

# **ARKANSAS-BOSTON MOUNTAINS CHAPTER**

**NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter No. 188 founded in 1987



## **2010 DIRECTORY OF OFFICERS**

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

**NRHS Chapter meets at 7:00 PM, May 20, 2010 at the Shiloh Museum Store.**

**Our program will be presented by Bob Stark on the Rock Island in Western Arkansas;**

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

# The Scrambler

Volume 23, No. 8

May, 2010

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

## CHAPTER MINUTES April 15, 2010

President Bob Stark called the meeting to order at 7:00 PM. Mr. & Mrs. Malcolm Cleveland of Fayetteville were guests. Mr. Cleveland models T and Z scale (1:450).

The following two items were approved by voice vote: (1) Minutes of the March 2010 meeting were approved as published in the *Scrambler*. (2) Report of Treasurer Bill Longston.

Membership Chair Chuck Girard said that 6-7 members had not renewed for 2010. National will send a mailing shortly to the non-renewing members. He reminded members of the National Convention in Scranton, PA.

Chuck Girard, in his capacity as Signs Chair, reported the Fort Smith sign company made twelve Greenland replacement signs for \$750. The error has been corrected and the one Greenland replacement sign will cost the Chapter \$60.

Chuck Girard mentioned that several of the members were "Chapter only". Chapter Charter member Bob Oswald recalled that the Chapter Bye Laws stipulated that a full NRHS membership was required. It was agreed to explore this point at another time.

Vice President & Program Manager David Mac Donald reported no change in upcoming programs. Programs are needed for August and November. The June program will be "Show & Tell".

Mitch Marmel, Chapter National Train Day coordinator, reported difficulty in making contact with Arkansas & Missouri RR Train Day coordinator Brenda Brown. He said the May 8, 2010 Van Buren event runs from 10 AM to 4 PM.

Chapter Frisco Employees reunion co-coordinator Chuck Girard reported he has obtained use of the National Park Service owned Frisco Central Division headquarters for June 12. The building, partially occupied by the Marshals Museum, has suffered damage to the upper floors. Several small ground floor rooms can be used for interviews. The former white waiting room can be used for larger events.

Scrambler Editor Bill Merrifield reported he printed 63 copies and mailed 59 copies.

**New Business:** Mitch Marmel is exploring the possibility of a Springdale trolley museum that would run on Emma Avenue. He mentioned that ex-SEPTA PCC cars are available as well as the unusual double-end PCC cars originally built for use in Dallas.

Chapter member Steve Tharp reminded all of the 844's itinerary on April 23/24.

It was noted that this Chapter will host the Quad Chapter event in 2011. President Stark noted we needed to start the planning process soon.

President Stark closed the business meeting at 7:40 PM.

Tom Duggan presented a program on the Kansas City & Memphis Railway  
Thomas Duggan-Secretary

## **BRASS POUNDING DOWN THE LINE**

To: ABM\_NRHS@yahoo.com  
From: marmelmm@sbcglobal.net  
Date: Sat, 24 Apr 2010 19:16:08 -0500

Subject: [ABM\_NRHS] Chapter Logo Rework?

Has any progress been made on this? If not, P. O. Holland, a chum of mine who does this sort of thing professionally (and has references of the Alco loco in question) has expressed an interest in doing a full vector restoration, which would mean the logo would be in a digital format which could be resized for anything from badges to billboards.

Here's P.O.'s online gallery: <http://phaeton99.deviantart.com/gallery/> As you can see, he's quite a good digital draftsman, and has, in fact, done commissions for me in the past.

So, what do you all think? Shall we bring this up at the May meeting? MMM

Mitch,

Will discuss at next meeting but get the info for us such as price, the purpose etc. we will need to have such info to sell the idea. Thanks-cheers. Dispatcher Bob

Mitch,

I think this would be a great idea. We have not been able to locate a good digital image, let alone a vector image. That would be fantastic to have and could be used for many different applications. About how much are we looking at? I think it would be great to bring it up at the May meeting. Mike Sypult

## **IN THE YARDS**

Marion Duggan has shown some encouraging progress. She is now at a long term care facility in north Springdale. Contact Tom for card address and possible visitation.

