

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, October 15, 2009 at the Shiloh Museum General Store.

Gary and Clare McCullah will present a program on Tours of the Western States.

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

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

CHAPTER MINUTES

September 17, 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 September 17, 2009 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 17 members and 4 guests (Al Green, Gordan Christian (former RR engineer), Claude (Buster) Johnson, and Allen Bayles (a former member)) were present at the meeting.

Secretary, Clare McCullah's minutes from the August 2009 meeting were approved as stated in the *Scrambler* dated September 2009. Correction: Last month's minutes should have read that we are glad to have Bob Oswald back not Bill Oswald. He also reminded us that he never was the past editor of the *Scrambler*. Please excuse our error.

Scrambler Editor, Bill Merrifield, stated his computer hard drive crashed and he lost a lot of his files. No one received a *Scrambler* this month due to incident. Mr. Merrifield recognized Bill Ussery who supervised the caboose during Frisco Fest.

Treasurer, Bill Longston, was not present at tonight's meeting so no report was given.

Program Chairman, David McDonald, declared the following programs for 2009:

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 Chinese gift exchange

The following programs were proposed for 2010:

January 2010 - Mitch Marmel- to be announced later

February 2010 – Mike Syput – Rock Island in Arkansas

March 2010 – Tom Duggan- to be announced later

Archivist, Al Kaepfel, was given a log of attendance at meetings from 2005 to 2009 by Clare McCullah.

Special Events Chairman and Activities Chairman, (Named as needed)

New Business: President McCullah requested 3 Chapter members for the nomination committee to reelect officers for the 2010 year. Clare McCullah stated she is not running for reelection as secretary. Gary McCullah stated he is not running for re-election as President of the Chapter. Bill Merrifield and Tom Duggan volunteered to be on the committee. One additional Chapter member will be named at the next meeting or prior to the next meeting.

Mike Syput introduced the Chapter's new website. He has it up and running. Mr. Syput requested e-mail addresses for all of the Chapter members. He stated with your e-mail address, you will be able to access the *Scrambler* on the website on as PDF file. The new website is: arkrailfan.com Mr. Syput stated he is working to scan the old *Scrambler* issues and additional information including pictures to be placed on the site. The Wichita NRHS Chapter has all of their information on a very good website now. Mr. Syput stated he wants to get our site to the same quality as the Wichita site. Mr. Syput requested any information people have that can be placed on CD's and downloaded to the site. Mr. Syput requested a copy of the Chapter's logo. Tom Duggan stated he thought he had a copy of the logo in a digital format. Mr. Syput stated the Chapter could even open an on-line store with a pay pal account for a transaction point. It was decided the Chapter would have to later discuss how that would affect the Chapter's non-profit status.

Mr. Sypult discussed OLLI or Osher Lifelong Learning Institute through the University of AR which specializes in Education for adults. One of their programs will be on Railroads of Northwest Arkansas which will be held next week. The following week the class members will ride the Arkansas and Missouri train from Springdale to Van Buren and back. Information about OLLI's activities will be placed on a link on the Chapter's website. If you are interested in the classes, you can sign up with OLLI for a year, pay a sign-up fee, and then pay a small fee for the cost of each class you are interested in attending. The classes are not for college credits, just for the fun of learning. Later on, they plan to have classes on the Railroads of Eureka Springs and Ft. Smith, Arkansas.

Mr. Sypult introduced the Chapter to a book by William Conway called NWA Rail which discussed the potential of light rail in Northwest Arkansas. Everyone at the meeting was given a copy of the book.

Mitch Marmel stated he is checking on the T-shirts for the Chapter members to be worn at train shows. President McCullah suggested that the shirts need to be polo type shirts.

Old Business:

The Arkansas and Missouri is working with the City of Springdale to have a day called the Hidden Treasures of Springdale on September 26, 2009 from 9:00 a.m. to 4:00 p.m. President McCullah requested volunteer to participate and a sign-up sheet was passed around to the Chapter membership. It was proposed that the G scale layout and the trolleys would be set up.

