

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, November 19, 2009 at the Shiloh Museum General Store.

Chapter Members night to show and tell on railroad related items or historical events.

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

Volume 23, No. 2

November, 2009

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

CHAPTER MINUTES October 15, 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 October 15, 2009 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 25 members present.

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

National Director, Chuck Girard, introduced John Hendricks who attended the National Convention in Duluth, Minnesota. He stated they were not able to attend all of the events at the conference due to other obligations but they did spend a few days taking in several events. He brought back a DVD of the excursion trips at the convention. He stated the DVD is too long to show during one meeting but may be presented over several months of meetings. Mr. Hendricks stated next year's meeting will be in Scranton, PA, June 22 to 26, 2010. The 2011 meeting is scheduled to be in Tacoma, WA. The National Organization chartered several new chapters including one in Japan. The story of the new charter is in the NRHS newsletter for this month. Mr. Hendricks stated the National Organization had to remove the charters from 6 chapters due to lack of interest and/or low membership. None of those chapters were in Arkansas or Missouri. Mr. Girard thanked Mr. and Mrs. Hendricks for attending the conference on behalf of the local chapter.

Membership Chairman, Chuck Girard, stated due to the higher National dues, National has been able to catch up on all of their publication because they could outsource the job to other agencies. He stated the dues process for the 2010 year will be starting shortly. You should be receiving bills for next year's dues sometime in 10-09. The amount of the dues will not be changed from last year. He thought it would still be \$45.00 per member plus \$5.00 for any additional family member.

Scrambler Editor, Bill Merrifield, stated had to address all *Scramblers* by hand due to his computer crashing and he lost all of his mailing data. He brought several newsletters from other chapter and organizational publications to have the membership compare their articles to the *Scrambler* articles. He wanted the members to get ideas of how to improve the *Scrambler*.

Treasurer, Bill Longston, read the financial report to the members. The report was approved as read. He gave a two month report since he wasn't able to attend the September meeting.

Program Chairman, David McDonald, declared the following programs:

November 2009 – Show N Tell with the entire Chapter;

December 17, 2009 - Christmas Party and White Elephant (At the Parlor Car (107-Explorer) at 6:00 to 8:00, which maybe a run from Fayetteville to Chester and back).

January 2010 - Mitch Marmel- Transit – The life blood of a City

February 2010 – Mike Sypult – Rock Island in Arkansas

March 2010 – Tom Duggan-Kansas City and Memphis

April 2010 - Bob Oswald- Topic to be announced

Archivist, Al Kaeppel, stated he brought Mike Sypult several old *Scramblers* for our local NRHS chapter's website.

Clare McCullah provided Mr. Sypult with several digital pictures taken of local NRHS Chapter events from 2006 to 2009 for the Website.

Map Committee Chairman, Travis Walls, stated has lots maps and is ready for the next show.

Old Business:

Al Kaeppel reported on the First Annual Springdale Historical Days held on September 25, 2009. It said it was a nice day but the turnout was low. He stated the Chapter has used put all of the Model Railroad Engineer certificates at Frisco Fest. He stated they gave out about 75 certificates on September 25. He stated additional certificates will be needed for the next event which is the Christmas Train in December. It was suggested that the Chapter needs to hand out mini brochures to the parents giving information about the Chapter and the Chapter's website.

The next special event is the Children's Train. The Arkansas & Missouri Railroad would like us to participate. The Arkansas and Missouri Railroad along with JB Hunt are the sponsors of the yearly event. Money earned at the Children's Train goes to support local Children's Charities during the rest of the year. There are lots of children on that day and they love to see our N and G trains. Mitch Marmel stated he would provide his trolleys also. Mr. Kaeppel reminded everyone that we will need lots of volunteers to take care of the volume of children for all 3 layouts. Mr. Kaeppel provided a sign-up sheet for the event on Saturday, December 5, 2009 from 8:00 to 4:00. Bill Merrifield reminded us of the importance of having plenty of workers to be able to relieve each other so no one gets too extended.

New Business:

It was announced that a reservation for the Christmas Party had been made at AQ Chicken in Fayetteville, AR for December 17, 2009. However, this reservation is to be canceled by Clare McCullah (and was canceled on October 16, 2009 by Clare McCullah) since other arrangements had been made as listed below.

