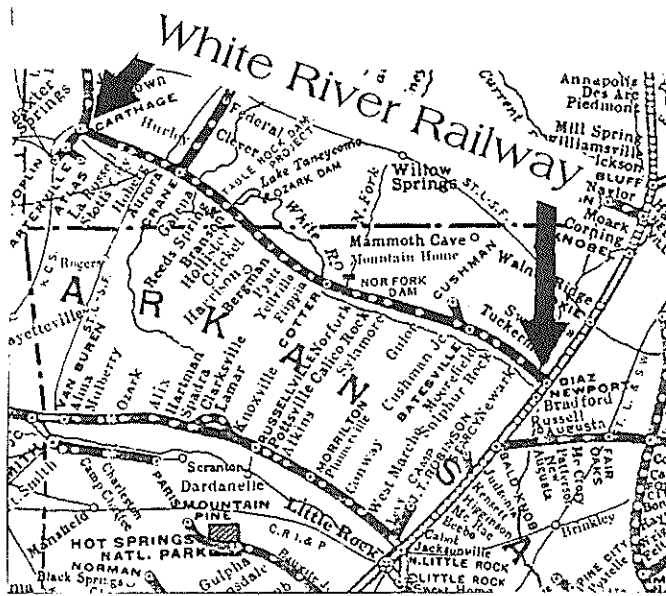
Cost is \$40.00 dollars per person which includes bus fair & our train ticket. We need to be at the Myriad Gardens ready to leave by 0730 and we should return by 2100. You are not required to be a C.O.R.C. member to participate. Questions? 234-3302.

MAKING TRACKS

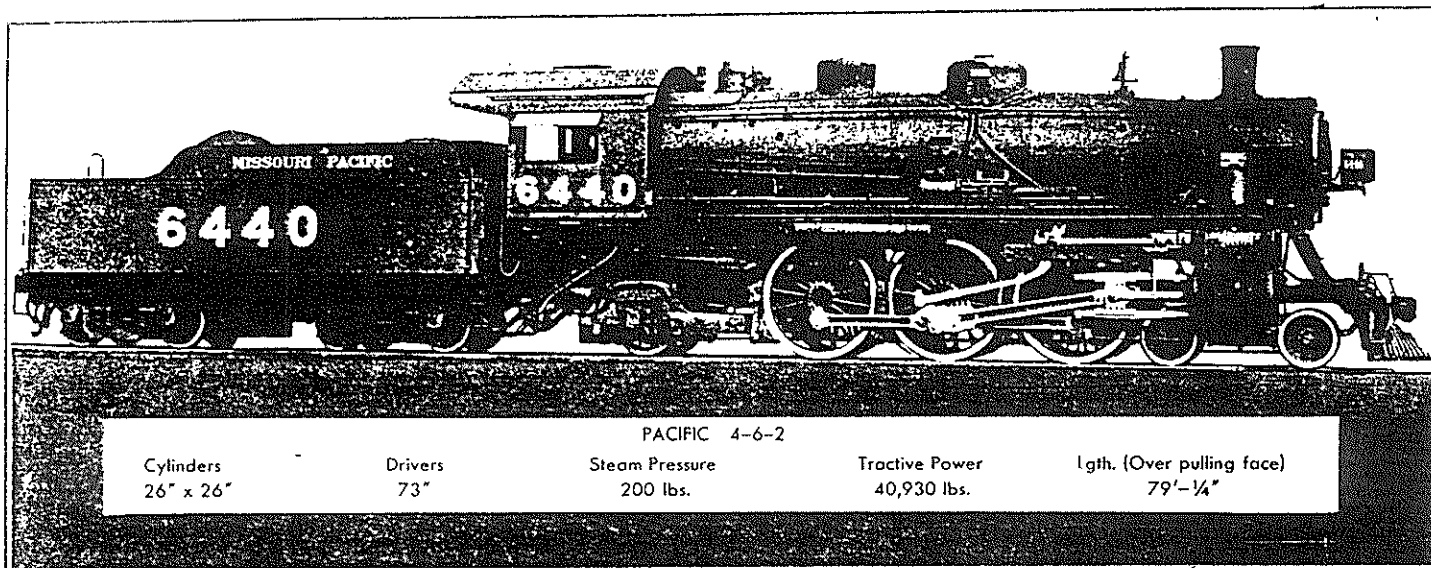
THE WHITE RIVER RAILWAY

By 1901 a branch of the St. Louis, Iron Mountain & Southern extended from Batesville, Arkansas, to a connection with their main line at Diaz (near Newport). The Iron Mountain and its affiliate Missouri Pacific were both controlled by Geroge Gould (son of the late Jay), the latter line having built a branch southward from Kansas City to Carthage and Joplin, Missouri. Thus the management felt it desirable to connect Batesville with Carthage with a standard gauge railroad more or less following the valley of the White River. The White River Railway was organized and incorporated on February 8, 1901 and the first spike driven on January 21, 1902 at Batesville. All WRR capital stock was held by StLIM&S. It was not until January 4, 1904, that track laying began at Carthage and finally on December 29, 1905, the last spike was unceremoniously driven at a remote location south of the Cricket Tunnel. All during construction and for many years following the road was plagued by rock slides and roof falls in the five tunnels (Cricket Tunnel was the worst). The fickle White River had a habit of regularly inundating parts of the line, including several feet of water in the Cotter roundhouse.

