

# The Scrambler

Volume 13, Number 2

October 1999

Arkansas-Boston Mountains Chapter, National Railway Historical Society

Opinions expressed in the *Scrambler* are those of the Editor and contributors. They do not represent the official view of the Arkansas-Boston Mountains Chapter, its members, officers or directors or the National Railway Historical Society, Inc. unless otherwise stated.

## MINUTES OF MEETING

Chapter Secretary Ron Allen will read the September minutes at the October 21 meeting. The Editor may have misplaced Ron's minutes as they were sent out some two weeks ago.

PORT  
ARTHUR  
ROUTE

The Route to  
SULPHUR  
SPRINGS

"It's hard to get good soldiers out of rented homes."

## IF YOU DON'T OWN A HOME LET US HELP YOU FIND ONE

Many renters in the NORTH are paying more money each year for fuel and winter stock feed than it takes to buy a rich and productive little farm where the water, the climate, and the general health conditions of the country are ideal. No long, cold winters; no extreme heat in summer; no swamps; no malaria and no mosquitoes.

### FRUIT, TRUCK AND POULTRY FARMS

Along the Kansas City Southern Railway in Southwest Missouri and Western Arkansas there are many idle acres of the most fertile and productive land in the United States. It is being divided into 5, 10, and 20 acre, or larger, farms and sold on easy payments. It is exceptionally well adapted to fruit, truck and poultry raising. Strawberries, apples and poultry are the big money makers, and many men who have located on these lands have made as high as \$450 per acre. You can do the same. The money you are paying for rent will buy you a home.

You can buy these lands at from \$20 to \$25 per acre and on easy terms. Write us for more detailed information and your letter will receive careful attention.

Write me to-day.

S. G. WARNER,  
GENERAL PASSENGER AGENT,  
KANSAS CITY SOUTHERN RAILWAY,  
THAYER BUILDING,  
KANSAS CITY, MISSOURI.

The Route to  
SULPHUR  
SPRINGS

C. E. Wells, Local Agent,  
Sulphur Springs, Ark.

PORT  
ARTHUR  
ROUTE

The above advertisement from the *Sulphur Springs Record* of May 18, 1911 shows the important role the Kansas City Southern Railway placed in the development of western Benton County. The KCS also financed three of the hotels in Sulphur Springs and constructed a lavish depot that cost more than \$14,000 in 1910. C.E. Wells, the KCS Agent in Sulphur Springs, also served as mayor of Sulphur Springs.

## AMTRAK

AMTRAK BUSES TO DALLAS HOTELS FOR OU-TEXAS GAME.  
BOTH TRAIN AND BUS RESERVATIONS REQUIRED

By Stephen J. Levine <sjl@prodigy.net>  
Via Friends of Amtrak

Passengers wishing to take the train to the OU-Texas Game will be able to use inexpensive Amtrak Bus service from the Fort Worth Station to hotels in Dallas.

According to John Dougherty of the Okla. Dept. of Transportation Rail Programs office, an extra car will be added to the Heartland Flyer on Fri, Sat and Sun, October 8,9, and 10. Four connecting busses will meet the train on Friday at Fort Worth and take passengers to hotels and Dallas Union Station. On Sunday, these busses will return passengers to Fort Worth to catch The Flyer home.

Dougherty said that passengers wishing to go to the OU-Texas game by train will need to call Amtrak at 1-800-USA-RAIL and make reservations for both the train and the bus. The round trip bus fare is an additional \$12.00. Travel agents can also make reservations.

According to Amtrak's reservation line, the busses will leave Fort Worth Amtrak Station Friday at 1:30PM (subject to Flyer's arrival), and arrive Dallas at 2:30PM. In Dallas, they will stop at Union Station and the following hotels:

Hyatt Regency  
Adams Mark  
Adolphus  
Fairmont

Anatole  
Renaissance  
Sheraton

The return busses on Sunday will leave Dallas at 3:00PM, arriving at Fort Worth Station at 4:00PM, leaving passengers plenty of time to connect with the Heartland Flyer.

(Editor's note- This is an interesting comment on the efforts Amtrak is making to promote the *Heartland Flyer*. Unfortunately for OU fans the train ride home was a sad one as OU lost to the Texas Longhorns after being in command for most of the hard-fought Red River shootout at the Cotton Bowl.

