

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	Tom Duggan
Editor	Bill Merrifield
National Director	Chuck Girard
Board Director	Mike Sypult

NRHS Chapter Meets 7:00 PM Thursday, August 21, 2008 at the Shiloh Museum's General Store.

National Director, Chuck Girard, is this evenings' program presenter.

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

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August 2008

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

CHAPTER MINUTES July 17, 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 July 17, 2008 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 25 members present and one guest, Jim Copas.

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

National Director, Chuck Girard, and Chapter President Gary McCullah discussed the conflicting information coming from National. Mr. Girard discussed some of the information returned to the Chapter from Tom Duggan when he attended the National meeting in Nashville. *Furnly and Furnly* are still handling all of the National membership records. Mr. Girard stated we just have to wait and see what happens.

Scrambler Editor, Bill Merrifield, asked if everyone received the *Scrambler* this month. He praised the Web site on Yahoo Groups established by Mitch Marmel. Mr. Merrifield stated the web address is in the current *Scrambler*. Mr. Merrifield suggested that the *Scrambler* be posted on Yahoo Groups to save postage for the Chapter. This would mean all of the Chapter members would have to have Internet access and that just isn't possible. Mr. Merrifield stated he needs articles and they can be sent to him through the web or by mail. Several members praised the *Scrambler* this month saying it was very good.

Acting Treasurer, Tom Duggan, wasn't able to attend the meeting tonight. The report was sent by e-mail to President McCullah and he read the report to the Chapter members at tonight's meeting. The treasurer's report was approved as read.

Membership Chairman, Chuck Girard, announced a new member, Stan Kajapo. He was welcomed into the Chapter along with a guest, Jim Copas. There are 4 outstanding unpaid memberships for 2008. When the names were called, it was discovered there had been an error with *Furnley and Furnley* and one member had actually paid. Mr. Girard stated we had officially lost one member and had 2 others who hadn't paid yet.

Special Events Chairman, Al Kaepfel, reminded everyone that Frisco Fest is August 23, 2008 from 8:00 to 4:30. He stated we would need volunteers and he passed out a sign up sheet. The next event would be the Children's Train at Christmas time. No date for that event has been set.

Programs and Activities Chairman, David McDonald, stated all of the programs for the year are booked through December 2008. On November 20, 2008, the Chapter meeting will be a Show 'N Tell meeting. Please bring

something to contribute to the program that night. The Christmas meeting will be December 18, 2008. President McCullah stated he would make arrangements for a place to have it.

Archivist, Al Kaepfel, stated no new information.

Map Committee Chairman, Travis Walls, stated no new information. He stated maps would be for sale at Frisco Fest.

Sign Committee Chairman, Chuck Girard, stated they would wait until cooler weather to place the new signs to avoid the ticks, chiggers, and heat.

Old Business:

President Gary McCullah had one item of new business to discuss. He stated Al Kaepfel wants to turn over the position of Special Events chairman to someone else at the end of the year. Mr. Kaepfel has all of the events taken care of for this year. President McCullah requested a volunteer to assume this position.

President McCullah also reminded everyone that we need a full time Chapter Treasurer. President McCullah restated the fact that neither he nor Chapter Secretary Clare McCullah wished to assume the position with their other duties. It simply places too much of the Chapter's control in one household. President McCullah stated the job entails about 3-10 transactions to do per month plus some reports to be filed to the IRS and State of Arkansas. President McCullah stated he is planning to ask Tom Duggan for a procedural manual to follow as a new treasurer. He also announced he wanted Al Kaepfel, Bill Merrifield, and Ray Tolar to be the selection committee for nomination of officers for next year. He stated he wanted people who knew the strengths and weaknesses of the other Chapter members. Mr. Kaepfel declined the nomination and a replacement will be found. If you have nominees for officers for next year, please see one of the committee members or a current officer.

The meeting was adjourned by President McCullah. President McCullah reminded the membership to donate to the coffee kitty.

