

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2010 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	David McDonald
Secretary	Tom Duggan
Treasurer	Bill Longston
Program Director	David McDonald
National Director	Chuck Girard
Board Director	Larry Cain
Editor	Bill Merrifield

NRHS Chapter meets at 7:00 PM, April 15, 2010 at the Shiloh Museum Store.

Tom Duggan will present a program on the Kansas City and Memphis Railway

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

The Scrambler

Volume 23, No. 7

April, 2010

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

CHAPTER MINUTES March 18, 2010

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 March 18, 2010 by President Bob Stark, at the Shiloh Museum General Store in Springdale, AR. There were 25 members present.

A presentation of an N Scale Frisco Engine and 2 Frisco cars was given to Gary McCullah for 4 years of service as the president of the local Chapter of the National Railway Historical Society from January of 2006 to December of 2009.

Secretary, Tom Duggan, was unable to attend tonight's meeting. The minutes for the meeting were taken by Clare McCullah. The minutes for the Chapter's meeting in February 2010 were approved as read from the March 2010 *Scrambler*.

Membership Chairman, Chuck Girard, stated all but 8-10 members have paid their dues for 2010. He stated he will send post cards out to the Chapter members who haven't paid for this year in hopes of receiving payments.

National Director, Chuck Girard, stated he hasn't heard anything from the National Chapter of NRHS. He can only send in changes to National once per month so it can sometimes take a long time to get information exchanged between the local Chapter and the National Chapter.

Scrambler Editor, Bill Merrifield, stated he mailed out 58 Scramblers to the Chapter membership after printing 65 copies of the publication. Mr. Merrifield stated he printed some additional copies to give away to anyone who was interested in the publication. Mr. Merrifield stated he would send out post cards to the Chapter members to see who is interested in receiving their *Scrambler* through the Chapter's website to cut down on the price of postage the Chapter pays to send the publications by traditional mail.

Treasurer, Bill Longston, read the financial report to the members. The report was approved as read.

Program Chairman, David McDonald, declared the following programs:

April 2010- Tom Duggan on the Kansas City & Memphis Railway;
May 2010 – Bob Stark on the Rock Island in Western Arkansas;
June 2010 – Show N Tell by Chapter members;
July 2010 - Mike Sypult on Train Wrecks;
August 2010 – needed

September 2010- Gary McCullah on A Tale of Two Depots

October 2010- needed

November – 2010- needed

December 2010- Annual Christmas Party

Old Business:

Al Kaepfel stated at the Sugar Creek Train Show the Chapter gave out 372 certificates to Little Engineers and made some money in donations. Everyone had a good time even though the Chapter members were very busy with children and interested adults.

Bob Stark stated he wanted Steve Tharp, Larry Cain, and Gary McCullah to serve as the directors for the Chapter. He asked the directors to meet with him as soon as possible to discuss possible money making projects for the Chapter. Several ideas have been presented that need to be discussed between the president and the directors.

New Business:

Gary McCullah put forth a motion to donate \$100 to Community Meals in memory of former NRHS member Tom Stark who passed away last month. The motion was approved by the Chapter membership.

Chuck Girard stated he wants to establish meetings with former Frisco Employees at the Frisco Depot in Ft. Smith to interview them about the Frisco. Mike Sypult suggested the Chapter video tape the interviews to establish a living history report for the Chapter's archives. Mike Sypult, Chuck Girard, Tom Duggan, and Travis Walls were assigned to the committee to head up the project. It was suggested by Clare McCullah to include several of the Chapter members who have been employed by several different railway companies and include them in a separate living history presentation while the equipment is available.

Bill Longston has been named the Chairman for Frisco Fest in August of 2010. He is to establish the site across from the Frisco Caboose in Rogers for the Chapter's use.

President Stark stated the National Train Day is to be held on May 8, 2010 in Van Buren, AR at the Van Buren Depot. Brenda Brown of the Arkansas Missouri is working with the City of Van Buren on the placement of the Chapter's booth.

The names of any new Chapter members were taken to obtain name tags for them.

Ray Tolar stated the Tired Iron of the Ozarks will hold their spring meet on April 16, 17, and 18, 2010 north of Siloam Springs, AR. They plan to have events for the entire family available for the entire weekend including a potluck on Saturday night and church on Sunday morning. Ray promised to bring a map of Siloam Springs to show the Chapter members with directions to Tired Iron.

At the end of the meeting, President Stark allowed 10 minutes for announcements and discussions from the Chapter membership. Gary McCullah stated he read in the paper that R J Corman Company had 100 railroad related jobs open and they had over 1000 applicants. Al Kaepfel stated he wanted to explore a limited part of history about non-railroad businessmen purchasing railroads and how successful they were.

It was announced the UP Engine 844 is to be in Van Buren, AR about 3:00 p.m. on Friday, April 23. It is to spend the night and then leave the next morning. Christopher Nalley stated he read that the Challenger was to make the trip and had to be placed in the UP shops for refurbishing and will be back on the tracks sometime in July of 2010.

The meeting was adjourned by President Bob Stark.

The slide presentation for the evening was given by Bob Oswald on his "Adventures on the Rails" over the years.

