

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2009 DIRECTORY OF OFFICERS

President	Gary McCullah
Vice President	David McDonald
Secretary	Clare McCullah
Treasurer	Bill Longston
Program Director	David McDonald
Editor	Bill Merrifield
National Director	Chuck Girard
Board Director	Mike Sypult

NRHS Chapter Meets 7:00 PM, June 18, 2009 at the Shiloh Museum General Store.

Program by Mitch Marmel on Atlantic City Trolleys

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

The Scrambler

Volume 22, No. 9 & 9

May-June 2009

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

CHAPTER MINUTES April 16, 2009

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 April 16. There were 24 members present.

National Director, Chuck Girard, stated John Hedrick will attend the National meeting in Mr. Girard's place.

Steve Thorpe was presented a plaque for 25 years as an active member of the National Railway Historical Society by President Gary McCullah and National Director, Chuck Girard.

Treasurer, Bill Longston, read the financial report to the members. The report was approved as read. It was agreed by the Chapter membership to transfer \$250 from Money Market to the Checking account to cover some of the Chapter's bills.

Program Chairman, David McDonald, declared the following programs:

May 2009 – Show and Tell by the entire Chapter (Please bring something to share with the rest of the Chapter members);

June 2009 – Atlantic City Trolley by Mitch Marmel

July 2009 – Mike Sypult and Chuck Girard on Missouri and AR RR;

August 2009 – Steve Thorp – Circle Train in Chicago in 1985 and business trains

September 2009 – David McDonald and Bob Stark -

October 2009 – Gary and Clare McCullah – Tours of the Western States

November 2009 – Show N Tell with the entire Chapter;

December 2009 - Christmas Party and White Elephant

Old Business:

Gary wanted to thank Ray Tolar for the article on the Cottonbelt in the last *Scrambler*. President McCullah thinks the Chapter needs to consider a donation. Tom Duggan made a motion of a donation of \$2500 at the AR Railroad Museum. The motion was seconded and approved unanimously.

The A&M Train Day will be on May 9, 2009 in Van Buren, AR

The presentation for the evening was from: Rose Ann Hofer on "Riding the Rails in Colorado"

May 21, 2009

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 21, 2009 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 20 members present and two guests, Lynn Reed from Ft. Smith, Trolley Museum motor month coordinator for anyone interest in running the trolley and Dick Hovey from the Jones Center.

Secretary, Clare McCullah's minutes from the April 2009 meeting were approved as stated in the *Scrambler* dated May 2009.

National Director, Chuck Girard, stated Engine number 4449 is being pulled from the National convention.

Membership Chairman, Chuck Girard, stated everything is sent in.

Mr. Merrifield stated the *Scrambler* was late due to family situations and is coming in the mail. It was suggested since the *Scrambler* is already late, to save postage costs, and the next edition on the *Scrambler* will be placed with this edition.

Treasurer, Bill Longston, read the financial report to the members. The report was approved as read. He stated \$2500 was sent to the Cotton belt museum to renovate the engine. Mr. Longston requested a meeting with President McCullah to discuss the IRS tax exempt status of the Chapter.

Program Chairman, David McDonald, declared the following programs:

June 2009 – Atlantic City Trolley by Mitch Marmel;
July 2009 – Steve Tharp-Circus Train of Chicago in 1985 and business trains;
August 2009 – Mike Sypult and Chuck Girard on Missouri and AR RR;
September 2009 – David McDonald and Bob Stark;
October 2009 – Gary and Clare McCullah – Tours of the Western States;
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Map Committee Chairman, Travis Walls, stated the Chapter has lots of maps ready for the next train show.

New Business:

A Train ride in Abilene KS 4.5 miles long behind a steam engine will be conducted at the NRHS convention this year for those who are interested.

Mitch Marmel stated he was going to Philadelphia to a bi-annual East Penn Traction Meet in a couple of weeks. He stated he will provide pictures to share with the Chapter.

Ft. Smith Trolley Museum needs someone to run the trolley on Thursdays. If you are interested, please contract the museum.

Mike Sypult offered to design a Chapter website to place the newsletter and other information about the local Chapter. It was decided this could be a good recruiting tool. The chapter agreed to pay all of the fees.

The presentation for the evening was a Show N Tell from several of the Chapter members.

Clare McCullah, Secretary of the Arkansas-Boston Mountain Chapter N R H S.

