

# **ARKANSAS-BOSTON MOUNTAINS CHAPTER**

**NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter No. 188 founded in 1987



## **2007 DIRECTORY OF OFFICERS**

<b>President</b>	<b>Gary McCullah</b>
<b>Vice President</b>	<b>Mitch Marmel</b>
<b>Secretary</b>	<b>Clare McCullah</b>
<b>Treasurer</b>	<b>Tom Duggan</b>
<b>Editor</b>	<b>Bill Merrifield</b>
<b>National Director</b>	<b>Chuck Girard</b>
<b>Board Director</b>	<b>Mike Sypult</b>

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

**Rose Ann and Bob Hofer will present this month's program on Colorado Railroads: Pike's Peak, Georgetown Loop, and Cripple Creek and Victor Railroad**

**ARKANSAS-BOSTON MOUNTAINS CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
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# The Scrambler

Volume 21, No. 11

July 2008

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

## CHAPTER MINUTES June 19, 2008

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 June 19, 2008 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 11 members and 2 visitors, Eric Larsen and Stan Kujawa, were present.

Secretary Clare McCullah's minutes from the May 2008 meeting were approved as stated in the *Scrambler* dated June 2008.

National Director, Chuck Girard, stated Tom Duggan is at National meeting this week. Mr. Girard stated he had heard from Mr. Duggan since he left for the meeting. National is getting better with membership process.

*Scrambler* Editor, Bill Merrifield, stated he couldn't get a *Scrambler* out this month due to health problems. He was able to produce a shorten *Scrambler* with the Secretary's minutes and the President's column for the membership to enjoy. He stated he could put a *Scrambler* out with July and August combined. Mr. Merrifield stated he would be out of town the end of July and wouldn't be able to get the *Scrambler* published until August.

Acting Treasurer, Tom Duggan, was out of town and no Treasure's report was given. President McCullah stated he is still looking for a person to fill the position of Treasure. He asked for nominations but since so few Chapter members attended this meeting, it was decided to table to nominations until the next regular meeting on July 17, 2008. Mitch Marmel made a motion to defer the topic to the next meeting and the membership agreed. Clare McCullah explained to the membership that President McCullah didn't assume the role of Treasure since the husband and wife team already held two key Chapter offices. They were afraid it would create a conflict of interest situation that is unhealthy for the Chapter.

Membership Chairman, Chuck Girard, stated there are still 4 members who haven't renewed their membership for 2008. One of those former members has stated he will not renew. Mr. Girard stated all he has is old applications but not any new ones. He stated National was having some computer problems still. Even though Mr. Girard has requested new membership forms, he hasn't received them yet.

Special Events Chairman, Al Kaepfel, unable to attend tonight's meeting. President McCullah stated Mr. Kaepfel wants to turn over his role as special events chairman to someone else for personal reasons. Several members reported a good turn out for Rails and Tails. Bill Merrifield is donating two complete ovals of brass track for the G scale layout. The present aluminum track was oxidizing during operation to such extent that it hampered operation. After each event, Mr. Kaepfel would spend hours cleaning the aluminum track for the next event.

Programs and Activities Chairman, David McDonald, stated tonight's program changed. Mike Sypult has the program in September and Mitch Marmel is to give the program tonight. Mr. McDonald reminded everyone to prepare for the November meeting because it is show and tell program last about 5 minutes for each item to show. He is asking the Chapter members to bring items they are interesting in showing to the rest of the members.

Archivist, Al Kaepfel, as stated, was not present.

Map Committee Chairman, Travis Walls, stated no maps were sold during Rails and Tails.

Sign Committee Chairman, Chuck Girard, stated it is now too hot with ticks, chiggers, and snakes to put in the last of the signs. He stated he was looking for a good time to put them up. Mr. Girard stated the Chapter will need a new sign for Green-land due to vandalism.

Old Business: None stated.

New Business:

Ray Tolar announced on August 16, 2008, the Ft. Smith Trolley museum will have a dinner train with dinner and wine for those who may be interest.

Mr. Tolar stated from Friday, September 5 to Sunday, September 7, 2008, Tired Iron of the Ozarks will have their Fall Crank Up. Mitch Marmel has some 1930 Lionel trains to display at Tired Iron.

President McCullah announced again the need for a Treasurer and Special Events Coordinator and nominations will be taken at the next meeting on July 17, 2008. He asked the Chapter membership to please attend the meeting and cast your ballots. He stated he appreciates all of Bill's hard work on the Scrambler and the work of the other Chapter chairmen.

The meeting was adjourned by President McCullah.