Clare McCullah

Filling in for Secretary, Tom Duggan, of the Arkansas-Boston Mountain Chapter
National Railway Historical Society

FROM THE DISPATCHER

Train Order #5

To all section hands- We have received from the late member Tom Scott's family a donation of his train books. They are mostly word books as opposed to picture books.

The Dispatcher believes they would be of interest to many members, therefore it is thought that it would be worthwhile for the chapter's bank account to silent auction these to our group.

We will set up maybe five at a time sometime before the meeting with a bid sheet and close out the bidding after the close of meeting. There will be a minimum bid asked.

Maybe these same books will again pass thru our auction process after the winning bidder completes his research or reading. Or maybe a lot of us have books gathering dust that might be of interest to other members while fattening the chapter account.

Bill takes good checks with proper ID- cash maybe be accepted only if our Banker Chuck can verify it's real. This idea came from track crew member Barbara Gavron.

I will make a tentative listing for this week later. Keep your telegraph key close by. Bob

IN THE YARDS

These have been very difficult days for chapter members Tom and Marion Duggan. Tom has been in the process of finding suitable facilities for the care of Marion. Our chapter's support and understanding for both of these faithful friends of railroad history will be deeply appreciated..

HISTORICAL OPERATIONS

Housatonic to participate in 'Railroad days'

April 08, 2010

NORTH CANAAN, Conn. — Housatonic Railroad will run excursion trains for North Canaan's Railroad Days celebration in July. Despite its name, the long-standing town tradition has been without train rides or railroad displays of any kind for many years.

Housatonic Superintendent Rick Abramson said the railroad's participation will include trips between North Canaan and Great Barrington, Mass. It'll also include display of a Housatonic GP35 and the railroad's "Housy-boose" caboose; both will be open for public walk-throughs.

Excursions will operate July 10, 11, and 18, with North Canaan departures at 10 a.m., 1 p.m., and 4 p.m., and Great Barrington departures at 11 a.m., 2 p.m., and 5 p.m. Tickets will be available through the Canaan Chamber of Commerce.

The railroad plans to use borrowed ex-Lackawanna MUs from the Berkshire Scenic Railway. All proceeds will go toward completing renovation of Canaan Union Station.

Georgia tourist train may become victim of budget cuts

April 02, 2010

CORDELE, Ga. - Georgia Gov. Sonny Perdue has proposed cutting funding to the SAM Shortline excursion train, WALB News in Albany, Ga., has reported. If the legislature adopts the governor's budget, it will mean the tourist line will have to become self-sufficient immediately.

Plans had called for the state subsidy to be gradually removed until 2014. The state provided \$323,000 last year for operations to the train, which had 208,000 riders.

SAM Shortline operates between Cordele and Archery, Ga., over state-owned ex-Seaboard Air Line track that the Heart of Georgia Railroad leases. It's operated as part of Georgia's state parks system.

New York historical society plans to consolidate equipment in South Buffalo

March 31, 2010

BUFFALO, N.Y. - The Western New York Railway Historical Society plans to consolidate its equipment and railroad memorabilia scattered throughout the state into six buildings it has bought or is in the process of acquiring at a site in South Buffalo, according to a story in The Buffalo News.

The society signed a memorandum of understanding Monday to acquire 35 acres of the old Buffalo Color Corp. site for \$490,000. South Buffalo Development LLC purchased the land and buildings at auction in 2008 for \$300,000.

"This is the end of a 30-year search for a permanent home for the museum. We're extremely excited about it,"

said Joseph Kocsis Jr., the society's president. "We've had a lot of false starts in the past, but here we've finally found a home."

The society is planning to operate two excursion passenger trains beginning in 2011 after building track and platforms along Prenatt Street that's adjacent to the site. Plans include occasional trips to Buffalo Central Terminal, which saw its last passenger train in 1979, and special excursions throughout the region to destinations such as Niagara Falls, Medina, and Jamestown, N.Y., and possibly Cleveland on Norfolk Southern. Trips that bring people into Buffalo and fall color leaf runs are also planned.

The most prominent feature will be the conversion of the former four-story Schoellkopf Power House into a 25,000-square-foot exhibition hall and space to house railroad cars. The long-range plan includes restoring the powerhouse's 25 arched windows, which stand 35 feet tall, at a cost of \$30,000 apiece.

Narrow gauge steamer damaged in fire

March 29, 2010

PORTLAND, Maine — A fire early Saturday morning did substantial damage to a locomotive and two rail cars at the Maine Narrow Gauge Museum along the Portland waterfront.

A full assessment of the damage to No. 7, a 1913 Baldwin 2-4-4RT under restoration, will take place on Monday. The locomotive's boiler is off the frame and at another location, but the cab and coal bunker sustained damage. A recently restored combine and a boxcar used for tool storage were also damaged.

Portions of the museum's temporary shop building were also burned, compounding damage done by high winds earlier this spring. Some tools and parts stored in the structure were destroyed.