It was mentioned that the KCS Holiday train will be in Siloam Springs, AR on December 12, 2009 for those who are interested in riding or just seeing the train all decorated for Christmas.

President McCullah stated the Chapter has received an invitation to participate in the Sugar Creek Train Show on Saturday, February 27, 2010 at the Clarion Inn in Bentonville; AR. Mitch Marmel stated he will take the leadership role for the Chapter for the event. He stated he attends the Sugar Creek meetings on the 4th Thursday of each month in Bella Vista, AR.

The positives and negatives of Frisco Fest were discussed. There seemed to be some confusion as to the placement of the Chapter's layouts. It all worked out though. It was really better to locate the layouts across the street from the Caboose in the shade and the Chapter didn't get all of the restroom traffic which they normally had in years past. The only problem was getting the layouts level in the new spot. The Chapter had a lot of traffic because they were set up near the Arkansas Game and Fish display tanks which drew a lot of children. It was suggested the Chapter use the same spot next year. Everyone grateful for the wonderful weather that day.

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

The presentation for the evening was from: David McDonald on Narrow Gauge Fever in Colorado.

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

FROM THE HEAD END

Frisco Fest was a success. We were not in our accustomed place in front of the restrooms. We were across the street by the Arkansas Game and Fish Commission aquarium. This turned out to be a good thing as the building provided shade in the afternoon. I previously reported the 300 or so kids and kids-at-heart that took a turn at the throttle. We had several adults that asked for a turn this time around where we have rarely had any at all. Our layouts seem to bring out (or bring back) the kid in everybody.

Clare and I will be heading out for our long-awaited vacation. God willing, we will have pictures and maybe some video for our presentation next month. Start looking at possible programs for next year. With cooler (read that "cold") weather coming on, you will have time to start looking through those slides

and photos for ideas. The breadth and depth of knowledge in the chapter continues to amaze and educate me.

I want to thank Mike Sypult for the beautiful job on the chapter website. If you have not looked at it, the link is www.arkrailfan.com. I also want to thank Mike for undertaking to scan all the Scramblers into pdf format for the website. Mike will let us know what he needs so if you have something he needs, he can scan it and get it back to you in no time.

Also, he would like to add some videos to the site. If you have train-related videos or links, pass them along to Mike via the website.

Those of you are members of news groups, especially from Trains magazine, are aware of several pieces of legislation that may impact railroads and railroad museums. We cannot divorce our historical hobby from the current reality. As a non-profit, we cannot campaign for or against any legislation as a group. However, we as individuals can voice our opinion. If you have an informed opinion on something, express it in an appropriate manner.

Remember, the chapter will be holding elections in December. There are only two meetings between now and then. Get your nominees ready. Gary

IN THE YARDS

Let's continue our concern for Bob Hofer and his wife, Rose Ann. We were delighted to see and talk with both Marion Duggan and Bob Oswald at the last Chapter meeting in September. We are reminded again that courage to face the hard stuff is one of the things we admire most about the history of railroads and it is not just limited to railroaders. Editor

BRASS POUNDING DOWN THE LINE

Frisco 3749, a 1913 Baldwin product, is listed for sale

Frisco 3749, a 1913 Baldwin product, is listed for sale on the Ozark Mountain Railcar website. The asking price is \$35,000 or best offer for this 0-6-0 switcher. The engine is in display mode and may be restorable to operating condition. The September 20, 1951 Frisco "Location of Locomotives" showed 3749 as in service at Birmingham , AL.

The new Arkansas-Boston Mountains Chapter of the National Railway Historical Society web site is now up and functioning.

Click on this link to visit - www.arkrailfan.com (you may have to copy and paste this link in your browser). Be sure to bookmark this site as it is the new chapter address.

I welcome your comments and suggestions as we begin development and add content to this web site.

Mike Sypult

HISTORICAL OPERATIONS



Sierra Railway 2-6-2 No. 30

Two locomotives will see steam as part of a unique agreement

Friday, September 25, 2009

GARIBALDI, Ore. — Two locomotives will return to steam as part of a unique agreement between West Coast preservation groups in which a California tourist line will trade a three truck Heisler to an Oregon tourist road for boiler work on another engine.