The presentation for the evening was from: Mitch Marmel's presentation tonight was about his Vancouver vacation, and the restoration of Burlington Zephyr.

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

### FROM THE HEAD END

First, I want to remind the directors of our meeting just prior to the regular July meeting.

We need nominations for treasurer at the July meeting. The turnout for the June meeting was below our average, so a motion was made, seconded, and approved to wait until July. Also, as I mentioned at the June meeting, Al Kaepple has decided to end his tenure as Special Events Coordinator. If you have a nominee or would be interested in the job yourself, let us know. I asked Al to consider finishing the year. I hope he will.

Tom Duggan has been our man at the NRHS National Convention. I am sure he will fill us in on all that went on.

Having a railroad museum, on any scale is difficult. Whether it is a depot or other building with a few modest displays or multiple buildings with an excursion train, it takes work. These past few weeks have put a great deal of stress on the Mid Continent Railroad Museum (among others) due to the flooding in the upper Midwest. Repairs to buildings, displays, equipment and roadbed will cost many thousands of dollars. In order to clean up the yards and generate some cash, several museums have either sold or scrapped cars or locomotives (no steamers, yet). The question is, "Is the cost of restoration equal to the (historical) value of the restored piece?" If you have any thoughts on this matter, please voice your opinions.

Bill apologized for the meagerness of the latest *Scrambler*. Bill, I appreciate the fact that we do have the *Scrambler*. I am sure that there are many groups that have no newsletter at all and are poorer for that lack.

Apparently my remarks about the display layouts were misunderstood. I apologize for not being clear in that I was only referring to the large-scale layout. I want to thank Bill Merrifield for donating new rail joiners and new brass rail that will improve operation. Al Kaepple and Bill are working on replacing the present track.

Thanks, Al and Bill.

Gary

## LOCALLY ON THE BEAM

### Special Event: Frisco Fest

Frisco Fest is always a popular affair. It attracts a lot of people. We have attended it for a long time, bringing our maps, historical displays and electric trains, and acting as conductors in the caboose. This year the fest falls on Saturday, August 23, 2008 in Rogers, Arkansas. The Fest is a pleasant time to swap yarns with other members, to trade stories with interested members of the public, and entertain and educate lots and lots of girls and boys at our electric trains with our Model Railroad Engineer Certificates.

At our July meeting we will have a sign up sheet. We would certainly welcome and use several more members to lighten the load. We particularly need workers at the 8:00 AM setup time. If you can be there, sign up at the August meeting or phone Al (927-3163), or just show up! Come one. Come all!

### NRHS Board of Directors Meeting

by Tom Duggan

I attended the Friday, June 20 meeting as an alternate for Chuck Girard who was unable to attend. The message of President Molloy focused on making NRHS a more professional organization owing to new IRS 501 (c) (3) guidelines for large non-profit entities. The new guidelines require more written reports and written policies for conflict of interest and confidentiality. He also said that NRHS must become more standardized in its operations to eliminate inefficient procedures. He criticized the Chapters that refuse or cannot comply with the procedures set up to have Fernley & Fernley handle NRHS dues and membership records. Molloy stated that financial penalties may be applied to Chapters that do not follow the procedures. He sounded concern about the limited number of volunteers and the great stresses put upon them. Molloy also mentioned that NRHS is considering the use of Fernley and Fernley to bill members directly.

NRHS has 175 Chapters with twelve in inactive status including the Ozarks Chapter in Springfield, MO. NRHS membership for 2008 now stands at 17,000 compared to 19,000 in 2000. The peak was 24,000 in 1994. Molloy stated the decline from 1994 reflected the end of main line steam excursions in 1994 and the older member profile of the Society. The Society will be giving out several 70-year membership pins this year.

Audited financial statements for 2007 have not been completed by the outside auditors. Molly reported the preliminary figures show a loss of about \$67,000 compared to a projected loss of \$137,000. The favorable change of \$70,000 was caused by a change in accounting standards. In 2006 NRHS, before the changes involving outside services, posted an excess of income over expenses of \$16,000.

The Treasurer showed an interesting graphic. Even with the recent increase in dues, the breakeven point for NRHS operations remains about 18,000 members. If membership declined to 12,000 the dues would have to increase by \$8.70 thus creating a death star like condition.

The remainder of the meeting was devoted to discussing conflict of interest and confidentiality procedures. A "highlight" was the modification of the proposed language via comments from the floor. One rule of document drafting is to limit the number of participants. The discussion was numbing.

