

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 6:30 PM Thursday, December 18, at Fayetteville AQ Chicken Restaurant on College Avenue.

Nomination and election of officers will be done.

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

Volume 22, No. 4

December 2008

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

CHAPTER MINUTES November, 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 November 20, 2008 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 19 members present.

Secretary, Clare McCullah's minutes from the October 2008 meeting were approved as stated in the *Scrambler* dated November 2008. The Chapter members stated they received this month's *Scrambler* in the mail today. No corrections were needed.

National Director, Chuck Girard, didn't attend tonight's meeting. President McCullah asked the Chapter members to get their dues for 2009 in as quickly as possible. All dues are to be given to Chuck Girard to be processed. President McCullah stated tonight was the night the Little Rock Chapter will vote to disassociate from National organization.

Scrambler Editor, Bill Merrifield, didn't attend tonight's meeting.

Treasurer, Bill Longston, read the financial report to the members. The report was approved as read. Mr. Longston officially took over last Friday as the Chapter's new Treasurer. The information on the bank accounts was switched at the bank to place Mr. Longston on the accounts. It was decided to set up a money market account and closed Vanguard account. This transaction was also completed this week.

Programs and Activities Chairman, David McDonald was not present. President McCullah stated that he had a signup sheet for the Christmas train on December 6, 2008 at the Springdale Depot.

Archivist, Al Kaepfel, was not present at tonight's meeting.

Tom Duggan reported the doctor's had informed Al and the family that Trudy Kaepfel (Al's wife) has 2-3 weeks to live. She is being fed by a tube and not doing very well. Several Chapter members expressed a need to send flowers or do something for the family. Bob Stark suggested the Chapter make a contribution to Circle of Life to assist them with their construction efforts in Trudy's name in the event of her death. Tom Duggan made a motion to make a contribution and it was seconded by Steve Thorp. An amount was agreed upon by the Chapter members.

Old Business: President McCullah announced the Chapter Christmas party will be held on December 18, 2008 at the Fayetteville AQ from 6:30 p.m. to 8:30 p.m. Please bring a Dirty Santa gift for the gift exchange. A short business meeting will be held to elect NRHS officers for the 2009 calendar year.

Mitch Marmel stated this is working on the NRHS T-shirt project. He is working on the graphics and hopes to have them ready in a few weeks.

New Business: President McCullah stated the Sugar Creek train show will be held on February 28, 2008 at the Bentonville Clarion Inn in Bentonville, AR from 9:00 a.m. to 4:00 p.m. We will need volunteers to set up the layouts and the tables. The Sugar Creek group has set aside tables and a train area for the Chapter. Tom Duggan agreed to be the contact person for the train show. He stated we will have a lot of stuff to sell this year thanks to the items donated to the Chapter from Tom Scott's widow, Trudy Scott.

Tom Duggan stated if you are interested in Kansas City Southern Christmas train go to KCS.com for now information. It is to arrive in Noel, MO on December 12, 2008 and depart at 4:00 p.m. for a night time run. He stated the train is really fun to see and photograph is the dark.

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 various Chapter members who displayed show and tell items of interest to the other Chapter members.

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

FROM THE HEAD END

From the Prez,

Those of you who were unable to attend the November meeting missed out on great show and tell session. Fred brought some of his scratch built Hawaiian narrow gauge trains to show. Though the steam engines were built on Lionel and Marx three rail mechanisms, you didn't really notice that. Rick shared some slides of a derailment in his hometown and yours truly shared a few photos collected over the years. Stan brought in some model structures that he built. One was a wholesale liquor distributor in Ft. Smith circa 1900. Ray explained superheaters on steam locomotives, Mitch shared some interesting facts about the PRSL, and Travis shared the history of the signal lantern. I'm sure I left someone out, but it was a great night.

As a note to Fred and maybe others of the narrow-gauge persuasion, there are several books and maybe a video or two available about the Hawaiian narrow gauge trains. Up until the 50's, there was an extensive network of railroads on Oahu with lesser operations on the Big Island. Model Railroad Planning featured a multi-section plan for the railroads of Oahu. If you have access to material on Hawaiian railroads, please consider sharing with the rest of us. In fact, a program on narrow gauge of any flavor would be a welcome addition.

