

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

Chapter No. 188 founded in 1987



2007 DIRECTORY OF OFFICERS

President	Gary McCullah
Vice President	David McDonald
Secretary	Clare McCullah
Treasurer	Katherine Mindoro
Editor	Bill Merrifield
National Director	Chuck Girard
Board Director	George Alison

**NRHS Chapter Meets 7:00 PM Thursday, January 17, 2008 at the Shiloh
Museum's General Store.**

The program this month on the Silver Streak will be presented by Mitch Marmel

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. BOX 1303
SPRINGDALE, AR 72765-1303
Address Service Requested**

The Scrambler

Volume 21, No.5

January 2008

Monthly News letter of the
Arkansas-Boston Mountains Chapter, National Railway Historical Society

CHAPTER MINUTES December 20, 2007

The regular scheduled meeting of the Arkansas-Boston Mountain Chapter of the National Railway Historical Society was called to order at 7:30 p.m. on December 20, 2007 by President Gary McCullah, at Fred's Hickory House in Bentonville, AR. There were 31 members and spouses present for the annual Christmas party.

Secretary, Clare McCullah's minutes from the November 2007 meeting were approved as stated in the *Scrambler* dated December 2007.

New officers were elected as follows: Gary McCullah – President; David McDonald – Vice President; Katherine Mindoro – Treasurer; Clare McCullah – Secretary; George Alison – Director. The nominations were closed by Bob Stark and seconded by Mitch Marmel. Voting was unanimous.

Treasurer, Katherine Mindoro, read the financial report to the members. The report was approved as read.

Membership Chairman, Chuck Girard, reminded the membership to get their dues into him as soon as possible so they could be sent to National headquarters.

Programs and Activities Chairman, Mitch Marmel, stated he has programs until March or April 2008 and will need additional programs after that.

Old Business: Al Kaepfel and Tom Duggan announced the sale of the entire collections donated by Ray Getty to the Chapter. They stated they have two cars left which were not sold within the E-Bay time frame. It was agreed that the future of the cars would be discussed at the January 2008 meeting.

New Business: Chuck Girard asked the Chapter to donate \$1000 for the restoration of the Ceeekmore Park steam engine at Ft. Smith that was damaged when it derailed by vandals. The engine has operated in Ft. Smith for over 60 years. The money is to be donated to the Ft. Smith parks department and they will complete the repairs on the engine. Tom Duggan put forth a motion to donate the funds to repair the engine through the Parks Department and seconded by Bob Stark. The motion was approved.

The meeting was adjourned by President McCullah. The membership enjoyed playing Dirty Santa. No presentation was given. Clare McCullah, Secretary

FROM THE HEAD END

The December meeting/Christmas dinner at Fred's Hickory Inn was superb. It appeared that everyone had a good time. My thanks to Tom and Bob Stark for the planning and setup. For the most part, you have the same officers for 2008 that you had for 2007. The minutes of the business meeting contain the details.

I hope that everyone has had a wonderful holiday season. Clare and I have spent time with family and that is always a blessing.

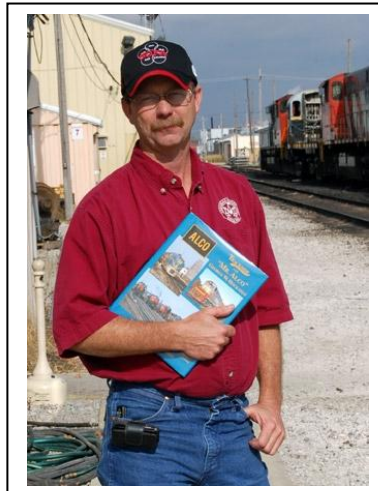
We have celebrated the 20th anniversary of our chapter. For it to reach other milestones, we must continue to work together. We may not always agree on the course of action, but we must support the decision that is made. We are in what I believe is a unique position. We are able to contribute to the preservation of history and watch as history is being made. For example, there are BNSF grain train run-throughs from Monette to Purdy(?) as well as the UP grain trains to Springdale. 20 years ago, such trains would have been pure fantasy. We continue to see mergers and acquisitions, not just among the major railroads, but among branch-line operators like Progress Rail and the Buckingham Branch Railroad. Both started out operating unwanted lines and have expanded to several operations.