Tom Duggan had made arrangements to have the Christmas Party on Arkansas and Missouri on the Parlor Car 107 which is a dining car. He is still coordinating with the A&M on the details but it looks like a run from Fayetteville to Chester may be possible which would be really nice with the visible Christmas lights along the way. Mr. Duggan stated the food would be catered by Crossroads and we would eat on the train. It was decided that we would have the white elephant gift exchange. The cost of the meal would be \$11.00 per person and you would need to pay for the meal at the November meeting or contact Tom Duggan.

Mr. Duggan presented some pictures of the Decals on the Rogers Caboose. The paint on the caboose has been on it since 1981 and needs to be repainted. The Rogers Museum will pay for the material. Mr. Duggan proposed that the Chapter simply pay for the materials as a donation to the museum. No vote was taken. He requested volunteers to work on the caboose on Sunday, October 18, 2009 at 1:00. Mitch Marmel, Bill Merrifield, and David Denman agreed to assist Mr. Duggan in the project. Along with the painting, the caboose needs to be cleaned on the inside with some soap and water.

Mike Sypult reminded everyone to send him your e-mail addresses so he can link them to the website. If he doesn't have your e-mail address, please send it to him on the website.

The Rail Transit Design Studio who gave each Chapter member a copy of the book, NWA Rail, requested copy of a map of the earliest railroad in Northwest Arkansas. It was agreed that the Chapter should donate the map to the Design Studio.

After the meeting was dismissed Bob Stark presented an amended issue to the floor for discussion. It was decided, since Clare McCullah will not run for reelection as secretary, the chapter will need to purchase a computer for presentations and the incoming secretary's use. Over the last 5 years, Mrs. McCullah has provided a laptop computer from home to complete the secretary's minutes and to use to show presentations for the rest of the Chapter. Mike Sypult was assigned the task of looking for a new or used laptop computer for the Chapter to be used with the Chapter's projector.

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: Gary and Clare McCullah – Coal Mines of Wyoming

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

FROM THE HEAD END

What do the super railroads envisioned by Adolph Hitler, the smallest standard gauge 2-8-4 built in the US, and Saluda grade in North Carolina have in common? They are all the subjects of articles in the issues of Trains magazine from 1984 and 1985 that I have been reading through. If WWII had gone Hitler's way, Europe would have been criss-crossed with a super railroad of 3 meter gauge (that is 9 feet 9½ inches). The cars would have been twice as wide and the average passenger car would have been at least a double decker. The diesel engine units would have been as long as a UP 4-6-6-4.

The vest pocket 2-8-4 packed a punch with 335,400 lbs weight to 49,300 lbs tractive effort for the original Norfolk Southern RR.

Finally, Saluda was the steepest mainline grade in the continental US, 4.7 % with a one hundred foot stretch of 5.1%. It also cost many men their lives during its construction and operation. I mention all of that to lead to this, dusting off these "ancient" back-issues have helped me discover these historical elements all over again. You might go back into your archives and see what gems are hiding there.

As was mentioned at the meeting, Clare and I had just returned from a long-needed vacation. You saw some of the results of the vacation. Not included were pictures and video shot from the Centennial Tower at Union Pacific's Bailey Yard in North Platte, Nebraska. On a normal day, you could spend the entire day there and not see all that goes on. We also shot some pictures of the steam engine on display at Garibaldi, Oregon. The mention of the engine swap in the last Scrambler reminded me of those few photos. Due to time constraints, we bypassed the Colorado narrow gauge, but we could have stopped in at a little town called Cimmaron near Gunnison on US 50. They have a narrow gauge train restored for display and sitting on a trestle on the original right of way of the D.S.P.& P (I think).

The Children's Christmas Train and our Christmas banquet are coming quickly. Be ready to pay for the banquet. Al, the signup for the Christmas Train did not make it to my hands at the October meeting. Clare and I are interested and we have adjusted our holiday schedule to take part.

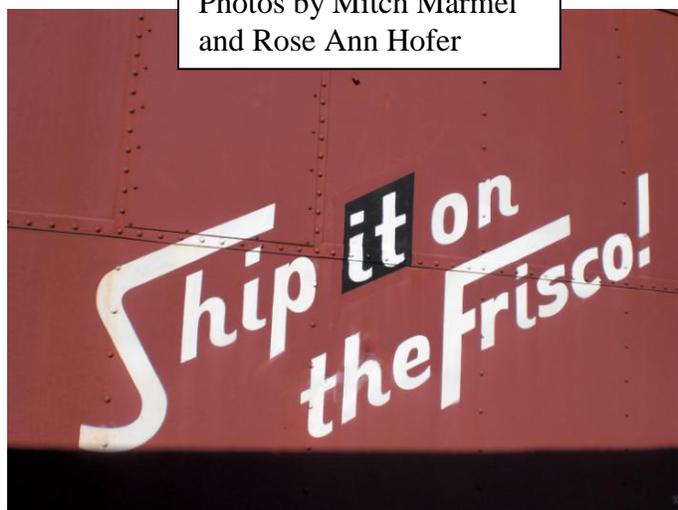
Remember, the chapter will be holding elections in December. There is only one meeting between now and then. I hope you have your nominees ready. Gary