FROM THE HEAD END

I appreciate Rose Anne Hofer giving the presentation at the April meeting. If you missed it, you missed an excellent presentation on Colorado railroads. She knows her stuff.

Do you realize that cabooses started disappearing from mainline railroads 20 years ago? It had not occurred to me until I was thumbing through a 20 year-old copy of Rail Classics magazine. It was dedicated to the (even then) vanishing caboose. Surprisingly, there was a picture of a wood sheathed Mopac caboose with both a cupola and bay windows. The fact that the A&M has an operational caboose should cause us to be thankful that it is there. That we may ride in it from time to time is very much a blessing.

I was pleased with the enthusiasm that was exhibited over donating to the restoration of Cotton Belt 819. I was blown away by the size of the donation and the fact that it was a unanimous vote. The point was made that our mission is the preservation of historic railroad equipment and artifacts. I thank all of you for this. Of all the things we have done as a chapter, this may be the most meaningful thing we could ever have done. Again, thank you.

Ray, what kind of grudge does the weatherman have for Tired Iron? It seems like every time Clare and I go out there, it rains. Anyway, I took some pictures and some video. I hope to use that at the Show and Tell

Continue to remember the Hofers and the Oswalds. I have talked to Bob Hofer a couple of times. He has good day and bad days. I know he appreciates the calls and visits.

I want to thank all who participated in the 'Show and Tell'. It was a most interesting evening. For those who were not able to attend, Ray Toler brought pictures of some interesting engines and I showed pictures of some very different cabooses. We had something of everything in between so I guess you could say we had a complete train.

The latest issue of Trains magazine has a very interesting comparison between trucks and trains. The areas covered are fuel efficiency, tonnage hauled and other such topics. I will warn you; some of our preconceived notions about both will be challenged, if not destroyed. If you have not seen them, Kalmbach Publishing has also produced two wonderful special issues, one is "Locomotive" and the other is "Search for Steam". Whether your interest is classic steamers or modern "diseasels", I know you will find something of interest.

In researching feed mills and granaries for Clare's 'N' scale layout, I came across a picture circa 1965(?) of the Ralston-Purina feed mill in Springdale. I think I know the location, but if you know and/or have photos or information, how about sharing with the group. Gary

IN THE YARDS

Bill Ussery has informed us that our chapter member, Mike Sypult lost his father in April. The funeral was Friday, April 24. His father was actively involved with the Tired Iron of the Ozarks. Our condolences to Mike.

The report on Bob Hofer is that he and Roseanne went to the University of NE to see if Bob would be a candidate for a liver donation. It was decided that he is not a good candidate for the transplant. President McCullah reminded everyone that Bob and Roseanne are in need our prayers and support.

LOCALLY ON THE BEAM

Congratulations to Steve Thorp who has marked his 25th year as a member of the NRHS. Pictured below is Steve with Chapter president, Gary McCullah and National Director, Chuck Girard



Shiloh Museum Photograph Display: The Shiloh Museum has a photo exhibit of bridges in Northwest Arkansas that runs to August. It includes a number of railroad bridges. The Museum is open Monday through Saturday from 10 AM to 5 PM and admission is free. R

Chapter members, Bob and Annie Oswald's daughter, Rebecca, is presenting a piano recital at the First Presbyterian Church at 100 S Gutensohn in Springdale on June 12 at 7:00 PM. No admission will be charged. Bob and Annie will be in attendance and this would be an excellent time for our chapter members to fellowship with both. Bob is making some progress in his illness but it is painfully slow.

Frisco Convention in Pittsburg, Kansas Sept. 12/13, 2009

1st Pittsburg Frisco Festival: Come Join Us in Pittsburg, Kansas on Sept. 12th and 13th 2009 to celebrate the

Frisco (St. Louis - San Francisco) Railway at the 1st Frisco Festival hosted by the Heart of the Heartland Corp. a railroad historical society, Watco Companies, Inc. and the South Kansas & Oklahoma Railroad. Events will include three clinics on Frisco history and modeling, swap meet, slide show, model display area, operating model railroad layout and on Sunday an all day train ride over former Frisco track to the Heartlands railroad museum at Carona with a catered lunch by Chicken Annie's.

Total cost for both days including the train ride and lunch is \$20.00 per person for advanced registration or \$25.00 at the door. Advanced registration deadline is Sept. 4, 2009.