As railroads grow in importance, no doubt we will see changes. Some we will applaud, some we will boo. We should record as much as we can so that those who make up the NRHS as a whole and the ABMT chapter in particular have the same quality historical reference material that we have been privileged to experience.

Gary

LOCALLY ON THE BEAM

A & M Addition



Several weeks ago, Tom Duggan took the above two photos. The first was of the Alco slug No. 80 resplendent in a fresh coat of paint. It was purchased from another railroad and is not yet in operation. The second was of Casey Shepard, Chief Mechanical Officer –Locomotives, holding a new copy of Trackside with "Mr. Alco" George W. Hockaday. The book of 128 pages written by Jim Odell and Len Killian includes numerous color images of factory fresh Alcos for Northeastern railroads in the 1940s, 1950s and 1960s. Hockaday was Chief Mechanical Officer at Alco. He later came to Springdale to assist the

A & M with the break in of the Alco fleet, Tony Hannold, A & M founder, had an engine named for George W. Hockaday that still is in service.

When Tom posted the slug photo on a website to which he subscribes, several fans mentioned that the slug actually began life as a GE U25b unit on the Southern Pacific who had it converted to slug service by Morrison-Knudsen. The slugs were 14 in number and were called TEBUs (Tractive Effort Booster Units) by SP.

Creekmore Park locomotive repairs

Chuck Girard, David McDonald, and David's grandson, Christopher, made a presentation to the City of Fort Smith concerning our chapter's offer of \$1,000 to repair the steam locomotive in Creekmore Park. Channel 5, KFSM, gave excellent coverage and recognition of our Chapter's effort in this repair of damage done by vandals. The City Board and Administration were very appreciative of the donation. The locomotive is going to be sent to Van Buren to the Boiler service where it will undergo the repairs. Mike Alsop, Director of the FS Parks Dept. said it will be ready in time for the upcoming scheduled run for Memorial Day.

A & M Transitions

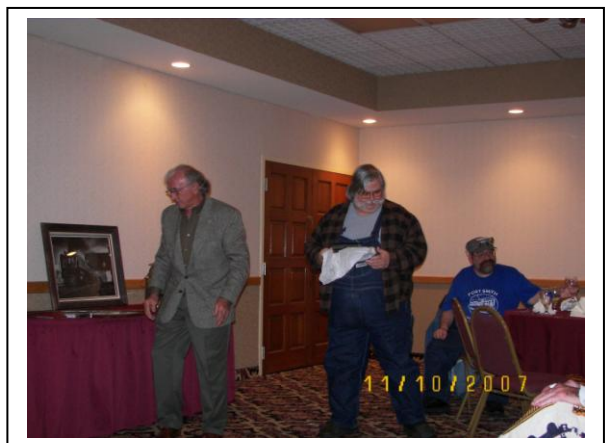
The *Trainorders* website has pictures and a report on a new grain unit train that began operating on the A & M between Monett, MO and Butterfield MO, the site of the large George's feed mill . The first train operated on October 31, 2007 and had two BNSF engines and a TFM unit. The train operates with A & M crew between Monett ,MO and Butterfield, MO.

ABMC Charter Members Honored at November Celebration with beautiful commemorative models on plaques.

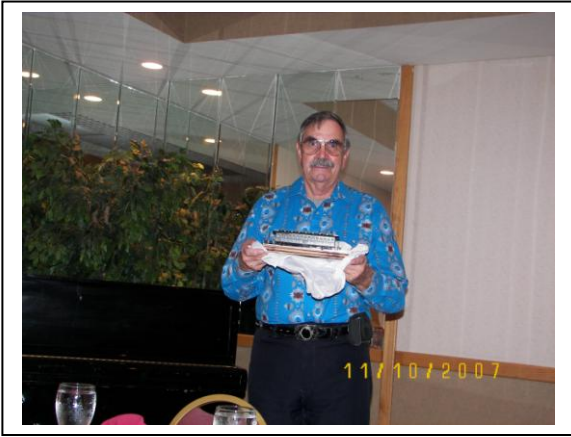
The following charter members were cited for their foresight in recognizing the need of a local chapter involved in historical railroad preservation:



Bill Ussery



Ken George



Ron Allen



Bob Besom



David McDonald



Bob Oswald



Ray Toler



Martin Post

Not able to be present, but certainly not forgotten, Charter Member

Bob Lundeen

BRASS POUNDING DOWN THE LINE

NRHS contracts office functions

The NRHS has contracted with the firm of Fernley & Fernley to provide the services of the NRHS national office. Office functions will be transferred gradually during the month of January, 2008, with Fernley & Fernley to provide all services starting in February. Lynn Burshtin, the current NRHS Office Manager, will continue employment with the Society through the end of February. She will assist with the transition of work to Fernley & Fernley and the relocation of the NRHS libraries into temporary storage.