Ray Toler mentioned seeing a picture of Bob Oswald making a presentation to Brenda Brown in a recent newspaper. If you have that paper, cut out the picture and bring it to the meeting. I grabbed a photo out of the Nov 25 Democrat-Gazette of the miniature train at Queen Wilhelmina (sp?) Lodge in 1960. The good thing is that it is still in operation.

Remember that we will have the election of officers at the December meeting. I hope everyone has gotten their nominations to the nominating committee. Speaking of the December meeting, it will be at the AQ Chicken on North College in Fayetteville at 6:30 on Thursday December 18. Don't forget the gift exchange. The several years that Clare and I have been involved, the gift exchange has been a highlight of the year.

Gary

IN THE YARDS

Gertrude (Trudy) Kaepfel, wife of Chapter member, Al Kaepfel, passed away on Sunday, November 23, 2008. A memorial service was held on December 2, 2008 in Springdale, AR. On behalf of the other NRHS Chapter members, we would like to express our thoughts and prayers to Al and the rest of their family. Trudy was a wonderful person and she will be greatly missed.

Our thanks to Chapter members who made monetary donations to our Chapter in her name.

LOCALLY ON THE BEAM

The December 5, 2008, A&M Railroad Christmas Train was a Northwest Arkansas spectacular success. We deeply appreciate all the A&M staff, J B Hunt Transport and the volunteers, and Chapter members, who worked in less than ideal temperatures in this effort! Over 1000 tickets were sold benefiting children.



A&M and J B Hunt organized superbly!



Kids and adults waited patiently for trains.



It was worth the cold fingers in the early morning set-up to see the delight in the kids' eyes over our model trains in operation.



Thanks to Mitch Marmel and Bill Ussery a lot of kids learned about interurban model operations.

Looks like Mitch Marmel also made it onto TV and The Morning News during our Christmas Train activities. You can see the action on: http://nwahomepage.com/media_player.php?media_id=133341#

CHRISTMAS DINNER! Don't forget! This Thursday, December 18, is our annual Christmas Dinner meet. You are asked to bring a gift (hopefully railroad related) for our fun filled Santa exchange.

Chapter member J. P. Bell of Fort Smith has produced a new 192-page book of high quality black and white images. The book, called Steam Trains A Modern View of Yesterday's Railroads, has 23 profiles modern era steam railroads. Included is the filming of Biloxi Blues on the Arkansas & Missouri Railroad and a section on the Dardanelle & Russellville plus sections on N & W tourist steam and UP steam and the Reader Railroad.. It is a coffee table size book that will provide hours of enjoyment to the steam railroad fan and serious photographer. Autographed copies of the book are available at the Arkansas & Missouri Railroad Gift Shop on Emma Avenue in Springdale. The book costs \$34.95 plus tax.

Chapter member Mike Sypult spotted the KCS Christmas Train the afternoon of December 7 at Noel, MO. Here is the consist:

KCS 2 F9A Meridian – ex Canadian National 6512 built November 1955 by EMD
KCS 3 F9B Pittsburg – ex Canadian National 6616 built January 1957 by EMD
KCS 1 F9A Shreveport – ex Canadian National 6504 built November 1954 by EMD
19 Heavener – baggage car – ex KCS 17 built 1964 by Pullman Standard for the KCS
96 St. Louis – power car – ex Army hospital car built 1951
99 New Orleans – business car – ex KCS TOLMAK (acronym for Texas, Oklahoma, Louisiana, Missouri, Arkansas, Kansas) built 1966 by Darby
97 Dallas – crew car – ex Army hospital car built 1951
1970 Baton Rouge – sleeper car – ex Illinois Central
3505 "Brookhaven" sleeper built in 1953 by Pullman Standard
2007 Vera Cruz – executive sleeping car – ex Florida East Coast 10-6 sleeper "Argentina" built in 1948 by Pullman Standard
1810 San Luis Potosi – sleeper – ex Illinois Central 3500 "Baton Rouge" built in 1953 by Pullman Standard
1942 Lake Charles – diner & bar car – ex ? - built in 1959
2005 Monterrey – dome dining car – ex UP dome diner 8009 built in 1955 for the City of Portland
1859 Arthur Stilwell – theater car – ex New York Central 2955 coach built in 1947 by Budd, renovated 2005
KCS 2008 4-0-4 "Rudy" tank engine on flat car (TEFC)
Candy cane 50' boxcar for Santa's Elves
Green and white wide vision cabooses (ex IC?)
Reindeer car 50' plug door boxcar
KCS 2008 red and white wide vision cabooses (ex IC?)
A great crowd came out to see this historic train – KCS has done a great job in the PR department!