The agreement, reached earlier this month after two years of negotiations, is between the Pacific Locomotive Association, which runs the Niles Canyon Railway near the Bay Area of California, and the Oregon Coast Scenic Railroad in Garibaldi.

In return for boiler work to return the association's Sierra Railway 2-6-2 No. 30 to operation, Oregon Coast will take ownership of 85-ton Sunset Timber Co. Heisler No. 1. The 1913 engine was last operated by the Pickering Lumber Co. of Standard, Calif., and sold to an individual who partially dismantled the engine and moved it to Monterey, Calif., then donated the engine to the association. The association moved the engine to Fremont, Calif., where it has been in storage.

Besides operating a two-truck 55-ton Heisler on the Port of Tillamook Bay Railroad, the Oregon Coast has two non-operational Heislars and the remains of the world's oldest surviving Shay locomotive. Each of these locomotives is under restoration under Chief Mechanical Officer Scott Wickert.

The PLA has operated steam locomotives since it was organized in 1961, and its operating fleet consists of two Alco 2-6-2Ts. The association is also restoring to operation a 2-6-6-2 T logging Mallet under the direction of CMO Alan Siegwarth.

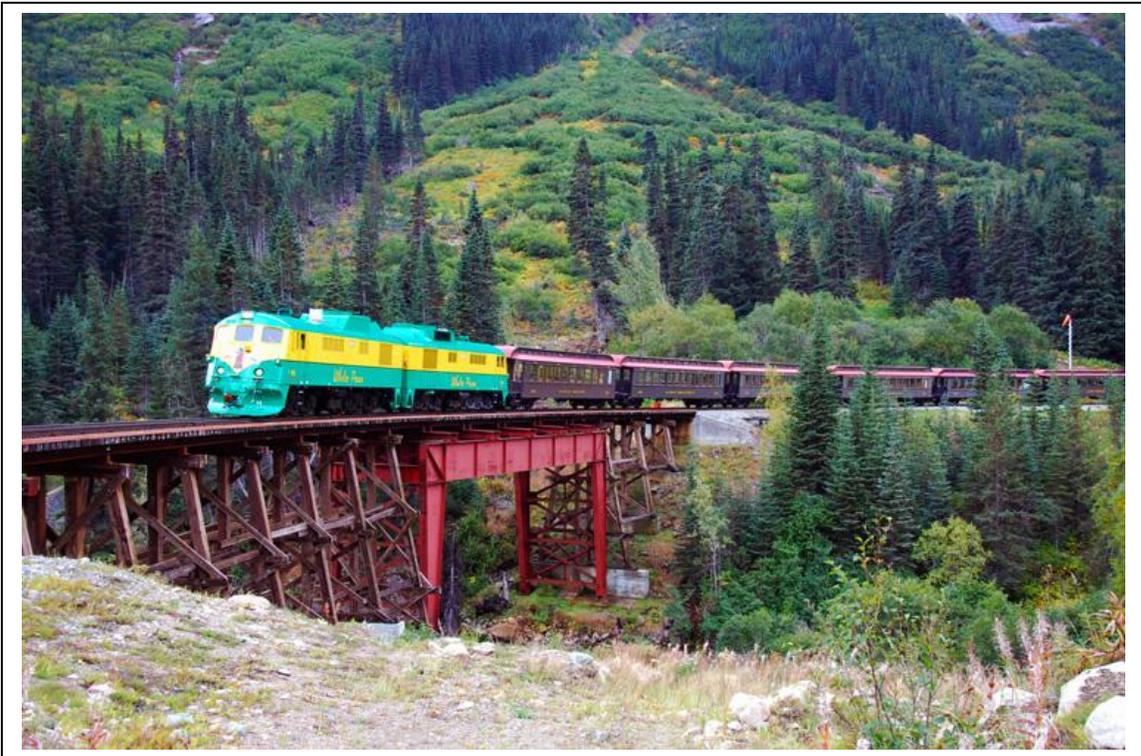
The boiler and the Heisler will move to Chehalis, Wash., later this fall. — *Martin E. Hansen*