In September 1999 the New York Giants took Amtrak for a game in Baltimore, MD. Most of the players thought it was a unique experience except for a player who had been with the Duesseldorf Fire football team. He said that the train was often used to move professional teams in Europe. The train trip to Baltimore was the first one in some 30 years for the team.)

### NEW AMTRAK SERVICE IN KANSAS ?

(From Texas Association of Rail Passengers via Friends of Amtrak)

A nine-member task force of legislators and laymen on Wednesday opened its study of rail passenger service needs in Kansas, including the possibility of entering into compacts with other states to establish regional rail passenger routes.

The panel received copies of a study conducted for Amtrak and the state of Oklahoma showing that a route from Kansas City through Topeka, Newton, Wichita and Oklahoma City to Fort Worth, Texas, would

have an estimated 158,000 riders annually and produce an estimated \$5.7 million in revenue a year.

The Kansas City-Fort Worth route through northeast and south central Kansas would cover 603 miles and require about 9 hours to travel.

Rep. Ed McKechnie, D-Pittsburg, who was elected chairman of the task force, said there presently is a rail passenger study being conducted for the Kansas Department of Transportation that would look at three rail corridors in the state.

He said he hoped the KDOT study would examine the Kansas City-south central Kansas corridor, a corridor down the eastern border of the state from Kansas City to Tulsa, Okla., and a corridor that generally would follow the Interstate 70 corridor from Kansas City to Denver.

However, KDOT spokesman Marty Matthews said the department's study is focusing on the north-south corridor along the state's east side from Kansas City to Tulsa, with a less exhaustive study of an east-west route along I-70 from Kansas City to Denver.

McKechnie, who sponsored a resolution last legislative session that created the task force, said he wants the panel to travel to Chicago to meet with rail officials about the Illinois First rail passenger service program.

# Railroads of Benton County, Arkansas

## Timeline

- 1860 First Railroad Convention held at Fayetteville to discuss projected line through Benton and Washington counties from Missouri.
- 1881 St. Louis & San Francisco Railroad (Frisco) begins construction of line from Monett, MO through Benton and Washington counties en route to Fort Smith and Paris, TX. First Railway Post Office service is established in Northwest Arkansas.
- 1883 The 5.25 mile Bentonville Railroad is built by Bentonville businessmen to link county seat of Bentonville to the Frisco mainline at Rogers.
- 1889 Kansas City, Fort Smith & Southern builds from Joplin Mo., and establishes terminal at Sulphur Springs.
- 1893 Kansas City, Pittsburg & Gulf Railroad connects Sulphur Springs to Siloam Springs en route to Port Arthur, TX after taking over Kansas City, Fort Smith & Southern.
- 1898 Arkansas & Oklahoma Railroad takes over Bentonville Railroad and builds 47-mile line to Grove, IT by early 1900.
- 1900 Frisco buys Arkansas & Oklahoma and operates it as the Bentonville Branch
- 1902 Coin Harvey's 4.11 mile Monte Ne Railway begins operations between Lowell and Monte Ne resort colony.
- 1906 Rogers Southwestern Railroad built from Rogers to Springtown.
- 1907 Arkansas, Oklahoma & Western RR created to build from Springtown. It opens Rogers-Siloam Springs service in January 1908.
- 1911 Kansas City & Memphis Railway (KCM), merges Arkansas, Oklahoma & Western and Monte Ne Railway.
- 1912 KCM opens new line from Cave Springs to Fayetteville in 1912. Roscoe Hobbs, Rogers railroad tie merchant, builds steel railroad bridge across White River that permits Monte Ne Railway to tap oak stands an additional five miles to the east.
- 1914 Kansas City & Memphis Railway enters insolvency proceedings.
- 1914 Arkansas Northwest interurban railroad operates distillate-powered McKeen car from Rogers to Bentonville's Park Springs Hotel for two years.