The History Channel is currently airing a series called Extreme Trains on Tuesday Nights 7 PM PST. (10 PM EST). History Channel is channel 120 on Dish Network. Check your listing for other Satellite or cable channels.

BRASS POUNDING DOWN THE LINE

Kansas commits funds to Amtrak extension study

Kansas state transportation officials have committed \$200,000 for the state's portion of a study to evaluate extension of Amtrak's /Heartland Flyer/ north of Oklahoma City to a new terminus in Kansas City, Mo.

Oklahoma and Texas, which already supply state support to the Amtrak service, also are contributing to the study, which will estimate construction costs, equipment requirements, and annual operating costs.

The study will include evaluation of a daytime roundtrip separate from the /Heartland Flyer/ between Kansas City and Oklahoma City, but Amtrak observers consider such a scenario unlikely.

Proposed stops in Kansas include Lawrence, Topeka, and Newton as top contenders. Other new stations suggested include Emporia, Strong City, Wichita, and either Winfield or Arkansas City. Kansas Department of Transportation spokesman Ron Kaufman says the study is expected to be finished sometime next year.

Legislatures in the three states would have to agree to come up with the money to pay for it, a cost-sharing procedure that has had limited success at best for Amtrak since its creation in 1971." Submitted by Tom Duggan

HISTORICAL OPERATIONS

The good, the bad and the ugly in railroad movies. (Do you recall the nature of the mystery photo below?)



Lights, camera, action... Filming a scene from the 1952 movie *The Denver and Rio Grande*.

Robberies, explosions, romance, comedy, suspense... you'll find all these and more in *TRAINS* magazine's survey of good and bad train movies. See our picks for the best and worst train films, plus lists of good movies with good train scenes, bad movies a train couldn't save, memorable photographs of trains on film... and more!

For those not content with only the best and worst, see our extensive list below of over 450 movies with trains in them (as of December 2002). Some are feature-length films that explore railroading at its best and worst (i.e. *Union Pacific*, *Runaway Train*), while in other films the railroad has a briefer, yet still important cameo role (i.e., *Some Like it Hot*, *The French Connection*).

The list mentioned above can be found on *TRAINS* Newswire or in the January 2003 issue of *TRAINS* magazine.

NS offers \$1 million to RR Museum

Friday, December 05, 2008

ROANOKE, Va. - Norfolk Southern Chief Executive Officer Wick Moorman offered to donate \$1 million to the Virginia Museum of Transportation, the Roanoke Times has reported. The railroad boss challenged the Roanoke community to dedicate another \$2 million to help the museum.

"We're willing to contribute \$1 million to make this museum better," Moorman said. "We want to see a museum here that showcases what generations of people in Roanoke, people who worked for this company and people who supported this company, built and are still building today."

Train name causes distress

Wednesday, November 26, 2008

NASHVILLE - The Tennessee Central Railway Museum has changed the name of its winter train rides following legal threats from Warner Brothers over its use of the name "The Polar Express," Nashville's WSMV News has reported. The museum had renamed its train to "The Polar Express" at Warner Brothers' urging in 2004, but this year, the film company demanded a cut of revenues for use of the name.

"I think it's just very irritating and disgusting. I really do. I think it's just Warner Brothers coming out and saying, 'OK, now that the movie has kind of died down, we want to make some money off nonprofit museums,'" said the museum's Terry Bebout. The train this year will again go by "The North Pole Express," the name it had before 2004.