LOCALLY ON THE BEAM

Tom Duggan, Mitch Marmel, Bill Longston, and David Denman labor on a sunny Saturday in October to restore the paint for Rogers, AR's Frisco caboose's logos, heralds, and safety equipment.



Photos by Mitch Marmel
and Rose Ann Hofer



HISTORICAL OPERATIONS

Milwaukee Road 4-8-4 No. 261 decision delayed

Thursday, November 12, 2009

MINNEAPOLIS — The fate of Milwaukee Road 4-8-4 No. 261 will likely be decided in the next few days. The National Railroad Museum in Green Bay, Wis., the engine's owner, has extended a "final offer" to the engine's operators, the Friends of the 261. However, Steve Sandberg, the friends' chief operating officer, is in the hospital with minor surgery today, meaning the museum won't get an answer until at least tomorrow.

A disagreement between the two sides on the lease terms has cast into doubt whether the engine will be overhauled and return to steam, or whether it will return to Green Bay in pieces. It's currently disassembled at Harrison Street Shops in Minneapolis.

Santa Fe steamer to move

Tuesday, November 10, 2009

BARTLESVILLE, Okla. — Atchison, Topeka & Santa Fe 2-10-2 steam engine No. 940 will be moved to a new display location at Bartlesville's historic Santa Fe station. The locomotive is currently displayed in a local park, and preservationists are hoping to raise money to cosmetically restore the engine.

The city bought No. 940 in 1956 for \$1 to save it from scrap, and it's sat in Johnstone Park ever since. The 106-year-old engine is set to move over a four-day period starting Dec. 7.

Niles Canyon tank engine wins TRAINS Preservation Award

Sunday, November 08, 2009

WAUKESHA, Wis. — TRAINS is pleased to award its 2009 Preservation Award of \$10,000 to the Pacific Locomotive Association for its restoration of 1924-built Clover Valley Lumber Co. 2-6-6-2T No. 4 for operation on the Niles Canyon Railway in the Bay Area of California. The announcement was made Saturday night at the annual meeting of the Tourist Railway Association Inc. in Williams, Ariz. The Grand Canyon Railway is hosting the meeting. The engine was selected from more than 75 applications that were received from across North America.

No. 4 was one of 36 logging Mallets Baldwin built, and No. 4 was one of the first split tank versions that would become the most popular model. The engine is the only remaining tank Mallet built for service in California. One similar engine operates in the U.S., the No. 110 at South Dakota's Black Hills Central.

No. 4 operated out of Loyalton, Calif., near Portola. Feather River Lumber Co., which purchased the logging company in the late 1950s, kept the railroad in operation until late 1957, closed the line, and sent No. 4 to Reno, Nev., for stationary boiler service. The Pacific Locomotive Association acquired the engine in 1973 and after repairs, went into service at the association's operation at Castro Point in 1978. The engine last ran in 1985.

The Clover Valley steamer meets the association's goal of preserving California shortline history, and has a record of being a crowd-pleaser in the preservation era. Work started in 2007 and the TRAINS grant will speed the day when this fine locomotive is teaching another generation about the magnificent locomotives that moved the nation's commerce.

This year's grant is the 10th year TRAINS has offered on, bringing the awarded total to \$100,000.



Clover Valley Lumber Co.
2-6-6-2T No. 4 Built 1924

Photo from
Trains File

Father and son railfans killed walking on tracks in California

Thursday, November 05, 2009

FULLERTON, Calif. — A father and son who were trainwatching died yesterday after being struck by a train, the *Los Angeles Times* has reported. Virgil Lamphier, 56, and his son, David, 23, both of Fullerton, were hit around 11:15 p.m.

The Fullerton Metrolink station is a common hangout for railfans. The Lamphiers apparently decided to walk along the tracks. BNSF spokeswoman Lena Kent said the train's engineer sounded the horn, but the men were apparently unable to get out of the way in time.