HISTORICAL OPERATIONS

White Pass & Yukon rebuilds begin to emerge

Wednesday, May 20, 2009



White Pass & Yukon shovelnose diesel No. 98 sits outside Coast Engine & Equipment Co. in Tacoma, Wash. *Photo by: David*

Lustig
TACOMA, Wash. - Coast Engine & Equipment Co. has begun turning out rebuilt White Pass & Yukon 3-foot-gauge shovelnose diesels. When the project is done, WP&Y's entire shovelnose fleet will cycle through the program.

General Electric built the diesels in the 1950s with Alco prime movers. As part of the rebuild, CEECO trades them out for Cummins diesel prime movers. The new engines meet Environmental Protection Agency Tier 3 standards.

To accommodate the contract, CEECO laid 1,000 feet of narrow gauge track within its existing standard gauge track. The diesels move to Tacoma from WP&Y's Skagway, Alaska, port by barge, which takes about a week's time.

Cliffs Erie F9s have made their last run



Led by A-B-B-B-A F9s, the second-to-last Cliffs Erie train heads to Hoyt Lakes, Minn., with limestone loads on Oct. 16, 2008.

Photo by: Steve Glischinski

TACONITE HARBOR, Minn. – When was the last time you could see five F 9 units in a single train? Cliffs Erie's set of former Erie Mining Company F9s made their final run from Taconite Harbor to Hoyt Lakes, Minn. The A-B-B-B-A set of F units brought 24 cars of limestone that was dumped at Taconite Harbor several years ago back to the former Erie plant site in Hoyt Lakes. The limestone will be used in environmental remediation projects. The Fs also returned 23 empty side dump cars and three tank cars to Hoyt Lakes over the 72-mile private railroad.

Barring unforeseen circumstances, this will mark the end of operations for the F units, which were delivered to Erie Mining Company by EMD in 1956 to pull taconite ore trains and have never left the property. The Hoyt Lakes taconite plant shut down in 2001, but there have been periodic movements over the railroad in 2004, 2006, and the summer and fall of 2008. Cliffs Erie has donated F9A No. 4211 and an F9B to the Lake Superior Railroad Museum in Duluth for preservation. (Our thanks to Trains Newswire)

Cleveland non-profit group may be forced to auction 30-plus streetcar collection

Wednesday, May 27, 2009

CLEVELAND - A big idea for downtown Cleveland derailed before it left the station, according to an article in the *Cleveland Plain Dealer*. The newspaper says a nonprofit group with a warehouse full of streetcars is dropping plans to build a tourist-attracting rail loop downtown and a trolley museum nearby.

Instead, Lake Shore Electric Railway Inc. wants to put its 30-plus car collection up for auction as soon as July, said Mark Ricchiuto, group spokesman and an executive with Marous Brothers Construction. Civic and elected leaders supported the project, he said. But the economic recession killed fund raising.

The nonprofit group wanted to build a short trolley loop near the east bank and up through the Warehouse District, Ricchiuto said. But Lake Shore Electric can't wait any longer to deal with its debts and mounting costs.

Many of the cars had once been on display in Trolleyville U.S.A. in Olmsted Township. When Trolleyville closed in 2002, the nonprofit group formed to preserve the cars and also crafted the downtown proposal.

TRAINS THROUGH MEMORY

RAY'S RAMBLINGS

In the year 1900 an investigation was made concerning a minor train wreck. The front brakeman on one of these trains was asked to tell what the crewmembers were doing when the other train rammed them. He replied.

The con was flippin' the tissue in the doghouse.
The shack was greezin' a hot hub on the hind end.
The tallow pot was crackin' diamonds in the tank.
Eagle eye was down greasin' the pig.
I was bendin' the rails.

What it all meant:

The conductor was reading the train orders in the cupola of the caboose.
The rear brakeman was cooling a hot box on the rear of the train.
The fireman was breaking large lumps of coal in the tender.
The engineer was on the grounds oiling the engine.
The front brakeman was throwing a switch.
Ray Toler

Who built the steam locomotives

The "Big Three" of steam

By Kevin P. Keefe

Published: Monday, June 05, 2006

The Big Three of the steam era are virtually forgotten now in most quarters, but if you read TRAINS magazine you're running into their names all the time. Here, then, are short histories of Alco, Baldwin, and Lima, based on material from George H. Drury's book "Historical Guide to North American Steam Locomotives," published by Kalmbach Publishing Company.

