

The Scrambler

Volume 18, Number 12

September 2005

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

Opinions expressed in the *Scrambler* are those of the Editor and/or 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 the Arkansas-Boston Mountain Chapter NRHS Meeting August 18, 2005

The regular scheduled meeting of the Arkansas-Boston Mountain Chapter of the National Railway Historical Society was called to order at 7:00 p.m. on August 18, 2005 by Acting President Chuck Girard in the absence of Bob Stark, at the Shiloh Museum General Store in Springdale, AR. There were 15 members and 2 guests, Al Phieffer from Florida and Dr. Roy Rom from Fayetteville, AR, attended the meeting.

Minutes from the July 21, 2005 meeting were approved with one correction in the *Scrambler* dated August 2005. The Tired Iron of the Ozarks Club facility is south of Gentry, not north of Gentry as previously stated.

National Director, Tom Duggan, stated he had no news to report.

Scrambler Editor, Tom Duggan, stated the LITT on the last page of the *Scrambler* was an error due to printing problems. When files were sent to the printer by e-mail, the captions and text were reset. The Arkansas and Missouri (A&M) Railroad paid for all of the color printing in the August 2005 issue. Mr. Duggan stated that five copies of the *Scrambler* went to Brenda Brown at the A&M for distribution. It was suggested the Chapter have some additional copies of the *Scrambler* available at Frisco Fest on August 27, 2005 in Rogers, AR and in Ft. Smith for Frontier Fest on October 23-24, 2005. Mr. Duggan stated *Scrambler* extra copies were available.

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

Membership Chairman Chuck Girard stated he thought all the Chapter information was sent to the National Headquarters.

Programs and Activities Chairman, Al Kaepfel, reminded everyone of Frisco Fest on August 27, 2005 in Rogers. He passed around a sign-up sheet from volunteers to operate the Chapter's booth by the Frisco caboose in Rogers. Bob and Rose Anne Hofer are going to conduct tours through the caboose. The G gauge layout will be set up for the children. We will have tables with maps. Chapter members were invited to bring items of interest for display. The N gauge layout will not be available for this display. Mr. Kaepfel stated a large space is available to the Chapter's display at Frontier Fest on October 23 and 24, 2005. There will be plenty of room for any type of displays the members wish to provide. The Children's fundraiser trip, sponsored by Tyson, JB Hunt, and the A&M Railroad, is set for Saturday, December 3, 2005. The Chapter will participate. Programs for January 2006 and beyond will be announced in the next *Scrambler*.

Map Committee Chairman, Gary McCullah, stated several maps, including the 1922 Missouri Pacific and Rock Island maps, have been copied and laminated in preparation for Frisco Fest. They will be on display and available for donation.

Sign Committee Chairman, Chuck Girard, stated the signs have been ordered and should be ready very soon. After the heat abates, a committee will begin the installation of the signs in conjunction with the A&M. Since the signs will be on A&M property, they have requested the right to choose the proper site for each sign. This will insure the signs don't get in the way of the A&M's daily operations. Ray Toler asked to sponsor the sign for Johnson. Other Chapter members were challenged to sponsor signs at \$50.00 each.

Old Business: Chuck Girard reminded the Chapter of the Ft. Smith Trolley Museum "Summer Evening in the Ozarks" fund-raiser on August 20, 2005. The train will leave Ft. Smith at 4:30 p.m. and go to Winslow, AR. Since the Parlor Car is the upgraded car, alcoholic beverages will be served. Further information is detailed in the August 2005 *Scrambler*.

Tom Duggan stated that it looked like the parts from the Manitou are going to the Colorado Railroad Museum in Golden, Colorado. The problem is that the parts are very heavy. The Chapter is looking for ways to transport the parts to Colo

