

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2007 DIRECTORY OF OFFICERS

President	Gary McCullah
Vice President	Mitch Marmel
Secretary	Clare McCullah
Treasurer	Katherine Mindoro
Editor	Bill Merrifield
National Director	Chuck Girard
Board Director	Mike Sypult

NRHS Chapter Meets 7:00 PM Thursday, June 21, 2007 at the Shiloh Museum's General Store.

Steve Tharp will present a program on Conrail at Gary, Indiana

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NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

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

CHAPTER MINUTES May 17, 2007

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 May 17, 2007 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 23 members present.

Secretary, Clare McCullah's minutes from the April 2007 meeting were approved as stated in the *Scrambler* dated May 2007. Corrections: Garden RR tour in May 19, 2007 not, June 19, 2007.

Scrambler Editor, Bill Merrifield, appealed to members who have experience with early railroading, he wants to hear from you. Your knowledge and articles need to be written and shared with others while you are still able to share them.

Treasurer, Katherine Mindoro, read the financial report to the members. The report was approved as read. She stated the tax situation was squared away. The Chapter won't have to pay the fines and fees that State of Arkansas requested. Tom Duggan called Little Rock. All they needed was for someone to call in with the Chapter's tax ID number by 1-13-07. It seems the State of Arkansas doesn't like untimely filing. The other business that was accomplished this month was that Gary McCullah's name was placed on the Chapter's checking account as President and Bob Stark, the Chapter's former President, was removed.

Membership Chairman, Chuck Girard, informed Tom Duggan that there were 2 members not paid. He thought the one of the members would drop their membership and the other would renew.

Special Events Chairman, Al Kaepfel, stated the next special event is Feather Fest on Saturday, June 9, 2007. The Chapter will be set up with the N and G scale trains. Mr. Kaepfel asked the Chapter members to bring items of historical interest for display. After Feather Fest, the next event is Frisco Fest on Saturday, August 24, 2007. Bob and Roseanne Hofer stated they would be out of town during Frisco Fest so someone would be needed to open up the Caboose for the kids. Gary and Clare McCullah stated they would assist with the Caboose.

Programs and Activities Chairman, Mitch Marmel, stated the programs are set until the end of year. Mr. Marmel stated he had just returned from the East Penn Trolley meet in Philadelphia, PA. Mr. Marmel took flyers for the Quad Chapter's meet in June and Trolley Museum in Ft. Smith, AR to the meet. Next month's program is from Steve Tharp on Conrail.

Archivist, Al Kaepfel, stated no news. Ray Toler has video tapes to donate but no place to keep them in the archive at this point. President McCullah requested for an inventory of the tapes for further use. Mr. Toler displayed an article entitled "Meals and Wheels with the A&M" in the Traveler magazine. The magazine was donated to the archive.

Map Committee Chairman, Travis Walls, stated he can be available to display the maps but they can't be sold at Feather Fest due to an agreement with the Shiloh Museum.

Sign Committee Chairman, Chuck Girard, informed Tom Duggan that due to poor weather the placement of the last of the signs along the A&M right-of-way has been delayed.

Old Business: Further news about the A&M caboose was provided. The A&M is working on the frames for the windows. They will be welded into place starting May 18. Additionally, the cabinet under the cupola that was previously removed will be replicated and installed to make the cupola fully useful. They hope to have it ready by the Quad Chapter's meet at the end of June.

Mitch Marmel asked the status of LGB train layout donated to the Chapter by Ray Getty. Tom Duggan, Bill Merrifield, and Al Kaepel are cataloging and photographing them for sale on eBay. They have a rough inventory and hope to obtain a more detailed inventory soon. They have tested a few of the locomotives and learned they are in excellent shape. Most of the pieces are in their original boxes. In preparation for the Quad Chapter's meet, they have delayed completing the inventory until after the meet is over in June. It is estimated that donation is valued at \$3000 or more. The Chapter may want to keep a few items of the nicer items. Mr. Duggan and Mr. Kaepel will photograph and inventory all of the pieces prior to any decisions. They promised to keep Chapter updated as information becomes available.