American Locomotive Company

The American Locomotive Company (Alco) was created in 1901 by the merger of eight companies to counter the competition of ever-expanding Baldwin.

The components of Alco were Brooks Locomotive Works of Dunkirk, N.Y.; Cooke Locomotive and Machine Works of Paterson, N.J.; Dickson Manufacturing Company of Scranton, Pa.; Manchester Locomotive Works of Manchester, N.H.; Pittsburg Locomotive & Car Works of Pittsburgh, Pa. (the firm later added the city name's final "h"); Rhode Island Locomotive Works of Providence; Richmond (Va.) Locomotive Works; and Schenectady (N.Y.) Locomotive Works.

Two firms joined Alco shortly after it was established: the Locomotive & Machine Company of Montreal in 1902, and Rogers Locomotive Works of Paterson, N.J., in 1905. Many of these affiliates continued to build locomotives into the 1920's until Alco consolidated manufacturing at Schenectady in 1929.

Locomotive production at Schenectady almost ground to a halt during the Great Depression, then picked up again in the mid-1930's as the last great wave of steam production began.

Alco's last domestic steam locomotives were seven Pittsburgh & Lake Erie 2-8-4's, produced in 1948. Among its more famous steam products were the 4-6-4 Hudsons and 4-8-4 Niagaras of the New York Central and the 4-6-6-4 Challengers and 4-8-8-4 Big Boys of Union Pacific.

Alco had begun building diesel locomotives in the 1920's and enjoyed more success in the field than the other two major steam builders, gaining fame with such models as the PA streamlined passenger cab unit and RS-series road-switchers. But Alco never successfully challenged Electro-Motive Division's dominant market position and exited the locomotive business in 1969. Its diesel designs went to Canadian affiliate Montreal Locomotive Works.

Baldwin

Baldwin, the largest, longest-lived, and most successful of the steam locomotive builders, was started in Philadelphia in 1831 by Matthias W. Baldwin, a jeweler. He produced his first locomotive in 1832, and by the late 1800's Baldwin was producing about 500 locomotives a year and had about 30 to 40 percent of the market.

In 1903 the company began building a new plant in Eddystone, Pa., on the Delaware River about 12 miles Southwest of Philadelphia, but it was another 25 years before the original plant in Philadelphia was closed and

all business moved to Eddystone.

The Depression hit Baldwin hard, and the company declared bankruptcy in 1935. World War II brought a brief return of prosperity, but the company's decline resumed after the war. It merged with Lima-Hamilton, successor to Lima Locomotive Works, in 1951 to form Baldwin-Lima-Hamilton.

Baldwin began producing diesel switchers in the late 1930's and road diesels in 1945, achieving some fame with the DR-12-8-1500/2 "Centipedes" and DR-4-4-15 "Sharknose" cab units.

But Baldwin's market share was never more than 13 percent, and it ceased diesel locomotive production in 1956. Baldwin's last domestic steam locomotives were 10 2-6-6-2's of a 1910 design built for Chesapeake & Ohio in 1949.

Santa Fe was among Baldwin's biggest customers in steam, and if any late-model locomotives could be called Eddystone's standard bearers it would be AT&SF's huge, magnificent 4-8-4's and 2-10-4's.

Lima

Lima Locomotive Works can be traced to Lima Machine Works, established in 1869 in Lima, Ohio, to produce agricultural and sawmill equipment. (The Ohio city and locomotive firm are pronounced LIE-muh, vs. the Peruvian city of LEE-mah.)

In the 1870's a Michigan logger, Ephraim Shay, developed a geared locomotive for use on wood-railed logging tramways. In 1878 Lima built a locomotive to Shay's design for one of Shay's neighbors; ultimately it built and marketed Shay locomotives in earnest.

By the turn of the century the company built a new plant and began constructing conventional locomotives, and in 1911 Lima began building them for Class 1 railroads.

During the early 1920's, railroads began to recognize that speed was as important as locomotive efficiency in freight service. The railroads and the locomotive builders took different approaches to the problem, including high-pressure boilers, three-cylinder locomotives, articulation, water-tube fireboxes, and even just larger locomotives. Lima's chief engineer, William E. Woodard, approached the matter from the point of the boiler's capacity to generate steam. In 1922 Lima built an experimental 2-8-2 based on NYC's H-7, but with a larger grate area, among other differences. The locomotive, Michigan Central H-10 No. 8000, could out pull NYC's H-7 and do it with less coal.