"It looks like they were a couple of guys who liked to go down to see the trains once a week," said Fullerton Police Sgt. Mike MacDonald.

BNSF donates \$10,000 to Missouri museum for repairs

Wednesday, October 28, 2009

ST. JOSEPH, Mo. — BNSF Railway has donated \$10,000 to fix the roof at the Patee House Museum's transportation gallery, which houses retired Chicago, Burlington & Quincy equipment, the *St. Joseph News* has reported. BNSF officials personally delivered the check.

The roof has been leaking, so the museum applied for a grant through the Burlington Northern Santa Fe Foundation via its Web site. The museum's displays include a CB&Q steam engine, tender, Railway Post Office car, and a station. BNSF is a successor to CB&Q — its predecessor in the area is the Hannibal & St. Joseph — the first railroad to serve the city starting in 1859.

Unusual diesels to join Iowa Pacific fleet



Wednesday, November 11, 2009

CHICAGO - A variety of motive power ranging from E8s to SD9043MACs is headed for Iowa Pacific Holdings short lines, President Ed Ellis told TRAINS News Wire today. In addition, the company is lining up several dome cars, some of which will serve on the Denver to Winter Park, Colo., Ski Train, which Iowa Pacific plans to restore to service.

Ellis said his company is selling 10 B39-8 diesels currently serving on Iowa Pacific's Permian Basin Railways. Taking their place will be 10 SD9043MAC locomotives from CIT group, to be split between Arizona Eastern and San Luis & Rio Grande. Additionally, two rare Electro-Motive BL2 diesels are on their way to Arizona Eastern for service on a local where the SD90MACs will be undesirable.

The company is also in the process of purchasing four ex-Chicago & North Western E8 diesels, of which at least one will serve on the Ski Train when it's restored. For his passenger services, Ellis is also acquiring four full-length dome cars that had recently served on excursion trains for Holland America in Alaska. Three are ex-Santa Fe; one is ex-Great Northern. Of the four, two are slated to serve on the Ski Train, one on the San Luis & Rio Grande, and one at Mount Hood Railroad in Oregon.

The pair of BL2s will be serviced at Permian Basin's Bixby, Ariz., shops, for 30 to 60 days after their arrival before being pressed into service. The pair passed from Fond du Lac, Wis., to the Chicago area today, and are slated for interchange to Union Pacific at East St. Louis, Ill.

UPDATE, 11/12: Ellis is also acquiring two "F10s," formerly F3s, that are being painted into Rio Grande colors at RELCO's Albia, Iowa, shops. The engines are to serve on West Texas & Lubbock this winter, and San Luis & Rio Grande next summer (see photo). The ex-C&NW units are in Metra colors; Ellis acquired them from Clint Jones, former president of the Mineral Range Railroad in Michigan

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

RAY'S RAMBLINGS

In the state of New York the Ulster & Delaware Railroad and the West Shore Railroad met at Kingston. A conductor for the U&D on the Oneonta-Kingston Division was very strict and liked to run his train on time. He had been disciplined for stranding West Shore passengers arriving at Kingston only a few minutes late. One day he received a train order to hold his Kingston to Oneonta train for a large party and thirteen pieces of luggage arriving at Kingston from Port Jervis on the West Shore Railroad. After the fuming conductor had held his train for thirty minutes he observed a very "large" woman walking on the platform towards him. Behind her was the Kingston depot agent pulling a baggage cart with thirteen pieces of luggage. Ray Toler

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADS?

The story that follows first appeared in a publication known as *Guernsey Magazine* published in the late 1800's. Our thanks to Tom Duggan who uncovered it, copied it, and sent it along. Note the question at the end.

JOE'S ADVENTURE

A TALE OF THE WILD WEST and the 1889 Central Division, Fort Smith Subdivision of the Frisco.

He came out of the Western Union Telegraph Office, his pale face paler than usual, his hand trembling as he held that familiar yellow slip up to the light, evidently to re-read it. "Great Heavens! Charley, I must *go* to Blackey's Station to-night." "Impossible!" I replied. "It's two o'clock in the morning; the train went south half an hour ago, and no horse can take you, this boisterous night, over seventy-five miles of mountain road." To which my friend Joe replied, "Well—I must go. Read that!" and handed me the telegram.