In November of 2007 is the 20th anniversary of this NRHS Chapter. There are 9 founding members still remaining. Mr. Kaepel stated that awards will be finished furnished for each of them. He spent about \$450 of the Chapter's funds which was \$250 less than he expected the item to cost. A dinner is planning for the anniversary and the Chapter will pick up the cost. The Chapter will also pay for the dinner the member's spouse or significant other. The Chapter voted to have the dinner at the Clarion in Fayetteville, AR on Interstate 540. It is expected that the cost will be in excess of \$1000.00 for 50 people. From the Quad Chapter meet so far enough net money has been raised to cover the cost of the dinner. The Chapter will have a private room where business can be conducted. The Chapter voted to proceed with the arrangement for the dinner. A date for the dinner will be announced when reservations are confirmed for either the 10th or 17th of November or the last weekend of October, 2007.

New Business: Ticket sales for the Quad Chapter's meet have slowed. The largest number of tickets sold have been from the Kansas City, MO Chapter. Only 10 of our members have purchased tickets so far. Every four years our local Chapter hosts the Quad Chapter's meet. Mr. Kaepel stated that he is expecting people from all over the country to attend. He stated he will need more volunteers for the excursion run to assist with the crowds and to assist with the displays, etc. Saturday evening, June 23, 2007 should be very interesting due to some plans being made by J.P. Bell. A spectacular evening with nighttime shoots is planned after the buffet dinner of the Ft. Smith Trolley, and of the steam locomotive at the Trolley Museum. There will be programs at the dinner on the history of railroading.

It was reported that member, Bob Oswald, has been moved to Health South. It is expected that he will be in Health South until June 2, 2007. He is one of the Charter members of the Chapter. Tom Duggan provided the information as to how to contact Mr. Oswald to send card or to visit him. His address is: Bob Oswald, Room 128, Health South Rehab Hospital, 153 Monte Painter Dr., Fayetteville, AR 72703. Phone number: 479-444-2354. Visiting hours are 4:30 to 8:30 p.m.

It was stated that Ray Getty's sleeper car was sold to the JE Straights Brother's Circus.

The meeting was adjourned by President McCullah.

Tonight's presentation was from Travis Walls on the photograph at Promontory Point and the men who made this important event happen.

Clare McCullah, Secretary of the Arkansas-Boston Mountain Chapter, National Railway Historical Society

FROM THE HEAD END

From the Pres

They say that "third time's the charm". If so, maybe I'll get this right.

Last month I mentioned how busy Clare and I are. We travel 35 minutes each way every day for our jobs and occasionally work overtime. We can put in 10 hours easily. I envy our members who are either fully retired or to where they only need part-time or some-time employment. There are so many things worth doing, from volunteering in the community (Steve Tharp's involvement with the Red Cross) to riding any number of excursion trains (Durango and Silverton, anyone?). Both work and leisure are part of life.

We aren't the only group with an ALCO-powered excursion in June. I picked this up from one of the Yahoo groups that I monitor: The Adirondack Scenic Railroad will run a special all-day excursion on Saturday, June 9th allowing photographers the opportunity to photograph the train in scenic locations along its entire route from Thendara [Old Forge] to Utica and over rare freight-only tracks from Snow Junction [Remsen, NY] to Lyons Falls. This section of track is owned by the Mohawk, Adirondack & Northern Railroad. Gary

LOCALLY ON THE BEAM

QUAD CHAPTER EVENT REACHES FINAL WEEK OF PREPARATION: June 23 and 24 are benchmark days for our chapter and the Fort Smith to Winslow Photo and Mixed Train Weekend. So far a total of 47 railfans have paid for this excursion which includes 12 of our own chapter members. Work on the Caboose is still in progress. We anticipate that all will be in place by the 23rd. **There is still time to sign up and we urge more of our members to consider doing so.**

UNUSUALLY HEAVY TRANSPORT BY THE A&M IN MAY AND JUNE: The A&M at Springdale has seen an influx of heavy lift cars recently. The initial arrival at the end of May was an eight-axel depressed center car QTTX130711. The car rated for a maximum capacity of 468,000 pounds, carried a made-in-Brazil transformer for the gas-fired plant SWEPCO power plant now under construction at Tontitown. A special tractor-trailer removed the load a day after it arrived. **Tom Duggan** furnished this information and photos.



The eight-axel car, QTTX130711, carrying a Brazilian transformer to be installed in the new Tontitown SWEPCO generating plant. The car is near its load capacity of 468,000 pounds.



A Close-up view of the dual articulated truck assemblies on one end of the car.