Molloy mentioned that NRHS management plans to examine NRHS governance. A governance review is needed as the potential involvement of more than 175 Directors in decision making makes for an expensive

and cumbersome procedure. In my opinion, NRHS needs to become more focused and more efficient if it is to survive. Sadly lacking was any discussion of steps to deal with the steady membership declines. NRHS has a new membership brochure well suited for At Large members. Unfortunately there is still no Chapter level membership form in spite of numerous requests. I think the volunteers simply lack the time to prepare the brochure.

The following photographs were taken by Tom Duggan at various event sites in and around Fort Worth:



**Mc Kinney Avenue Trolleys-** These cars began life in Portugal but in recent years have labored on the McKinney area free trolley service. The cars traverse a high-end shopping and restaurant area.



**Convention Cars-** It is 6:45 AM on Saturday and the 500 riders on the Quanah Zephyr are in the process of boarding at Fort Worth. The train returned to Fort Worth at 9 PM, three hours beyond the planned return time.



**Interurban RPO-** The pride of the Texas Electric Museum at Plano is this nicely restored passenger and RPO car. The adjacent museum is well worth the visit.



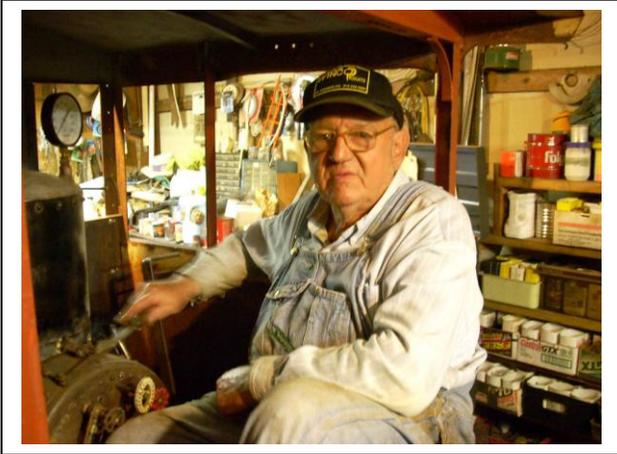
**QAP legend-**This is the headquarters and Quanah depot of the Quanah, Acme & Pacific, a wholly owned Texas subsidiary of the Frisco. The building dates to 1910 and was in service until the tracks were removed in 1981. The depot tracks were on the right of the building. Can you spot Ken Eddy in the photo?

**Fort Smith Trolley Museum Dinner Train to Winslow**

The museum will host a benefit dinner train to Winslow on August 16, 2008. Three classes (parlor, caboose, and coach) of gourmet food delights will be served. Tickets range from \$50 to \$200 (2/3 tax deductible). Copies of details will be available at this Thursday's meeting.

**Fred Lewis' 0-4-0 1/2 scale 1886 Porter**

Fred Lewis has just about completed his 1886 Porter replica. Slowed by a serious fall, Fred soon hopes to lay his 1000 feet of 18" wide track and delight young and old passengers alike. Larry and Marilyn Cain visited Fred's shop several months ago and took the following photographs:



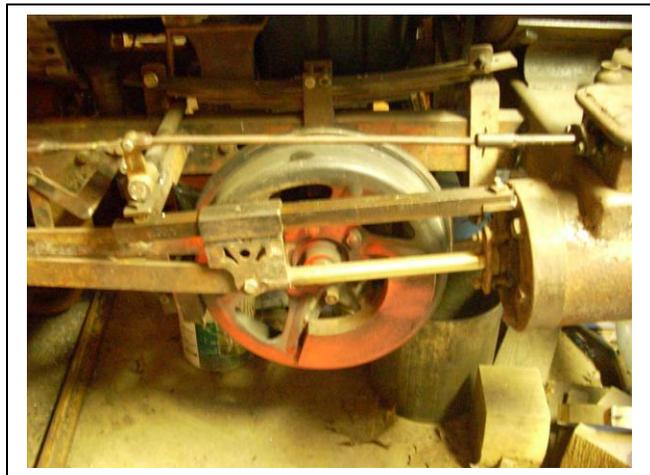
Fred Lewis can well be proud of his work on his 1/2 scale 1886 0-4-0 Porter. The cab has all the realism of authentic steam operation even down to the throttle and brake lever.



Instead of water in the tank and steam in the "boiler" Fred has inserted a Ford Ranger four-speed gasoline powered four-cylinder engine that exhausts through the stack.



The headlamp was fashioned from a chicken water pan and a Model T headlamp mounted on the "smokebox". The riveted structure replicated the water tank around the "boiler".