The presentation for the evening was from: Roseanne Hofer on Colorado Railroads.

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

FROM THE HEAD END

First off, a big “Thank You” to Roseanne Hofer for her presentation at the July meeting. She gave us an excellent presentation on Colorado railroads.

I also want to congratulate Bill on an excellent Scrambler. Has anyone gotten the time and place for the mystery picture?

We didn’t have any nominees for the office of Treasurer or for Special Events Coordinator. Neither of these jobs entails a great investment of time and we have a great group that will pitch in and get things done. I have asked Ray Toler, Bill Merrifield, and Bob Stark to be the nominating committee for the upcoming election. If you have a suggestion, contact one of them.

I have cut several articles out of the paper over the last few weeks. Most deal with the effects of the floods such as the four I.C. & E. engines sliding off into the Mississippi River. The A&M reports that a broken rail caused the derailment at Brentwood. I know this is very low-tech and time and space-consuming, but it is a way to capture what is going on around us. I appreciate Tom Duggan, Mike Sypult, etc taking the time to photograph the UP units on the unit grain trains and the coal trains that are headed north. It may not mean much now, but it will be a fond reminder of “the good old days” down the road.

Don’t forget to forward any newsworthy item to Bill for the Scrambler. I have a few more “mystery photo” candidates to send him. 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.

Those members who signed up for this event are reminded that our participation is important to the theme of the Rogers fair and to our reputation as representing railroading traditions and history. Set up time is 8:00AM Saturday. We need all the help we can get!

The G-scale train board has been upgraded to all brass rail with special brass rail clamps to eliminate past problems with electrical contacts and difficulty in track alignment. The track curve diameters are 4 and 5 feet with 2-foot straights on all four sides. The increased length of straight track will make it easier to position model locomotives and cars on the track.

HISTORICAL OPERATIONS

Trains presents 2008 Preservation Award to Mid-Continent Railroad Museum

WAUKESHA, Wis. - The Mid-Continent Railway Museum in North Freedom, Wis., is Trains magazine's 2008 Preservation Award winner and the recipient of a \$10,000 grant, the magazine and the museum jointly announced Friday.

The museum suffered extensive damage when the Baraboo River inundated its property at the height of the June 2008 Midwest flooding. The museum's two webcams made it possible for anyone visiting their Web site on June 9 to witness virtually first-hand the flood water's rapid rise and pervasive reach.

The magazine suspended its annual preservation award competition because of the compelling need to support Mid-Continent.

"Mid-Continent is one of the oldest and most respected railway preservation centers in North America," says Jim Wrinn, Trains editor. "At this time of crisis, it is important for us to bolster not only our neighbor, but also a national treasure for its stewardship of wood cars and for its authentic recreation of an early 20th century steam-powered branch line railroad."

"We are certainly honored," says Jeff Bloohm, the museum's president, upon receiving news of the award. "There's really not an adequate way to express our gratitude to Trains for taking this step. The prestige of the award and the surprising way in which it has been offered to Mid-Continent is personally humbling. But I think it speaks well of how others view the achievements of our many members and volunteers over the years."

Mid-Continent will celebrate its 50th anniversary in May 2009 and museum management confirms that they will have cause for celebration when they open that month for another summer season.

The museum's Web site, www.midcontinent.org, continues to be a valuable resource for monitoring their recovery process and viewing archived images of the recent flooding.

Trains Newswire **July 18, 2008**

TRAINS THROUGH MEMORY

BNSF Railway merger family tree

A genealogy of the well-known railroads that make up today's system

BNSF Railway Company

Burlington Northern Santa Fe Corp. created on September 22, 1995, when BN bought AT&SF's corporate Parent. Atchison, Topeka & Santa Fe Railway merged into Burlington Northern Railroad on December 31, 1996, and BN renamed Burlington Northern & Santa Fe Railway. Name shortened to BNSF Railway Company in 2005.