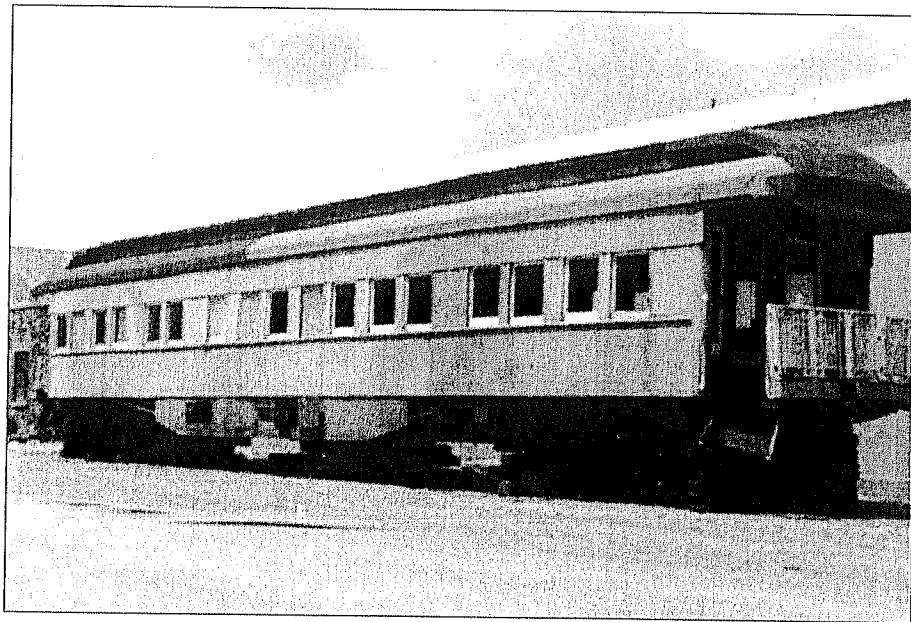
rado. The MOPAC caboos at the Fayetteville Depot has been reconnected to the mainline and moved beside the old crew shack near the Fayetteville Depot. John Dortch's other cars have been moved down to Fayette Junction. Ray Getty's sleeper car is on a siding at Chester, AR.

New Business: Ray Toler stated the first meeting of the Tired Iron of the Ozarks Club will be held in their new club house on Tuesday, August 23, 2005. They are using extension cords for lighting. They have a show coming up on September 8, 9, 10, and 11, 2005.

The Chapter members were reminded of the Winslow Centennial celebration being held on September 16, 17, and 18, 2005. For further information you can contact the Winslow City Hall at (479) 634-3901.

Dr. Roy Rom, who is retired from the University of Arkansas, gave an interesting lecture on the Apple Growers of Northwest Arkansas and how the railroads assisted in marketing their products.

Clare McCullah
Secretary of the Arkansas-Boston Mountain Chapter



Bill Ussery snapped this picture of the truck-less *Manitou* on its 1986 arrival in Springdale. It is at the same location as the A & M baggage car.

Synopsis of the NRHS Board of Directors' Meeting

The NRHS Board of Directors' met in Portland, Oregon on July 8, 2005, followed by the Annual Meeting of the Membership. Here are some highlights.

The Society announced the awarding of 12 Railway Heritage Grants for a total of \$32,000. Since the program began in 1991, we have raised and awarded over \$280,000 to support a variety of preservation projects. Once again, the total applied for was almost six times the funds available.

The Annual Meeting approved the Society's new Bylaws, which are now in effect. Copies are being distributed to all chapters and are available from the national office and website.

A charter was awarded to the new Quebec Central Chapter in Vallée-Jonction, Quebec, Canada. The chapter has 14 charter members, all of whom are new to the NRHS. The number of active NRHS chapters now stands at 174.

The Board of Directors' approved new dues rates starting in the 2006 membership year. Chapter and At-Large (formerly Associate) rates increase two dollars per year and Student and Family rates increase by one dollar. This is the first dues change in four years. The NRHS still charges less than almost any other comparable organization in the USA or abroad. When adjusted for inflation, NRHS national dues are still lower than they were in 1977.

The Board accepted the audit report prepared by Padden Guerrini & Associates, PC. Our external CPA firm reported no exceptions to the financial statements of the Society.

President Molloy announced that the NM-IS has been approved for participation in the 2005 Combined Federal Campaign (CFC), our second year of participation. We have already received over \$8,000 in donations from the 2004 campaign.

Vice President and Editor Jeff Smith reported that Bulletin No. 3 has been delayed from

late May to mid-July distribution. The photographic proofs were not up to our standards, and we sent them back for re-work. Because of the historical nature of the publication, the Bulletin staff decided that issuing a quality publication on a delayed basis was preferable to issuing a sub-standard product earlier. Production of the remaining 2004 Bulletins is now on track for later this summer.

The national organization will be dealing with two personnel changes this summer. Shortly before the convention. Senior Vice President Larry Eastwood announced his intention to not seek re-election and to reduce his participation in the national organization. Also, Director of Membership Records Mike Bettiol asked to step down as of July 1, citing work pressures and personal reasons, although he will be available to assist during the transition period. President Molloy said that these were both recent developments, and we are just beginning to look for volunteers to take over these functions. Since both Larry and Mike performed more than one job, we expect to divide their current responsibilities among several people.