The Iron Mountain and the MoP were consolidated into a single corporation on June 1, 1917, formalizing an arrangement that had existed for years. Then in December, 1982, the Missouri Pacific fell into the Union Pacific's bag and ceased to exist. The White River line was found to be unsuitable for the UP's long coal unit trains, so it was downgraded to local service only. At last in December, 1993, the line from Pleasant Hill, MO, to Carthage to Diaz was part-sold, part-leased to the Missouri & Northern Arkansas Railroad (not to be confused with the late, lamented Missouri & North Arkansas) which included trackage rights into Kansas City and Newport.



[Ref: The White River Line, Walter M. Adams, 1991]



6400 series Pacifics pulled the varnish over the White River Line until replaced by GP-7s in August, 1950.

THE WHITE RIVER RAILWAY (redux)

The White River Railway has been resurrected (sort of) in a new excursion service between Flippin and Calico Rock, AR, on M&NA rails, the original WRR alignment. WRR offers two round trips daily beginning at Flippin, with flag stops at Cotter, Buffalo City, and Norfolk, in air conditioned cars running on 132 pound welded rail. The 1995 season is expected to last into early December.



* Check it out: "Freight Trains Are Back and They're on a Roll" Smithsonian Magazine, June 1995. Good stuff!

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BRANSON RAILWAY / Antique railcars await the traveler

Scenic views just a beginning

By AMANDA FINCHER

Times Staff Writer

Looking for some natural, scenic beauty while riding aboard an old-fashioned mode of transportation? Take a ride on Branson Scenic Railway and mainline through the Ozarks.

Branson Scenic Railway, located at 206 E. Main St. in Branson, Mo., allows Branson visitors to experience and remember the romantic era of train travel, according to Paul R. Lasky, general manager. As the train chugs to the conductor's desired speed, one can settle back for a picturesque ride, he said. "It's a very beautiful, relaxing ride through the remote country side through tunnels and over trestles."

Lasky expects over 100,000 passengers for the railway's third operating season. The train features historic railcars from the 1940s and 50s, including The Super Chief, New England States Limited, The Eagle, and Kansas City Zephyr.

The Super Chief, often called the "Train of Stars," because of its history of carrying movie stars such as Clark Gable and Rita Hayworth, was known for making the trip from Los Angeles to Chicago in just 39 hours, Lasky said. The railcar's turquoise

room offers passengers the elegance of a private dining room with a starlit sky effect once lights are dimmed.

The New England States Limited, a first-class car decades ago, serves as an observation car. It holds 42

It's a great way to remember a mode of travel no longer very prominent.

- Paul Lasky, general manager, Branson Scenic Railway

seats, a bar with seven stools, six booths and large windows. The Eagle used to travel across Texas and the Pacific, Lasky said, and holds 60 seats with extra large windows along with very nice reclining seats.

Finally, Lasky uses the Kansas City Zephyr as a buffet coach to serve passengers light concessions. A small gift shop attracts customers inside this car as well, he said.

Almost 90 percent of the train

ride is in Arkansas, Lasky said. Two miles from Branson, passengers can see a little English village called Hollister followed by views of natural scenery for the rest of the trip. As hills sit in the distance, the train crosses Lake Taneycomo, which Lasky said serves as paradise for many trout fishermen because of its cold temperatures.

Soon after the train makes its climb onto level tracks, Lasky said it veers toward two tunnels that immigrants chiseled out of the side of the mountain in the early 1900s. Afterward comes a 120-foot trestle in Self and a brief stop before venturing back in the opposite direction.

Lasky said adults exit the train with exclamations of awe over what they've seen during their ride. And he also enjoys catching the expressions of the children as they see the ample space and the old equipment inside the train.

"It's a great way to remember a mode of travel no longer very prominent," Lasky said.

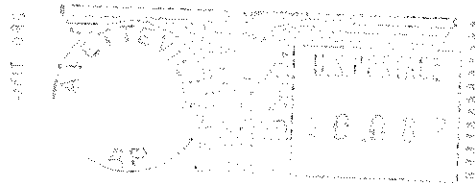
For tickets or more information about the Branson Scenic Railway, call 1-800-2-TRAIN-2, or visit the depot from 7:30 a.m. to 4:30 p.m. Monday through Saturday and from 8 a.m. to 2 p.m. Sunday.

Meetings...ARKANSAS BOSTON MOUNTAINS Chapter #158 (ARMT)...3rd Thursday each month...except December, annual dinner meeting. Place...Shiloh Museum's "General Store" building, Springdale, AR. Time 7:00 p.m. Visitors are welcome at all meetings

Dues of ARKANSAS BOSTON MOUNTAINS Chapter #158 (ARMT) of the National Railway Historical Society (NRHS) consists of two parts: a) ARMT plus b) NRHS Total annual dues \$26.00, family membership \$28.00.

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