Fernley & Fernley is the nation's oldest association management company and provides office services for over 20 non-profit organizations. Under separate agreements, the firm already operates the NRHS membership records system and will begin providing many financial services on January 2, 2008. As previously announced, the NRHS must vacate our present headquarters suite no later than February 29, which requires that NRHS change office operations. After reviewing options and weighing many issues, the NRHS officers concluded that transferring this additional work to our existing management services provider was the best option for the Society.

As part of this change, the Society's official mailing address will move to 100 North 20th Street, 4th Floor, Philadelphia, PA 19103-1443 on February 1. The present NRHS telephone and fax numbers and e-mail addresses will be retained and transferred to the Fernley & Fernley facilities in mid-January.

Greg Molloy, President, NRHS

ESNA furnishes parts for movie

A movie that is receiving a lot of press is "2:10 to Yuma", a remake of the 1957 classic. The current version has an Arkansas connection. During the filming of the current version a side rod failed on a locomotive used in the film. The side rod was removed from one of the Eureka Springs & North Arkansas steam engines and used as a replacement on the film engine. The ESNA steam engines are owned by a third party.

HISTORICAL OPERATIONS

Missing snowmobilers take shelter in Cumbres & Toltec station

OSIER STATION, Colo. January 7, 2008. Six snowmobilers missing since Friday were stranded in Cumbres & Toltec Scenic Railroad's Osier Station today, and rescuers were on the way. They used the station's telephone to dial 911, and were reported to be hungry but alive. The six New Mexico natives had been snowmobiling around the 10,222-foot Cumbres Pass. Rescue efforts have been hindered by four feet of snow that has fallen on the region since Friday. Rescuers were using snowmobiles to get to the station, the only means available to reach them.

Steamtown suffers split-switch derailment

SCRANTON, Pa. November 5, 2007. Nobody was injured Saturday evening when a passenger car split a switch in Steamtown National Historic Site's yard and caused the unoccupied train it was in to derail. The cause of the split switch is under investigation.

The train, pulled by Canadian National 2-8-2 steam locomotive No. 3254, had just finished discharging passengers and was being yarded when the derailment occurred. One car wound up at a perpendicular angle to the tracks. The derailed cars were to be moved today, when a crane and operator became available.

Texas State Railroad Funds Allocated

The state finally showed them the money. The Texas State Railroad Authority received a check for \$2 million Thursday - money the group has been waiting on since the Legislature appropriated the funds this spring to help keep the tourist train alive. Residents and legislators from Rusk and Palestine have been working for years to save the railroad from being shut down - and a delay in the \$2 million nearly spelled the end of the road for their efforts. But Thursday, when asked for his reaction to finally seeing the money, Steve Presley, president of the railroad authority, said, "It is one of great relief." The \$2 million is to be used to provide a 20 percent match to \$10 million in transportation enhancement funds. "That \$12 million will go into repairs and rehab of the railroad, the cars, the engines and the depots," Presley said. "Without that \$12 million, there was no hope of saving the railroad."

Streetcars return to St. Charles line in New Orleans

NEW ORLEANS, November 12, 2007. Streetcar service returned to about half of New Orleans' fabled St. Charles line on Saturday after more than two years. Hurricane Katrina extensively damaged the overhead wire on the line, but streetcars began rolling once again past the historic mansions of the city's Garden District on Nov. 10, the Associated Press reported. Six miles of the 13 miles of line are now open, and officials hope to restore full service by spring. The return of the cars was a festive occasion. A marching band led the streetcars down to the Lee Circle loop and revelers lined the route, some waving or holding up drinks, others carrying signs that read "No More Bus" or "Welcome Back."

