

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, July 16, 2009 at the Shiloh Museum General Store.

Program in July is by Steve Tharp on Circus Train of Chicago in 1985 and business trains

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NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

Volume 22, No. 10

July 2009

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

CHAPTER MINUTES June 18, 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 June 18, 2009 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 18 members present and one guest, Joe Stewart, Bob Starks' brother-in-law.

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

Membership Chairman, Chuck Girard, stated the Chapter is all caught up on all dues. We will receive a complete roster from National with names and addresses of the current membership. The roster will be shared with all of the Chapter members.

Scrambler Editor, Bill Merrifield, stated he put out May 2009 and June 2009 issues of the *Scrambler* together. Mr. Merrifield stated he tries to put in as much historical information in the *Scrambler* as possible. Mr. Merrifield stated he has the ability to enhance black and white and color photos with a computer program to improve their clarity in the *Scrambler*. For this reason, he will take photos of any quality for the *Scrambler* and try to use them in his articles.

Treasurer, Bill Longston, read the financial report to the members. The report was approved as read. Bill Merrifield gave Bill the bill for *Scrambler*.

Program Chairman, David McDonald, declared the following programs:

July 2009 – Steve Tharp on Chicago Circus 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;
November 2009 – Show N Tell with the entire Chapter;
December 2009 - Christmas Party and White Elephant

Map Committee Chairman, Travis Walls, stated we have lots of maps ready for Frisco Fest in August.

President McCullah stated the next event for the Chapter would be Frisco Fest in August of 2009 in Rogers. Details on the festival aren't available to date.

Old Business:

We were pleased to see Bob Hofer at tonight's meeting. He stated his illness is terminal. He stated he and his wife, Roseanne, are going to do everything they can to beat this.

Bill Merrifield stated he was glad to see all of the Chapter members who attended Bob Oswald's daughter's piano recital last month. Mr. Merrifield stated Mr. Oswald is making really good progress in the recovery of his illness.

Ray Tolar shared a book on Steam Engines on the Great Lakes with the Chapter membership.

New Business:

Chuck Girard stated the National Parks Service wanted to know if someone would want to help with the Battle of Blue Bone Mountain display they are doing. They want good modelers to help with the process because of their attention to details. If you are interested, please contact Chuck Girard.

Tom Duggan discussed making an oral history presentation for the Shiloh Museum. President McCullah named Tom Duggan as the point of contact for the Chapter. President McCullah requested other volunteers. David Denman and Ray Tolar offered to assist Tom Duggan with the project.

Tom and Marian Duggan and Steve and Nancy Tharp stated they saw Engine 3415 in operation in Wichita, KS at the Quad Chapter's meet in June 2009. The next Quad Chapter meet will be in Kansas City, KS, in 2010.

The Arkansas and Missouri Railroad wanted to know if the chapter would be interested in assisting with the restoration on Car 107. The A&M would need to be able to use the car on weekends so all restoration would have to be on weekdays. There is a lot of work to be done on the car so it will be very labor intensive. Al Kaeppel and Tom Duggan will meet with Arkansas and Missouri President, Brent McCready and decide what is needed for the car. Reilly McCarren is the Chairman of the Board of the A&M and may also be involved.

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 Mitch Marmel on the Atlantic City Trolley system.

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

FROM THE HEAD END

From the Prez,

Since Mitch's presentation on the East Penn Traction club meet and the Atlantic City trolleys, I have noticed more activity in the model community concerning trolleys. There are a couple of new PCC models on the market and others in the talking stage. There are two groups devoted to S scale traction on Yahoo. I also viewed part of WHYY-TV Philadelphia presentation on YouTube about the Ben Franklin Bridge. There is a trolley station under the plaza at the entrance to the bridge that has never been used.

I may have mentioned this before, but a recent thread on one of the Yahoo groups brought the subject to mind again. We all have accumulated some railroad artifacts that, in and of themselves, are probably not worth a whole lot. However, they may be a key piece of the puzzle for a museum or historical society. We all should start designating who gets what and what gets sold while we have the time and are able to make those decisions. I'd hate to see something of real historic value wind up in a dumpster. If you decide where it goes and when, there will be fewer disagreements down the line. The same goes for those models. It might be the last one of its kind, like the Athearn GP-30 of the 1960's.