Galloping Geese

Wednesday, November 26, 2008

GOLDEN, Colo. - All three of the Colorado Railroad Museum's "Galloping Geese," Rio Grande Southern Nos. 2, 6, and 7, were operated at the museum Thanksgiving. It marked the first trips around the museum's grounds in more than a decade.

The "geese" are unusual-looking motorcars that provided passenger and mail service on the RGS narrow gauge line after it became too expensive to run steam passenger service. They served RGS's Dolores to Ridgway, Colorado, route from the Depression until the line was abandoned in 1952. Their nickname came from the sound of their horns, which sounded similar to geese.

The three geese at Golden have been restored thanks to donors and grant money from Colorado's historic preservation fund. The event kicked off the museum's Galloping Goose exhibit.

The museum is open from 9 a.m. until 5 p.m. For more information on the museum, visit www.crrm.org.

Our thanks to *TRAINS* Newswire.

TRAINS THROUGH MEMORY

The Red Light District – Revisited By Tom Duggan

Several Chapter members have stated that the term red light district is derived from the practice of railroaders leaving their lit red lantern outside a house of prostitution while paying a visit. It's an interesting tale that warrants scrutiny.

Prostitution is said to be the oldest profession. Railroading in the U.S. dates to the early 1820s, but the first night time train operation in the U.S. was in 1848. Therefore there would have been no lanterns of any color in the hands of railroaders prior to 1848. The first American railroad lanterns used whale oil to produce a dull whitish flame. Whale oil became very expensive in the 1850s due to over harvesting of whales by the efficient New England whaling fleets. The 1859 discovery of petroleum in Titusville, PA by Colonel Drake was timely. Railroads began to use signal oil, a mixture of kerosene and animal fats, to fuel lanterns and lamps.

The red globe lantern did not appear on the scene in the late 1850s. Early red globes were extremely difficult to manufacture as the first red globe models entailed the use of gold to flash a thin layer of red on the inside of the globe. The red globes were very expensive and fragile. It was not until after the Civil War that technology permitted the mass manufacture of red globes for railroad lanterns. Incidentally it should be noted that RED as the signal for stop was not adopted for use by US railroads until the early 1880s. Prior to this time several railroads used green as the stop indication. I wonder why we never hear of the "green light district".

Prior to 1907 there were no legal restrictions as to the hours worked by railroaders. In 1907 Congress passed the sixteen hour day law. Many railroad operating rules required that every in service steam engine carry at all times lit white and red lanterns in addition to the red and white lanterns in the caboose. Both railroad and Federal authorities checked to ensure that the lantern safety requirements were met.

I think attribution of the red railroad lantern to the red light district is incorrect.

1. Given the serious risk in removing a red lantern from an engine or caboose only a stupid railroad employee take a red lantern and risk termination for a rules violation? Leaving your red lit lantern outside a house of prostitution would be an advertisement that a rules violation had taken place.
2. It is my understanding that the crew caller would go to the employee's place of residence to notify him at the start of his shift. If the employee was not at home the crew caller would proceed to the next name on the list, not to a house of prostitution. This would be especially true on the railroad where seniority was everything.
3. The lantern, red or clear, was the property of the railroad, not the employee. It was very uncommon for a railroad lantern to bear both the railroad name and the name of the railroad worker. So even if a super diligent crew caller went to the houses of prostitution he would have no way of knowing whose red lantern belonged to whom.
3. If you were on duty for sixteen or more hours would it be likely that you would want to visit a house of prostitution? I rest my case.

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING?

Question: The 2-8-2 No. 19, which starred in the 1973 film "Emperor Of The North" belonged to what railroad? This locomotive is has been in recent news. What is going on? Answer: It's up for sale.

No. 19 was built in April 1915 for the Caddo River Lumber Co. as No. 4, and then was sold to the Caddo & Choctaw Railroad, and then to Ferrocarril Mexicano as No. 105. In 1953 it was sold to the McCloud River Railroad and eventually was sold to the current owner, Yreka Western Railroad. No. 19 had a starring role in the 1973 film featuring Ernest Borgnine and Lee Marvin. The locomotive is in operating condition and ready for service with an asking price of \$645,000.