The 14" Drivers are powered by a chain drive. They were originally wheels from a speeder. Fred modified the flanges. Cylinder and rods all work in a prototypical manner.

## HISTORICAL OPERATIONS

### Illinois Railway Museum

The heyday of the “iron horse” is becoming more of a memory every day—except in Union, Ill. (pop. 576), where America’s largest collection of railroad vehicles keeps the glory days of train travel and transportation alive.

More than 400 steam, diesel and electric locomotives, streetcars, trolleys, and passenger and freight cars are on display on 60 acres at the Illinois Railway Museum. Visitors travel back in time as they tour six huge display barns, three restoration shops, an 1851 depot, a restored pre-World War II roadside diner and a demonstration railway constructed of vintage materials.

Founded in 1953 and relocated from Chicago in 1964, the museum also has had its equipment “star” in television commercials and movies, including *A League of Their Own*, *The Untouchables* and *Groundhog Day*.

“We’re trying to recreate the railroading that we remember as kids,” says Bob Heinlein, 70, the museum’s head of weekday operations, riding along with visitors in a swaying streetcar over five miles of restored track. Heinlein, of Schaumburg, Ill., hopped rapid transit cars and streetcars all over Chicago as a teenager and had a grandfather who worked as a steam engine fireman on the Milwaukee Railroad. The sights, sounds and feel of riding a classic railroad vehicle, often for the first time, can spellbind visitors. “I loved seeing my children’s eyes get as big as saucers when the wind was in their hair and they felt the click-clack of the trolley moving down the tracks,” says Brent Edwards of Yorkville, Ill. “Their smiles could be seen for miles.”

Visitors also are amazed to discover that the museum is staffed and operated almost entirely by volunteers, with only a handful of paid employees. Two hundred and fifty volunteers, such as Heinlein, some commuting from southwestern Wisconsin and northern Indiana, keep the museum in motion April through October, paid only by the satisfaction of doing something they love. When parts or materials must be purchased, many volunteers become fund-raisers and even dip into their own pockets.

Barbara Lanphier, 68, of Harvard, Ill., the volunteer in charge of publicity, was a rail commuter at age 5, riding the North Shore Line connecting Chicago and Milwaukee to and from grade school. She also volunteers as a curator for the museum’s off-site Strahorn Library for railroading research.

Chicago resident Tom Schneider, 66, a volunteer for 34 years, who took over as head of the museum’s steam department 25 years ago, has loved trains since childhood. “My dad was always interested in steam,” he says, “and we used to go over and look at the engines in the Chicago yards when coming home from church.”

Schneider’s department has some hefty rebuilding projects underway, including removing the out-of-alignment wheels of a World War I-era Frisco locomotive—not an easy task when dealing with a vehicle that weighs 120 tons and relying on volunteer labor.

“In order to drop the wheels out from under the locomotive, we had to put in what we call a drop pit and drop table,” Schneider explains. “We bought the drop table from a junkyard and then we had to rebuild it, which was about a 12-month project when you only work one day a week.”

Story by Ann Hattes of Hartland, Wis. Source: *Railway Preservation News*. [www.rypn.org](http://www.rypn.org)

## TRAINS THROUGH MEMORY

### On the Frisco train wreck photographs that appeared in the May 2008 Scrambler :

Chapter member John Furlow, a retired Frisco Machinist who lives in Fort Smith, recalled the 1965 wreck quite well as he was called up from Fort Smith to repair a damaged bearing on No. 227. John, who is observing his 80th year, said that 227 was shoving several loaded grain cars without using air. The heavy cars got away from Engineer Hitchens and the engine was forced into the path of the Monett- Fort Smith daily freight. Engineer Hitchens was uninjured as he was in the other side of the cab. John had to fabricate a temporary shim. He went to the Springdale High School shop and made the temporary replacement.

The book, Frisco Diesel Power, indicates No. 227 was a Baldwin VO 1000 HP switcher. It entered service on April 23, 1945 and was traded in on an EMD order in December 1969. The first diesels on the Frisco were Baldwin VO 1000 models that entered service in May 1942. Submitted by Tom Duggan.

### SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING?

Question: Can you identify when this picture was taken and under what circumstances? The photo was submitted by Gary McCullah.



### VIEW FROM THE ANGELS SEAT

We all owe a “Well done!” to Mitch Marmel for his work on setting up our Yahoogroups web site. Your editor has found it to be a wonderful tool for communication within our chapter: [ABM\\_NRHS@yahoo.com](mailto:ABM_NRHS@yahoo.com) Try it! Chapter members can easily exchange e-mails and attachments. Editor