- 1918 Track of Kansas City & Memphis Railway is removed.
- 1927 Frisco discontinues daily Rogers-Grove passenger train on Bentonville Branch.
- 1928 Frisco reduces eastern Benton County passenger service to two trains a day from six a day. The change came about as the Frisco developed a St. Louis-Texas joint service with another railroad that eliminated difficult operating conditions in Northwest Arkansas.
- 1933 Frisco reduces service on Bentonville Branch to thrice-weekly mixed train.  
Bentonville branch Railway Post office service is discontinued.
- 1940 Kansas City Southern introduces *Southern Belle* luxury train from Kansas City to New Orleans that traverses western Benton County.  
Frisco abandons 41 mile Bentonville-Grove segment of Bentonville Branch.
- 1965 Kansas City Southern orders ten new passenger cars for its still strong passenger service. This was the last passenger car order placed by a private American railroad.
- 1965 Frisco passenger and Railway Post Office service ends in eastern Benton County
- 1968 Railway Post Office service ends in western Benton County.
- 1969 Kansas City Southern Railway ends passenger service in western Benton County.
- 1980 Frisco merged into Burlington Northern, Inc.
- 1986 Arkansas & Missouri Railroad is formed to purchase 138 miles of former Frisco lines in Northwest Arkansas from Burlington Northern, Inc.
- 1992 Arkansas & Missouri Railroad starts passenger excursion service that operates occasionally in Benton County.

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## **The Arkansas & Missouri Railroad Company**

On September 26, 1999 the *Morning News of Northwest Arkansas* carried a squib that A & M engine No. 70 was to become a six-axle unit early next year. I found the information somewhat confusing. It turns out that the new six-axle engine is actually one of the ex-CP engines stored for several years next to the ill-fated business car *Manitou*. The former CP 4500, one of 56 3000 HP C-630 engines built in Canada, will receive a fresh coat of A & M tuscan paint. It is slated to enter operational service in January 2000.

The Monroe Street crossing in Lowell was again the site of a car-train accident, the third in the last few weeks at this location. A Gentry woman crossed the track without looking and was struck by a northbound A & M train at about noon on September 24. The woman was cited for failure to yield. Monroe Street is best known as the location of the "seventy-mile an hour trains" reported by a local resident on a Channel 5 interview last month.

## **Fort Smith Trolley Museum**

The Fort Smith Trolley Museum has been selected to receive a \$1,000 matching grant from the Twentieth Century Electric Railway Foundation. The funds will be used to complete the purchase of two Brill 27F trucks with Westinghouse 101A motors from the Branford Electric Railway in Branford, CT. The equipment will permit the Fort Smith Trolley Museum to rebuild Hot Springs Street Railway Car No. 50. This 1904 double truck St. Louis Car Company streetcar is very similar to cars that once operated on the Van Buren and South Fort

The Kuykendall family of Bentonville had a memorable experience at the Frisco Festival in Rogers last month according to the *Benton County Daily Record*. They had never ridden a passenger train and so decided to take a trip to Springdale on the A & M special train. They had planned a one hour trip that turned out to be three hours. Their train was involved in an accident with a semi-trailer on the southbound run. The northbound run then had an accident at the Monroe Street crossing in Lowell. The Kuykendalls praised the engineer as conscientious and courteous throughout the entire ordeal. Some of the passengers appeared to suffer heat stress symptoms that were alleviated when paramedics boarded the train

A recent newspaper article stated that the A & M would be hauling coal from Hartford to Kansas City. Your Editor lived in Connecticut for eighteen years and could not recall any coal production in the Nutmeg State. It appears the new coal business involves metallurgical coal from Hartford, Arkansas. Perhaps the coal drag business is a factor in the decision to activate C-630 No. 70.

Smith lines of the Fort Smith Light & Traction Company until the cessation of operations in 1933.

Your donation will help the Fort Smith Trolley Museum benefit from the matching grant. Donations are deductible for Federal income tax purposes. Donations should be sent to

Fort Smith Trolley Museum  
2121 Wolfe Lane  
Fort Smith, AR 72901

MOVIE OF THE MONTH

TOUGH GUYS

Touchstone 1986 103 minutes

Burt Lancaster, Kirk Douglas, Charles Durning, Alexis Smith, Eli Wallach, Dana Carvey, Darlaine Fluegel

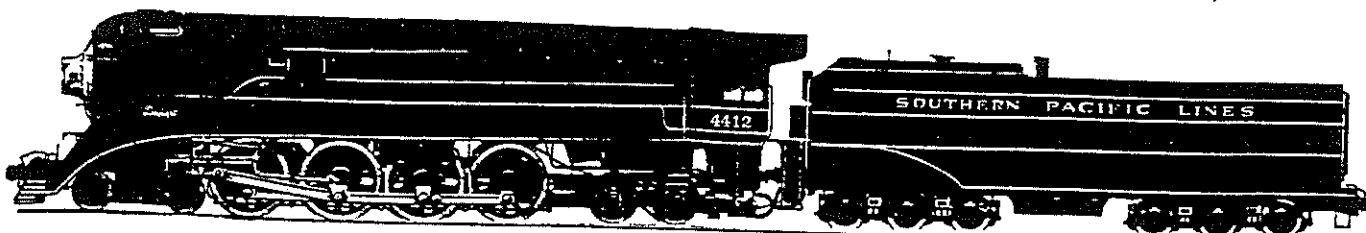
The last attempt to rob a train in the United States occurred on October 11, 1923, when the three D'Autremont brothers stopped Southern Pacific Train No. 13 near Siskiyou, Oregon. The robbery failed but the brothers killed four members of the crew.