At the same time we are making these personnel moves, the Society has begun a major project to modernize and consolidate our information systems in a file server environment. The conceptual design has been completed and Jeff Smith is assembling the implementation team. We are also moving the production of 2006 dues bills to an outside supplier.

In convention business, the Board accepted the final report of the 2004 convention in Minneapolis. The 2005 convention in Portland was successful and well received by those attending. Advance registration has begun for the 2006 convention in New Philadelphia, Ohio, and forms will be mailed to all members with Bulletin No. 3. We are still working on options for 2007.

Source: NRHS NEWS EXTRA July 2005

Powder River Basin Troubles

The Editor, in common with many Northwest Arkansas residents, received a letter from the local electric cooperative. It announced that transportation problems in the Powder River Basin of Wyoming would create an average increase of \$10 -12 per month during hot weather and \$7-\$9 in the coming winter.

On May 14, a UP train derailed on the Southern Powder River Basin line jointly used by UP and BNSF. The next day a BNSF train derailed. The Powder River Basin area is normally dry with modest amounts of precipitation. However, the Powder River Basin in eastern Wyoming received unusual heavy rain and snow. A major snowstorm hit the area on April 21 that caused nearly all mining operations to shut down. May 11 featured a two-inch rainstorm.

Immediately following the two derailments, it became obvious that the BNSF-maintained Powder River Joint Line was in serious trouble. The UPRR and BNSF invoked the force majeure clauses in their coal hauling contracts with coal purchasers. Force majeure provides that a party to a contract is excused from a contract due to a natural disaster or act of God.

To maximize loading Powder River Basin (PRB) coal is dumped in cars in piles. By contrast, Norfolk Southern has the car coal piles smoothed and applies a coating to reduce coal dust. High winds in the PRB have been blowing coal on to the roadbed. The loose coal dust has combined with the unprecedented moisture to create serious track problems on some sections of the 132-mile joint line. Numerous slow orders have reduced train loadings.

BNSF is engaged in an urgent track and roadbed program for November 2005 completion. Two undercutters and one P811 tie and rail replacement machine are at the job site. The undercutters will remove coal

dust from approximately 100 miles of roadbed. The tie and rail machine will replace some 14-miles of track operating 16 hours a day. In some areas concrete ties will replace wood. It is not certain that the program ending in November 2005 will restore the joint line to normal capacity.

As if the precipitation-related problem were not enough some of the mines have been unable to operate at full capacity due to moisture soaked headwalls and water in the pits. The area also has suffered from abnormally hot weather that has adversely affected the operation of mining equipment. To date there has been no report of locust invasions.

The track and mine problems have sharply curtailed the ability of UP and BNSF trains to carry coal to power plants. The UP website, the source for much of this article, reported that UPRR PRB train loadings for July 2005 were 121 below plan. The July UPRR shortfall in percentage terms seem to be about 15 percent. The UP has also incurred extra expenses due to trains unable to enter the PRB loading zone. At one point UP had 31 trains tied up unable to load.

The shortfall in Powder River coal deliveries is taking place at a very inopportune time. Coal powered plants are set up to burn coal from only one source. This makes it very difficult to switch to coal from other sources assuming the alternate had the lower pollution characteristics of PRB coal River basin coal. The alternate energy sources are oil, natural gas, or power purchased on the open market. It is a difficult choice with oil in excess of \$60 a barrel and natural gas nearing \$10 per million cubic feet.

The PRB problems demonstrate that a seemingly robust rail system can be weakened by a single, small event. It also shows how much America relies on rail transport.