We were standing on dark, stormy night in the little station house of the 'Frisco' railroad at Winslow, the "tip-top" of the Boston Mountain, the highest point between St. Louis and the Gulf, about three thousand feet above the sea. From this point the track descended each way, but to the south the grade was much more abrupt. To Porter, five miles away, the fall was six hundred feet, and to Van Buren, on the Arkansas River, twenty miles south, the fall was twenty eight hundred feet.

Outside, the thunders were reverberating beyond the mountains, and the vivid lightning made perfectly distinct the movements of the swaying trees. Every instant the noise of the storm seemed to be getting more fearful, while three hundred yards to the south, the great mouth of the tunnel frowned at us, black and terrible, as the lightning made all else clearly distinguishable. "Read that," Joe repeated. I took the message from his trembling hands. "Joe Barnes: Come! Frank taken by C. C. and Triangle boys. Supposed horse thief. Morning will be too late. KATE."

Frank, his brother, had come the day we left, bringing with him two cow ponies. He left the Upper Missouri region with a drove of cattle for the Pan Handle, and selling his herd, switched off for a visit to his brother and sister in the Indian Territory. Two days before reaching Joe's ranch, his horses being weakened, he traded them for two others. It was evident from the telegram that these ponies had been stolen from ranches farther west, and Frank, an entire stranger to the owners, was found with the property in his possession; moreover, he had been seen by people *en route*, and traced to Joe's ranch. It meant death if he were not rescued.

We were side tracked at Winslow with four carloads of steers, waiting for the passing of the up passenger, when the telegram from Joe's sister, Kate, reached him. While I was reading the message, he was striding back and

forth like an angry lion in his cage. He was wrought up to the highest pitch of excitement in determining his plan of action.

He laid his hand on my shoulder with a grasp that made me wince from pain. "I am going," he said. "You go on with those steers." He looked at his watch, muttered "ten minutes," then, with long, swift strides, walked down the track. I followed. At the section house he forced the door open with a rock and out of it he took a wrench and crowbar. Going back to within a hundred feet of the depot, he crossed to the opposite side, stopped, and waited. Within minutes, the headlight of the locomotive pulling the north-bound passenger flashed on us from the mouth of the tunnel, blinding us with its glare.

South bound passenger traffic toward Texas was usually heavy, but the up train was always light. Generally the rear car was pulled up empty, the lights were turned down, and the doors locked. As the train pulled by slowing to a stop with the rear car in front of us, it dawned on me what Joe was planning—a gravity run in a loose car towards Van Buren! Before I could catch my breath, he yelled, "Take my knife and cut the bell-rope." Momentarily, I stood like a block of stone. I wanted to obey, but visualizing the perils of such a ride with danger lurking at every station, every switch, every curve, every bridge and precipice, I knew death waited at every rail and cross tie. Never-the-less, Mechanically, I obeyed Joe's mandate. Catching hold of the hand rod, I pulled myself up to the front platform. It seemed as though I was outside of my body, pulling another man, a dead man at that, up those steps.

As I got the bell-cord in my hand and cut it with one stroke, I heard the hissing of the compressed air escaping from the rubber tubes of the air-brake, and knew that Joe had severed their connection with the engine. In an instant, Joe was beside me, all life and energy, and with two vigorous jerks he disengaged the Miller coupling. For a second the car was stationary, and then it began to move backward slowly. As it did, Joe turned to me and yelled— "Get off! Only one man is going to take this ride. Either my brother will be alive in the morning or he and I will both be dead!" Again he yelled "Get off," and I yelled back, "No; I'll stay with you!" With an oath, he cried, "You will not!" With that he seized my shoulders and forced me to swing off into the darkness.

I hit the ground running and with the greatest speed I possessed, I ran to the front platform and swung aboard. With or without conscious effort I was going to hear everything, see everything, feel everything. It was not going to be otherwise! (To be continued.) (I hate stories that end with that phrase! Editor)

Question: From your knowledge of the Frisco (now A&M) Railroad tracks from Winslow to Van Buren, Arkansas, do you think it is (or was) possible for a gravity accelerated car to make or even survive the above trip? Be specific with your reasons.

VIEW FROM THE ANGEL'S SEAT

The story about the father and son railfans being killed should remind us as railfans to obey railroad right of way and property laws. It is so easy to overlook the potential harm to human life when we fail to do so and at the very least we could find ourselves in court facing trespassing charges.

Please make plans to work with other Chapter members on our model train boards at the Children's Christmas Train. Sign up at our November 19th meeting. We expect another huge gathering of parents and children and the benefits to children's causes is well worth your time! "God bless us, everyone!" Editor