Speaking of historic value, I again encourage the long time members of our chapter to get involved with the Shiloh Museum's oral history project. We may not last forever, but our words can be passed to future generations. Perhaps, eventually, some of our presentations can be added to their library.

Thanks to all who turned out for the concert by Bob Oswald's daughter. It is nice to know that so many were able to make it.

It was also good to see Bob and Rose Anne Hofer at the June meeting. Our prayers have been answered.

Gary

IN THE YARDS

Chapter member Ron Allen has not been a regular attendee at Chapter meetings for quite some time. Ron's wife Lois has been suffering for quite some time. Ron has had to devote much of his waking hours to the care of Lois. She recently had three falls in the space of a day. She is now undergoing rehabilitation at the new Shiloh Nursing Home located on the north side of Wagon Wheel Road in Springdale. Ron is hopeful that the constant pain will diminish with treatment. (Our thanks to Tom Duggan for this report.)

Frisco Convention in Pittsburg, Kansas Sept. 12/13, 2009 (Repeated Notice)

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.

BRASS POUNDING DOWN THE LINE

BNSF Railway and Vehicle Projects Demonstrate Experimental Hydrogen-Fuel-Cell Switch Locomotive

June 25, 2009

BNSF and Vehicle Projects Inc. of Denver/Golden, Colo. today unveiled an operational hydrogen-fuel-cell switch locomotive at BNSF's Topeka System Maintenance Terminal.

Chris Roberts, vice president, Mechanical and Value Engineering, said BNSF and its predecessors have a proud tradition of developing new motive-power technologies, from the diesel-electric locomotive to AC traction. The hydrogen-fuel-cell demonstration is an important milestone in BNSF's testing of fuel-cell technology in a railroad application.

Arnold Miller, president, Vehicle Projects, and developer of the fuel cell powertrain, said the prototype addresses two overarching problems the world faces: global climate change and energy scarcity/insecurity. "This technology, fueled by hydrogen, addresses both issues," he said. "The only effluent from this vehicle is water vapor."

After the June 29 demonstration, this locomotive will go to the Transportation Test Center in Pueblo, Colo., for additional testing, Roberts said. Then late this summer or early fall, depending on the outcome of the testing, the locomotive will go into service in the Los Angeles Basin, where it will face the test of actual service in the railroad environment.

HISTORICAL OPERATIONS

June 18, 2009

Museum to get ex-Chicago & North Western SD40-2

UNION, Ill. - Union Pacific has donated an ex-Chicago & North Western SD40-2 diesel to the Illinois Railway Museum. UP 3028, formerly C&NW 6847, is on its way to the museum now. UP retired the unit last December.

The museum is asking for more than \$5,000 in donations to create track space for the locomotive. Donors can do so by visiting www.irm.org

June 19, 2009

Minnesota 0-4-0 under steam

LINDSTROM, Minn. - This weekend, a little known tourist railroad in the Midwest will have a steam locomotive in operation. The Iron Horse Central Railroad Museum near Lindstrom will have its former Dresser Trap Rock H. K. Porter 0-4-0 No. 4 running on Sunday June 20 from 11 a.m. to 4 p.m. This will be the first of two public runs scheduled for this year; the other will be on Saturday Aug. 1.

No. 4 was built in 1923 as a tank engine. It was first used in the construction of the Tallahassee Power dam in Tennessee. It was then sold to the Dresser Traprock Co. in Dresser, Wis., where it was used to haul rock to the crusher. The museum acquired the tank engine in 1963, and removed the tank and added a tender in 1981.

The Iron Horse Central is a private museum with several wooden freight and passenger cars, a former Northern Pacific depot and steam locomotive, a Baldwin diesel, and a home-built motorcar dubbed the "Bumblebee."

More details can be found at www.ironhorsecentral.com.

June 19, 2009

Skytop hulks bound for museum



MONTEVIDEO, Minn. - The remains of two former Milwaukee Road Skytop sleeping cars, once used on the *Olympian Hiawatha*, are headed for a Minnesota museum.

The Milwaukee Road Historical Association organized the effort to preserve the remains of the two cars, which were used as part of a floating restaurant on the ferryboat *Lansdowne*. At one time the barge/restaurant was located in Detroit, then Erie, Pa., and finally Buffalo, N.Y., where efforts to reestablish the restaurant failed.