The H-10 was a prelude. Its firebox, with 66.4 square feet of grate area, was at the limit of what a two-wheel trailing truck could carry. Woodard added another axle to the trailing truck to support a 100-square-foot grate, creating the 2-8-4 wheel arrangement, which came to be known as the Berkshire on most roads. Lima's first 2-8-4 was numbered 1 and designated A-1.

The A-1 was the pioneering locomotive in what became known as the Super Power movement, which revolutionized steam locomotive design. The other two big builders ultimately embraced many of Lima's principles; the four-wheel trailing truck became standard for large locomotives. Although there were many successful Super Power designs, perhaps the most famous were Lima's 2-8-4's for Nickel Plate, streamlined 4-8-4's for

Southern Pacific, and mammoth 2-6-6-6 Alleghenies for Chesapeake & Ohio and Virginian.

In 1947 the firm merged with General Machinery Corporation of Hamilton, Ohio, to form Lima-Hamilton Corporation. In 1951 it merged with Baldwin to form the Baldwin-Lima-Hamilton Corporation.

For a time, Clark Equipment Co. manufactured Lima-brand construction cranes in the old plant. Successor Baldwin-Hamilton still exists

Distinctive Diesels of the Past

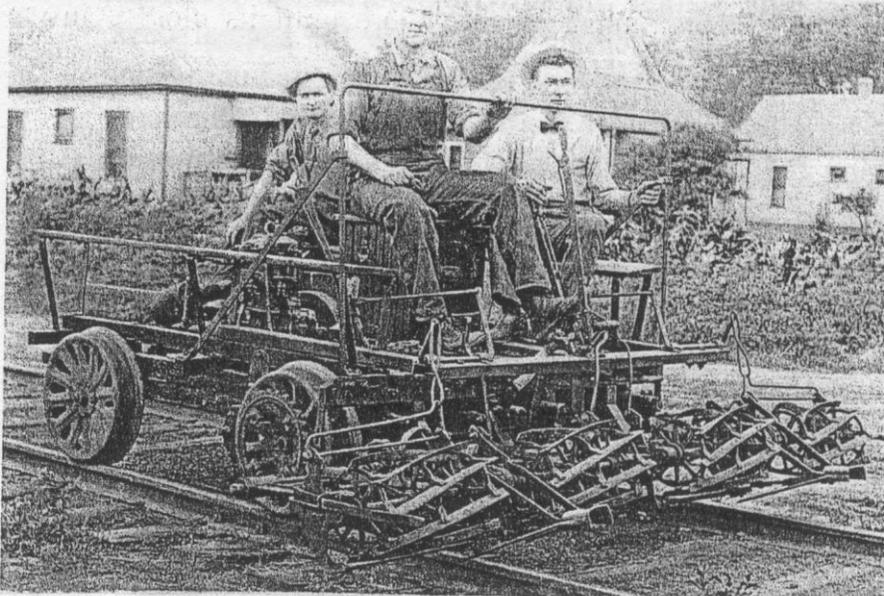
Electro-Motive FT, A Distinctive Diesel

Tagged "the diesel that did it" by David P. Morgan, longtime editor of Trains Magazine, in a 1960 feature story, four-unit locomotive No. 103 of General Motors' Electro-Motive Corporation was outshopped at a Grange, IL, plant in November 1939 (the firm later became GM's Electro-Motive Division). The four-unit machine-193 feet long, weighing 912,000 lbs., and rated 5,400 hp - was painted dark green with yellow. It toured 20 railroads in 35 states, rolling out 83,764 miles in 11 months, and was so successful that it is considered the largest single factor that pointed U.S. railroads toward total dieselization, accomplished about two decades later. One cab from this quartet is preserved at St. Louis's Museum of Transportation. A total of 1,096 FT's were sold.



Four-unit locomotive No. 103 of GM's Electro-Motive Corporation.

Our thanks to Trains Newswire.



*(Railroad weed control—we've come a long way, baby!
Photo courtesy George Platt)*

From the Wichita Chapter newsletter, *Sparks*.
Photograph by George Platt. Date unknown.