Now fast forward to 1986. Two hard cases released from prison after serving 30 years (for train robbing) make an attempt to go straight and "fit in", but finally revert to the only profession they know. So they hijack the "Gold Coast Flyer" on its last run, pulled by--what else?--4-8-4 No. 4449!

Despite the grand implausibility of the premise, the old Lancaster/Douglas magic is there and the movie works. In the final scenes the "Flyer" (aka the "Daylight"--actually an exquisite model) runs off the end of track and plows through the chain link fence marking the border to Mexico. This flick is great fun!

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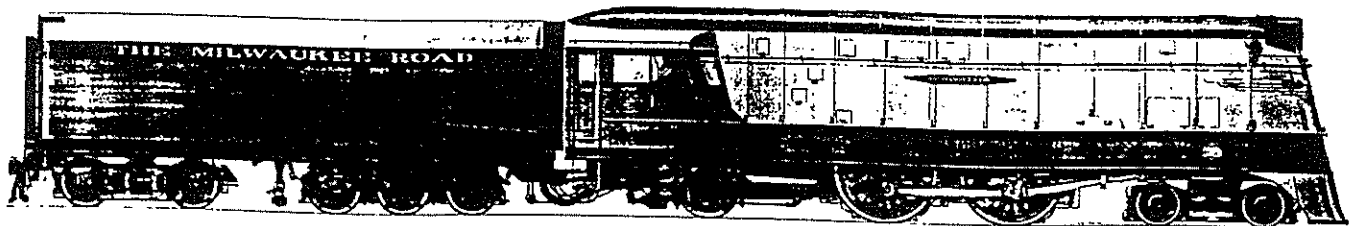
THE SECOND MOST BEAUTIFUL  
Southern Pacific Class GS-4 (actually #4412 is a GS-2)



Cyl: 25½"x32"; DW: 80"; Steam Pres: 300psi; Oil: 5900 gal; Water: 19600 gal; TE 71173 lb.; Total wt: 883,000 lb. 18 GS-4s built by Lima, 1941-1942. Besides #4449, #4460, a GS-6, survives.

The opinions expressed herein are those of the author and do not necessarily reflect those of the Chapter or other misguided SP fans!

THE MOST BEAUTIFUL  
Milwaukee Road Class A "Hiawatha"



Cyl: 19"x28"; DW: 84"; Steam Pres: 300psi; Oil: 4000 gal; Water: 13000 gal; TE 30685 lb; Total wt: 537,000 lb. Only four built (Lima, 1935), none survive.

RCO 10-99

**ARKANSAS-BOSTON MOUNTAINS CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter established November 1987

**1999 DIRECTORY OF OFFICERS AND DIRECTORS**

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Editor	<b>TOM DUGGAN</b>	756-1901	15225 Lakewood Drive, Lowell, AR 72745

Meetings... ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) Third Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas at 7:00 PM. Visitors are welcome at all meetings. Annual dues for 1999 are \$29 for individuals and \$31 for a family. 1999 dues are 50% less for members joining between June 1 and September 30. Please call 501-750-8165 for directions to the Shiloh Museum

**Chapter Christmas Dinner-December 16, 1999**

Dinner Chairman Bob Hofer advises of the following changes: The Christmas dinner at Fred's Hickory House in Bentonville will start at 6:30 PM, not 6:00 PM, to better accommodate those who must travel some distance. Bob will also have a menu available at the Thursday, October 21 meeting.

ARKANSAS-BOSTON MOUNTAINS CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
P.O. BOX 1303  
SPRINGDALE, AR 72765-1303  
ADDRESS SERVICE REQUESTED

The October Meeting takes place on  
Thursday, October 21 at 7:00 PM in the  
main Shiloh Museum building. Tom  
Duggan will present "The Railroads of  
Benton County"

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