The iron-hulled *Lansdowne* was moved east to Buffalo in 2006 after being kicked out of Erie, where it had long been considered an eyesore while it was moored along Erie's west bayfront.

In Buffalo, the *Lansdowne's* owner, Specialty Restaurants Corp., continued with plans to turn the barge into a floating restaurant. The *Lansdowne* had taken up residence at the South End Marina, a coveted spot in Buffalo's outer harbor.

Plans for the *Lansdowne* lost steam when Specialty Restaurants' original owner, David Tallichet, died about 18 months ago. With no action taken toward opening a restaurant, politicians asked Specialty Restaurants to move the barge out of Buffalo because they said it was unsightly. Under pressure, the company finally agreed to sell the barge for demolition, which began in April.

The Milwaukee Road Historical Association negotiated for months with the scrap company to salvage the two cars on the boat. The cars are the former Milwaukee Road *Arrow Creek* and *Gold Creek*, two of six eight-bedroom lounge-observation Skytop cars built by Pullman Standard in 1948-49 for the Chicago-Seattle/Tacoma *Olympian Hiawatha*. The *Hi* was discontinued in 1961, and the six observation cars were sold to Canadian National in 1964, where they continued in service until 1976.

Three of the cars were scrapped, but two ended up as part of the restaurant. By the time they arrived in Buffalo, the cars were mainly hulks, with no interiors and only the outer shells remaining. To save what remained, the bodies were cut away from the underframes and the remaining bodies were cut down the middle from roof to floor. The floors and the trucks from the cars were left behind, as the equipment being used was not heavy enough to lift them.

The remains of the cars were placed on flatcars for shipment to Montevideo, routed over CSX, Union Pacific, and Twin Cities & Western. Eventually the cars will be displayed at the Milwaukee Road Heritage Center in Montevideo. A third Skytop sleeper, the *Coffee Creek*, survives and is being restored in Fargo, N.D.

The Milwaukee Road also owned four Skytop parlor-observations used on the *Twin Cities Hiawathas*. Three of these cars survive, including the *Cedar Rapids*, in operating condition and based in Minneapolis.

June 30, 2009

Northwest Railway Museum damaged in arson

SNOQUALMIE, Wash. - A fire in a plastic garbage can was deliberately set at 2 a.m. Tuesday outside the freight room area of the Snoqualmie Depot at the Northwest Railway Museum in Snoqualmie, according to fire investigators from the King County Sheriff's Office. An official from the museum says the fire consumed most of the garbage can and then climbed the exterior wall of the depot where it set off fire sprinklers. The Snoqualmie Fire Department was able to douse the fire.

"Though we are grateful that the fire was quickly extinguished, it did damage to approximately 100 square feet

of siding, melted speaker wires, charred two deck boards, and admitted lots of smoke to the building," said Richard R. Anderson, executive director of the museum. The museum is working to repair the damage and opened today at 10 a.m. as scheduled.

West Virginia Railroad Museum gets turntable

July 02, 2009

ELKINS, W.Va. - A turntable was to arrive today at the West Virginia Railroad Museum, the Associated Press has reported. The 82-ton, 90-foot-long turntable comes from the Belt Railway of Chicago, and was to arrive by train.

Project coordinator Denver Barnett said museum forces will excavate a pit for the turntable, and will paint it.

June 26, 2009

Illinois college digitizes railroad photos, documents

GALESBURG, Ill. - Knox College in Galesburg has launched "Railroads in the Midwest," an on-line digital collection of early documents and images at its Seymour Library, the *Galesburg Register-Mail* reported. The collection contains everything from high quality scans of 19th century photographs to PDFs of annual reports for long-defunct railroads, and is comprised of documents previously available in the library's archives. This is the library's first digital project and it has been online since the end of May.

This marks the first time the railroad collection will be in a centralized location. "Putting the collection online saves railroad fans a trip to the archives and the archivists a lot of legwork," archivist Carley Robison told the *Register-Mail*.

The railroad was chosen as the subject for a variety of reasons and was ideal for the librarians to learn the digital software's capability. Part of the collection includes photos by Allen Green. Green, a 1903 Knox College graduate, was for a time, the Chicago, Burlington & Quincy's official photographer. He pioneered the use of a trigger mechanism to photograph trains in motion. Green has many such photos in the section entitled "The Fast Mail Trails." See the [Knox College Digital Collection](#) (Our thanks to TRAINS NEWSWIRE.)