White Pass takes Shovelnooses for a spin

Wednesday, September 23, 2009

SKAGWAY, Alaska — White Pass & Yukon Route ran a special 10-car train Monday to celebrate the return of two rebuilt General Electric shovelnose diesels to the railroad. Nos. 90 and 98 received rebuilds from Coast Engine & Equipment Co. in Tacoma, Wash. [see "Good for 50 more," TRAINS, October 2009]. The 10-car train ran at the tail end of the tourist-hauler's 2009 operating season.

The two units were rebuilt in May by the technical partnership of Cummins Northwest and the shut down Coast Engine & Equipment Co. of Tacoma, Wash. Both units were stripped and re-engineered from the rails up. Power is provided by a skid-mounted Cummins QSK-45L genset rated at 1,450 hp. It replaced the original 930-hp Alco 251A six-cylinder prime mover. — *David Lustig*



White Pass & Yukon RR shovelnooses in a perfect Alaskan setting!

Bell that may have been in 'Wreck of Old 97' on display

Tuesday, September 22, 2009

GREENSBORO, N.C. — The Greensboro Chapter of the National Railway Historical Society will hold an open house where it will display a locomotive bell that may have belonged to Southern Railway 4-6-0 No. 1102 when it was wrecked in 1903 pulling *Fast Mail* train 97. The wreck became a part of railroad lore when a ballad about the wreck was recorded in the 1920s, and is sometimes cited as the first million-selling country music release in the American record industry. Artists who have recorded it over the decades include Roy Acuff, Johnny Cash, and Woody Guthrie.

The wreck occurred on Sept. 27, 1903 when the *Fast Mail* was en route from Monroe, Va., to Spencer, N.C. Running at high speed, the train derailed at the Stillhouse Trestle near Danville, Va. It plunged into the ravine below killing nine people including the engine crew and several clerks in the mail cars.

The story of the bell is that 18-year-old James King was hired to help clean up debris. King came home with the bell and presented it to his family, saying it had been given to him for helping with the cleanup. The bell has been in the family ever since, and is now owned by Ed Powell, King's son-in-law.

Whether the bell on display this weekend is from the 1102 is uncertain. Gene Lewis, vice president of the Greensboro Chapter, told the *Greensboro News & Record* that visitors would be told the bell has not been authenticated.

The bell will be on display at the open house from 10 a.m. to 2 p.m. Saturday and 1 to 5 p.m. Sunday at the old Railroad Express Building on East Washington Street in Greensboro. Admission is free.

Our thanks to Trains Newswire for the above preservation news items.

RAY'S RAMMBLINGS

*The depot agent at Caruthersville, Missouri sent the following message to Blytheville, Arkansas on June 30, 1958:

Spinner.

Loaded on rear end of
Trailer T-1462 is a shipment
covered by waybill C-503 for
Stockholm, Sweden routed
Memphis AIR FREIGHT.

Please expedite unloading
at Blytheville if quicker
connection to Memphis. Thanks,
Agent

Agent.

We could carry out
your order if we knew
what "EXPEDITE" means.

The reply:

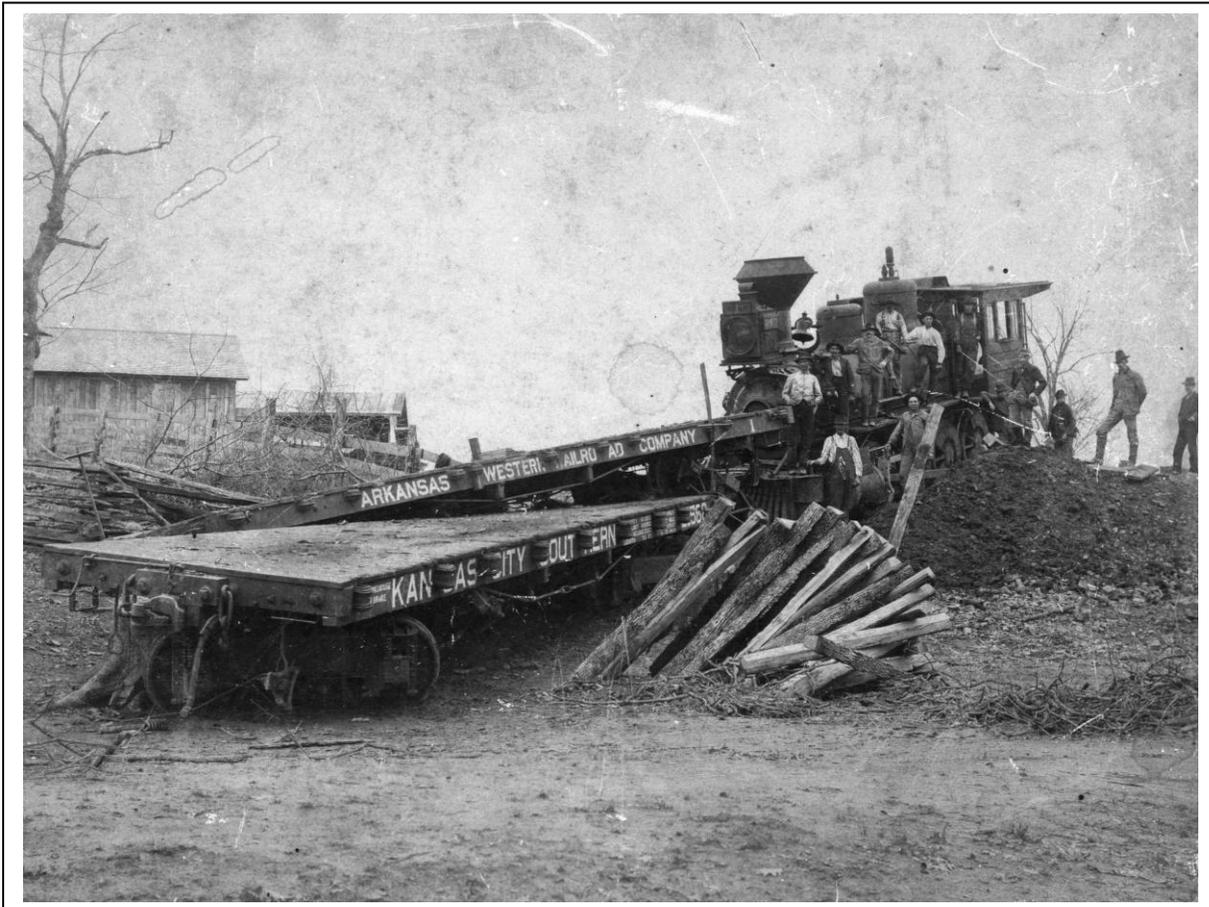
Spinner & Guy

*In the link pin days before the Janney knuckle coupling, a yard master was interviewing a large group of boomers for prospective brakemen and switchmen. He asked them to all hold up both hands. All who had one or more fingers missing were hired as experienced journeyman. The others were put on as students. Ray Toler

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADS?

David Denman and I visited the Fort Smith Museum of History. In their files we found the attached image. It likely is local as the flat cars are marked KCS and Arkansas Western, a 32 mile subsidiary of the KCS that runs from Heavener, OK to Waldron, AR. The Arkansas Western was incorporated in 1904 to perhaps reach timberlands near Waldron. Today the Arkansas Western is operated by WATCO of Pittsburg, KS for the KCS. It serves a Tyson mill at Waldron.

The more we studied the photo the more we became uncertain as to what happened, Perhaps the Chapter members can figure out what happened. Tom Duggan



VIEW FROM THE ANGEL'S SEAT

Our participating Chapter members had a full day of fun and hard work with our model train layouts at the Springdale Downtown Fair in September. The four members who participated felt it was worth the effort; but, frankly, we needed more Chapter members to have aided us in setting up and taking down the setups. If the Chapter votes to participate then more chapter members need to be there! Editor