An early June arrival was a massive 48-foot flatcar supported by 12 articulated axles. The car, PGR370103, weighs 201,000 pounds empty and up to 744,000 pounds with load. Chapter member Ray Toler, retired Chief Engineer of Arkansas Power and Light, said that the car held a tie line transformer that converts power from 161,000 volts to 375,000 volts or vice versa. He thought the transformer was for use on a high voltage line (there are none of this type in Northwest Arkansas) rather than a generating plant. Ray estimated that the transformer weighed about 500,000 pounds before the addition of mineral oil for cooling and the 10-foot insulators.



The transformer was made by Hyundai Heavy Industries of Korea. It was shipped from Houston Texas on May 19th via BNSF to Monett, Missouri and from Monett to Springdale on the A&M. The load moved with two empty boxcars as idlers because of the weight concerns of the rails.



A close-up of the articulation between two of the twelve trucks on the car.



The truck transport and crane teams needed 11 truckloads of materials to move this machine. The trucking trailer to convey this load was also a monster to behold!

THE BIG RED LINE: Several years ago Bill Ussery shared with Tom Duggan several pictures he took at about the time the A & M began in 1986. The image was confusing as Tom could find no reference to the Big Red Line on the side of the newly purchased A & M sand cars. Recently Bill Sypult and Tom met with Dr. Louis Marre, the well known rail photographer and author originally from Fort Smith. Marre, who teaches English at the University of Dayton, mentioned sand cars. It turns out the "Big Red Line" refers to the University of Nebraska. The cars were purchased from the Omaha, Lincoln & Beatrice, a sand hauling line. The owner of the line is a big fan of University of Nebraska and likes to put "Big Red Line " on the line's equipment.

IN THE YEARS

Mitch Marmel is undergoing a series of medical tests. Let's hope that all the news is good!

OBSERVATIONS FROM THE ANGEL'S SEAT

Scenes of the chapter activities at the annual Springdale Featherfest located on the grounds of Shiloh Museum.



Good fellowship and information sharing.



Plenty of help in lining up the "G" scale track.



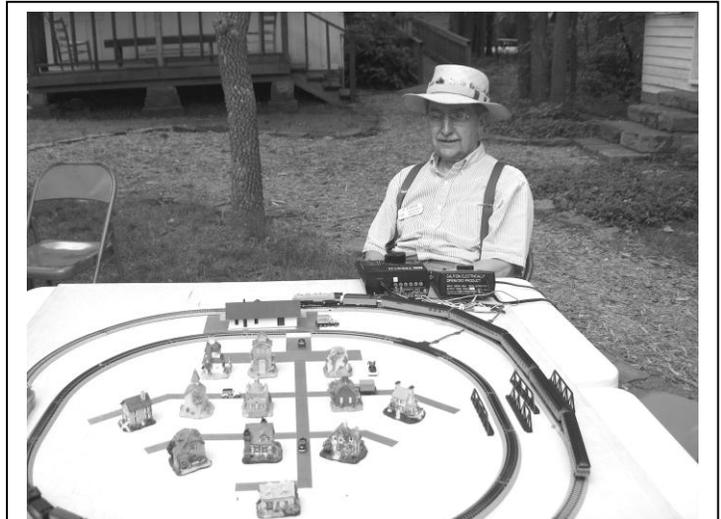
Testing the locomotives and track connections



Al gets support and supervision from Cleo.



Mitch in the midst of setting up his trolley board.



Al is Ready to run! Bring on the children!

BRASS POUNDING DOWN THE LINE

On your Editor's last of many trips through and overnight stays in Raton, New Mexico, we found our hostess at the Holiday Inn continental breakfast to be a virtual goldmine about railroad operations over Raton Pass. She lamented over the loss of community revenue with the reduction of coal mining operations near the pass due in part to the higher sulfur content of the commodity. The Santa Fe Railroad successor, BNSF, operated that segment that went from Albuquerque, New Mexico to La Junta, Colorado and was far more interested in Powder Basin coal for generating plants in Texas. Our hostess passed on the fears that BNSF was thinking about ceasing that whole operation. Sure enough, newswire information confirmed her fears, that BNSF is closing that part of its operation at the end of this year. The newswire indicated that the line will not be abandoned but rather be taken over by the state of New Mexico.

TRAINS THROUGH MEMORY

Next month we will continue our series on the D&SL operating in Northwestern Colorado at the turn of the last century.

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING?

QUESTION: Who was the Christian millionaire that was the driving force in the founding of Steamtown, USA? Where was this unique facility located?

Answer: F. Nelson Blount. The facility was located in Bellows Falls, Vermont.

QUESTION: What is the connection between Steamtown USA and Steamtown National Historic Site in Scranton, PA?