TRAINS THROUGH MEMORY

The Railroads and Westward Expansion

From 1861-1890 the nation's railroads grew more rapidly than at any other time. Just before the Civil War, the United States had about 30,600 miles of line; in 1890 steam railroad line measured about 163,000 miles. The men who ran the railroads at this time were cognizant of their roles in the expansion of the American nation and the American economy even as it was being played out. Agents selling bonds for the Chicago, Danville and Vincennes Railroad Company in 1870 said of Illinois that, "Rail-roads have made the State, and the State, with her increased population and productions, is now making a hand-some profit for her rail-roads."



Documents in this collection covering the early history of railroads in the Midwest, and in Illinois in particular, provide evidence that railroads played the major role in the economic and demographic development pageant of westward expansion. In the 1850s more track was laid in the Midwest, east of the Mississippi River, than in any other part of the country. Early annual reports and recollected histories, such as W. W. Baldwin's remarks on the history of the Burlington Railroad, document the rapid, and indeed, frantic pace of railroad-building that occurred during this period.

Annual reports in this collection also give details about railroad company receipts from freight and passengers, operating expenses, costs of construction of new roads, number and type of cars and equipment on hand. Sometimes reasons given in these reports for cost overruns--the epidemic season, or a supplier not delivering, or the weather causing delays--are interesting tidbits for the study of local history, particularly for towns in the path of advancing railroads in the mid-19th century.

The Fast Mail Trains

In addition to carrying passengers heading west to settle the land, railroad companies in the Midwest carried freight back to the East: lead, coal, iron ore, marble, wheat, corn, hogs and cattle. The railroads also carried mail, providing a public service to the settlers in the new states and territories west of the Mississippi. Henry Farnam, President of the Chicago & Rock Island Railroad Company complained in his 1854 annual report that the U.S. government was dragging its feet on paying the Railroad to carry its mail. "But we have thus far continued to carry the mail," he wrote, "from a desire not to incommode the public, and to give the department time to acquaint itself with the amount and importance of the service required of us."



Photo of the C. B. & Q. fast mail train taken by Allen A. Green.

This collection contains many photographs on and of the Chicago, Burlington & Quincy's (C.B. & Q.) fast mail train. Begun in the late 1870s, the fast mail trains from Chicago to points west were mandated by the federal Post Office to deliver mail within a specified period of time. By 1900 the Burlington's fast mail trains reached the Missouri River in just over nine hours.

Many of the photographs of the Chicago, Burlington & Quincy trains were taken by Allen A. Green (Knox College class of 1903). Green was, for a time, the C.B. & Q's official photographer. He photographed work trains, travelers and crews aboard passenger trains, and the engines, cars and interiors of the fast mail trains. Green pioneered the photography of trains in motion by developing a trigger device that allowed a train to take its own picture.

The Twentieth Century

Steam engine technology progressed as did the laying of track in the first half of the 20th century. In 1911 the 20-driving-wheel engine produced by Baldwin and the Santa Fe was the largest engine up until that point. The first diesel engine was produced in 1925, but didn't catch on until the Pioneer Zephyr of the Burlington Route was unveiled at the Century of Progress Exposition in Chicago in 1933. This digital collection of images and documents celebrates railroad history up to the introduction of the Zephyr. (Our thanks to the Knox College web site.)

RAY'S RAMBLINGS

Colonel Samuel W. Fordyce, president of the Cotton Belt Railroad, and directors were on an inspection trip near Texarkana and were stopped at the Red River bridge. Fordyce stepped out onto the platform and found himself face to face with a masked man pointing a pistol at him. The Colonel backed into the light and the masked man seemed to recognize Fordyce. After some conversation Fordyce knew that voice as an old friend, Shang Doland.

Fordyce said, Shang, aren't you ashamed to rob a railroad as poor as the Cotton Belt? Why don't you go over and hold up the Iron Mountain Railroad?

Doland pulled off his mask, shook Fordyce's hand and apologized.

A few nights later Shang and his gang held up the Iron Mountain near Texarkana!

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADS?

Questions: Can you identify the railroad in the photograph below? If not, what part of the United States would you guess it operated in? NE, SE, NC, Central, SC, NW, SW? Hint: Knowing the gauge would help.