The Manitou Business Car

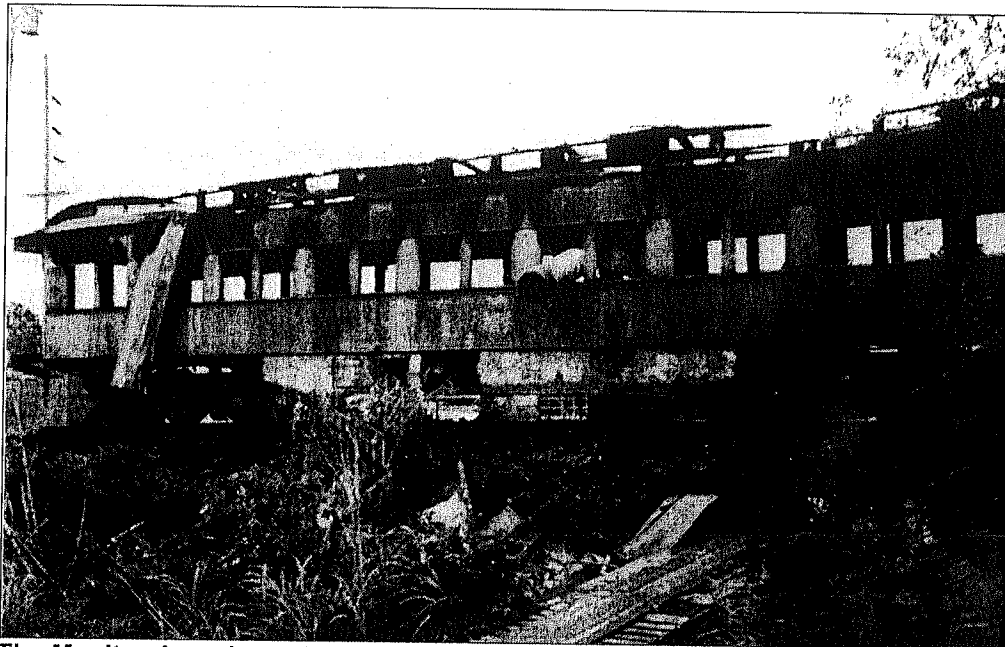
The Chapter has donated one set of steps from the Manitou to the Railroad Museum of Oklahoma at Enid. The steps were picked up in Lowell on August 29.

The Colorado Railroad Museum at Golden, some 800 miles from Lowell, is very interested in a donation of the remaining Manitou parts. These parts include one set of 1908 patent date steps, two nearly complete set of observation railings and gates, a bucket of metal parts all of which were salvaged by the Chapter following the July 21, 1997 fire that destroyed the ex- Colorado Midland / Missouri & North Arkansas business car. The Colorado Railroad Museum happens to have a Colorado Midland business car. Mr. Dahm, the person responsible for restoration, could use the parts.

The parts weigh about 2,000 pounds including two 9-foot 3 inch $\frac{1}{4}$ -inch thick steel plates. The weight and size means that a sturdy pickup-pulled 10-foot trailer is the most feasible way to deliver the parts. A Chapter member has indicated an interest in

principle in delivering the parts to Golden in late October or early November 2005 provided the Chapter helps with the gasoline expense. A preliminary check with a trailer rental company suggests a rental of about \$200. We could save the cost of trailer rental if a Chapter member has a 10 foot or larger trailer that could be used to get the parts to Colorado. If you have a trailer and/or canvas straps we could use please contact Tom Duggan (756-1901) or Larry Cain (751-1949)

We have also investigated the cost of shipping by truck using a less than truckload carrier. Initial inquiries suggest a price in the area of \$500. Shipment by truck would require the Chapter to purchase special pallets to hold the parts. In addition, the *Manitou* parts would have to be bound with machine-applied steel strapping. The Manitou parts are stored at Larry Cain's farm in Lowell which means they would have to be transported to a truck terminal. The truck line option sounds like a lot of work.



The Manitou is a charred steel hulk in Springdale eight years after the fire. It may be possible that vagrants have found a home among the wreckage.

ARKANSAS-BOSTON MOUNTAINS CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded November 1987

2005 DIRECTORY OF OFFICERS AND DIRECTORS

President	BOB STARK
Vice President	CHUCK GIRARD
Secretary	CLARE MCCULLAH
Treasurer	KATHARINE MINDORO
National Director	TOM DUGGAN
Membership Chm.	CHUCK GIRARD
Programs & Special Events	
Director & Archivist	AL KAEPPPEL
Director	FRED LEWIS (05)
Director	STEVE THARP(07)
Director	BILL USSERY (06)
Editor	TOM DUGGAN

The Chapter meets the third Thursday of each month (except December dinner meeting) at 7:00 PM. Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas. Visitors are welcome at all meetings. Annual dues for 2005 are \$35.00 for individuals and \$38.00 for a family. Dues include membership in the National Railway Historical Society. Please call 479-750-8165 for directions to the Shiloh Museum General Store.

Notice of Chapter Directors Meeting

President Bob Stark requests that Chapter Directors and Treasurer Katharine Mindoro attend a Directors meeting at 6:45 PM on Thursday, September 15 prior to the regular meeting.

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



Thursday, September 15- Bill Merrifield presents "Summer and Steam", an odyssey that may have a Mile High State connection.



2