Hurricane Katrina extensively damaged the line's power system, which was due for an upgrade before the August 2005 storm. Federal highway officials provided \$14 million, which was key to the resumption of the service.

TRAINS THROUGH MEMORY

The Last Passenger train out of Ft. Smith

The following two serial article by Tom Duggan first appeared in our brochure for our excursion last year. We wanted a wider readership for this excellent article and thus are reprinting it in the *Scrambler*.

Fort Smith fared relatively well when it came to the loss of long distance passenger service. Branch line trains went out much earlier than the main-line trains. Midland Valley branch service into Fort Smith ended in 1917 followed by the Frisco. The local trains and those of the St. Louis Iron Mountain & Southern (later Missouri Pacific) served Sebastian County coal districts that began to decline after 1909.

The first main line passenger trains to quit Fort Smith were those of the Rock Island system that controlled the Frisco between 1903 and 1909. This close relationship enabled the Rock Island to operate two daily Memphis to Van Buren, AR (a city across the river from Fort Smith) roundtrip trains that featured Memphis to Fort Smith sleepers. The Rock Island trains left home line tracks at Mansfield, AR and proceeded northwest on the Frisco's Mansfield Branch. At Jenson, AR, they entered the main line of the Frisco's Central Division. The Rock Island service ended about 1910.

The next railroad to end passenger service was the Midland Valley. Much of the Midland Valley's early long distance service from Fort Smith consisted of trains to Muskogee, OK, headquarters of the Mid-

land Valley. The MV had relatively light passenger traffic and in 1927 substituted doodlebugs (gas-electric cars) for passenger train power. As late as 1933, the Midland Valley operated a daily roundtrip doodlebug between Fort Smith and Wichita, KS. The final Midland Valley passenger train service from Fort Smith was a doodlebug between Fort Smith and Pawhuska, OK, an oil area. Service ended in October 1934.

The Fort Smith & Western, although headquartered in Fort Smith, in actuality owned but .92 miles of Arkansas trackage. It entered Fort Smith through trackage rights on the Kansas City Southern Railway. The line, built to haul Eastern Oklahoma coal, had the misfortune of building to the Oklahoma territorial capitol of Guthrie in 1903. Seven years later the state capitol moved to Oklahoma City. The Fort Smith & Western then obtained trackage rights from the MKT that enabled the road to serve Oklahoma City. Passenger traffic on the Fort Smith & Western was always modest as there were few large towns between Fort Smith and Oklahoma City. In 1931, the daily Fort Smith-Oklahoma City passenger train had a sleeper, a good idea since the 229-mile trip required 21½ hours. Mixed train service, including a sleeper, was the norm between Fort Smith and Oklahoma City by early 1933. Mixed train service ended in the mid 1930s. However, in 1938 the financially ailing line purchased two ex-Missouri Pacific coaches and reinstated Fort Smith-Oklahoma City passenger service on July 1, 1938. The passenger experiment, intended to obtain a lucrative Railway Post Office contract, lasted four months. The Fort Smith & Western ceased operations in February 1939.

Fort Smith at one time was an important passenger traffic point for the Kansas City Southern. In May 1917, the KCS operated a daily 47-mile Fort Smith to Heavener, OK roundtrip, a daily Fort Smith to Kansas City train and stub trains that carried Fort Smith passengers to the two daily Kansas City -Port Arthur runs. KCS through train service from Fort Smith ended prior to 1933.

Buses replaced the Fort Smith stub trains in August 1941. They operated from the Fort Smith Union Depot to Spiro, OK until the KCS Spiro branch washed out in 1943. Thereafter they operated from Fort Smith Union Depot to Sallisaw, OK until 1965 when the KCS constructed a \$225,000 bus and freight depot in downtown Fort Smith. The Fort Smith Union Depot was demolished the following year. Kansas City Southern Transport Company buses operated from the new depot to Sallisaw, OK until the end of all KCS passenger service.

In 1965, the KCS took delivery of ten new Pullman-Standard passenger coaches, as it believed there was a market for its passenger service. The coaches were the last placed in service by a private U.S. railroad. The second and last part of this article will appear in the February *Scrambler*.

VIEW FROM THE ANGEL'S SEAT

Lingering illness and work commitment kept your editor out of the newsletter business for the past two months. The illness led to a second retirement which puts us back in the newsletter business. All's well, that ends well!