Fire and police officials will investigate the fire, which started around 4 a.m. Saturday. No cause has been determined. — *Wayne Laepple*

B&O Railroad Museum finishes restoration of 1863 steam locomotive

March 18, 2010

BALTIMORE - The Baltimore & Ohio Railroad Museum has completed restoration of the Thatcher Perkins, an 1863 steam locomotive damaged when the museum's roof collapsed in 2003, WJZ News in Baltimore has reported. The 4-6-0 Ten-Wheeler has now been returned to display at the museum.

The museum's roof collapsed on Feb. 17, 2003, after 28 inches of snow fell on the region. The museum's round-house site suffered \$15 million in damage from the collapse, and its artifacts suffered an additional \$15 million in damage.

Courtney Wilson, the museum's executive director, said museum workers conducted "meticulous research" to ensure the locomotive appears as it did at the time of its construction. The engine, No. 147, bears the name of B&O's master of machinery. He designed the engine, and it rolled out of the company's Mount Claire shops in 1863.

Our thanks to TRAINS Newswire for the above news items.

TRAINS THROUGH MEMORY

In 2006, the Illinois Railway Museum at Union, Illinois, restored the former Chicago & North Western F7A 411 pictured below. . The locomotive repaint was done by the Wisconsin & Southern Railroad paint shop at Horicon, Wis., in the paint style the locomotive wore while in regular commuter service in the 1970s.



The 411 was built by EMD in November 1949 as C&NW 4082C for freight service. It was reassigned to commuter service in 1959 once used in Chicago-area commuter service, when it was regeared for higher speeds and received a diesel generator for head-end power. It was renumbered to 411 in December 1971 after a rebuilding for continued work in suburban service, then sold to Chicago's Regional Transportation Authority (later Metra) at the end of 1977 and leased back to C&NW for commuter operation. Metra retained the unit and renumbered it 305. It was used for special moves and as extra power until it was donated to the Illinois Railway Museum in 1999.

Museum volunteers at Union did extensive body work on the locomotive. They removed vinyl sheeting, scraped away rust, replaced rotted metal, and replaced the head-end power radiators in one of the hatches. The amount of body work turned out to be much more extensive than anticipated. Private donations enabled the sandblasting, priming, and painting to be outsourced to the Wisconsin & Southern at its Horicon paint shop.

At the museum, the 411 went back into the shop to have additional work done. Volunteers put the cab back together since a section of the floor had to be cut out for access to some bolts for the cab ladders and handrails as well as portions of the ceiling had to be removed to install the correct Leslie A200 horns that the locomotive had in C&NW service. Volunteers performed required mechanical and electrical inspections prior to placing 411 into service.

VIEW FROM THE ANGEL'S SEAT

As I pondered the above story from a 2006 TRAINS article, I could not help wonder about that Frisco 0-6-0 switch engine for sale that came up in our chapter conversation several meetings ago. Only \$36,000! I even dreamed of buying it out right from my savings. Wouldn't it be great to see that locomotive down at the A&M depot! Even as a static display it would bring railroad enthusiasts from all over. If I listened hard enough I could almost hear the sounds and smells of a fully restored steam locomotive! However, there were some phrases in this article that evoked reality: "rotted metal....replaced....much more extensive than anticipated....to be outsourced....install the correct....required....volunteers performed...."

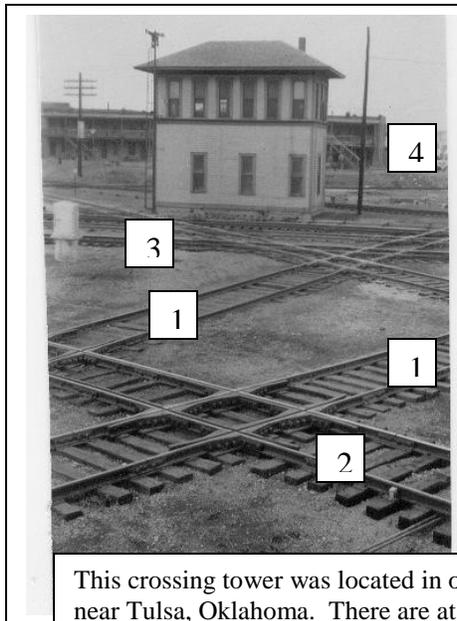
The extent of restoration and costs of any piece of railroad running equipment must always be honestly assessed. Work that is beyond the scope of volunteerism skills and available shop facilities must be clearly defined. As equipment ages, so do the people who have or had the skills and experience to perform restorations. Then other thoughts began to circulate in my head: asbestos....transporting....storage sidings....weathering....security....liability....insurance....local ordinances....and....and....and who knows what else!

At least now I can marvel at the sheer stubborn determination that others have had in the face of all forms of discouraging circumstances to engage in preservation of our railroad past! Think of these things when you ride the A&M and other excursion trains and visit the numerous railroad museums this coming spring and summer!

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADS?



Question:
Do you know where in the four-state area this Victorian depot was located? If so, what railroad(s) did it service?



This crossing tower was located in or near Tulsa, Oklahoma. There are at least four different railroad company tracks crossing here. Can you name them?

Answers to last month's question:
1. MKT (both)
2. Midland Valley
3. Frisco (front of tower)
4. AT&SF (behind tower)

Photographs by Bob Oswald