Atchison, Topeka & Santa Fe Railway

Chartered in 1859 as the Atchison, Topeka & Santa Fe. Burlington Northern Santa Fe Corp. created on September 22, 1995, when BN bought AT&SF's corporate Parent. Atchison, Topeka & Santa Fe Railway merged into Burlington Northern Railroad on December 31, 1996, and BN renamed Burlington Northern & Santa Fe Railway.

Toledo, Peoria & Western Railway

Toledo, Peoria & Western's first ancestor, Peoria & Oquawka Eastern Extension begins construction, began construction in 1855, three years after charter. Renamed Toledo, Peoria & Western in an 1880 reorganization. Half interests bought by Atchison, Topeka & Santa Fe and Pennsylvania Railroad in 1960. ATSF bought PRR's half after 1976. TP&W merged into Santa Fe on January 1, 1984. Main line sold by AT&SF on February 1, 1989 to new investors, who reused TP&W name. Acquired by RailAmerica in September 1999, still operated as TP&W.

Burlington Northern Railroad

Created March 1, 1970 by merger of Chicago, Burlington & Quincy; Great Northern; Northern Pacific; and Spokane, Portland & Seattle.

St. Louis-San Francisco Railway

Begun in Missouri as branch of Pacific Railroad in 1853. Name changed from Atlantic & Pacific to St. Louis-San Francisco-"Frisco" for short-as part of 1875 receivership. Acquired by Burlington Northern on November 21, 1980.

Alabama, Tennessee & Northern Railroad

Carrollton Short Line Railway chartered in 1897. Name changed to Alabama, Tennessee & Northern in 1906. AT&N purchased by St. Louis-San Francisco on December 28, 1948, and merged into SLSF on January 1, 1971.

Colorado & Southern Railway

Colorado Central opened a standard-gauge line from Denver in 1870. Several predecessors, including Fort Worth & Denver City, consolidated as Colorado & Southern in 1898; two-thirds control of C&S-FW&DC acquired by CB&Q in 1908. FW&DC drops "City" in 1951 to become Fort Worth & Denver. C&S officially merged into Burlington Northern in 1981; FW&D merged into BN in 1982.

Spokane, Portland & Seattle Railway

Incorporated by James J. Hill in 1905 as Portland & Seattle. Name changed to Spokane, Portland & Seattle in

1908. SP&S was financed and owned jointly by Hill's GN and NP. Absorbed in March 1, 1970 Burlington Northern merger, along with Chicago, Burlington & Quincy; Great Northern; and Northern Pacific.

Northern Pacific Railway

Construction began in 1870, six years after charter as the land-grant Northern Pacific.

Great Northern Railway

Minnesota & Pacific chartered in 1857. Its successor, and others, renamed by James J. Hill to Great Northern in 1881.

Chicago, Burlington & Quincy Railroad

Aurora Branch chartered February 12, 1849; renamed Chicago, Burlington & Quincy on February 14, 1855. Control acquired by Great Northern and Northern Pacific in 1901.

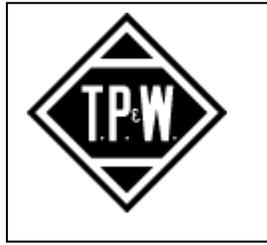
Trains newswire June 2, 2006

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING?

Match the following partial heralds with the BNSF family tree above



See page 8 for full views of the heralds.



Previous question: Can you identify when this picture was taken and under what circumstances? The photo was submitted by Gary McCullah. (July Scrambler)



A&M 42 was shot near Cato Springs helping to wye S&A 200 as apart of the filming for "Biloxi Blues" in 1987.

Previous question: What was the last year that the ladies of the above CB&Q Auxiliary operated under that name? (This should give somewhat a date to the photograph.) What would have been their new name?



No one could date this photo or give the new name; however, the answers can be found in this edition.