<p>It is important that we keep up with chapter members and their families who have serious health issues. Our common love of railroad history and the friendship it builds between us are inseparable. Editor</p>
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THE KANSAS CITY CHAPTER  
"PIONEER CHAPTER OF THE WEST"  
NATIONAL RAILWAY HISTORICAL SOCIETY  
ANNOUNCES

*The 2010 Quad Chapter Meeting*

*Saturday, May 15, 2010*

*Starting at the*

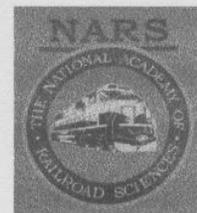
**"National Academy of Railroad Sciences"  
(which is the BNSF Training Facility)**

*Located at Building ITC .*

*Park in the TRAIN parking lot at*

*The Johnson County Community College*

*(OVER FOR MAPS)*



The tour will start at 10:00am so it wouldn't hurt to be 10-15 minutes early. We will have lunch immediately after the tour, which should be at 12:00PM.

For a limited number we can provide chauffeured transportation to the college & lunch, departing from Union Station at 9:15 AM. Prior arrangements please.

Lunch = \$12.50 **Reservation** preferred / **"at the door"** accepted.

Lunch will be at Hayward's Bar-B-Que. **Menu:**

- Up to two meat choices on a large Kaiser bun.
- Beef, Turkey, Smoked Sausage or Pork burnt ends.
- Choice of side dish. = Salad, Smoked Baked Beans
- Cole Slaw, Potato Salad, French Fires, or Onion Rings.
- Kosher dill pickle (on the side). Tea or Coke product.



**Please Mail this** reservation, and checks made payable to **"KC Chapter—NRHS"**,  
TO: **Bob Jefferis**

**6000 W. Richards Dr.—Shawnee, KS 66216**

Reservations for Tour & Lunch  x \$12.50 = \$ \_\_\_\_\_

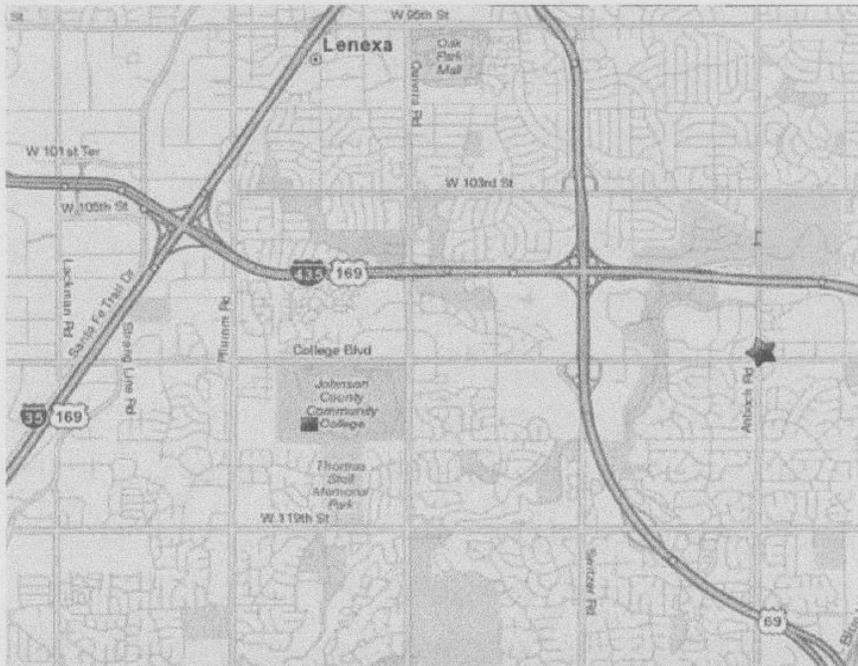
Request for rides from Union Station (Leaving at 9:15am)  x Free

Contact Name \_\_\_\_\_ Chapter \_\_\_\_\_

Phone No. & / or Email \_\_\_\_\_

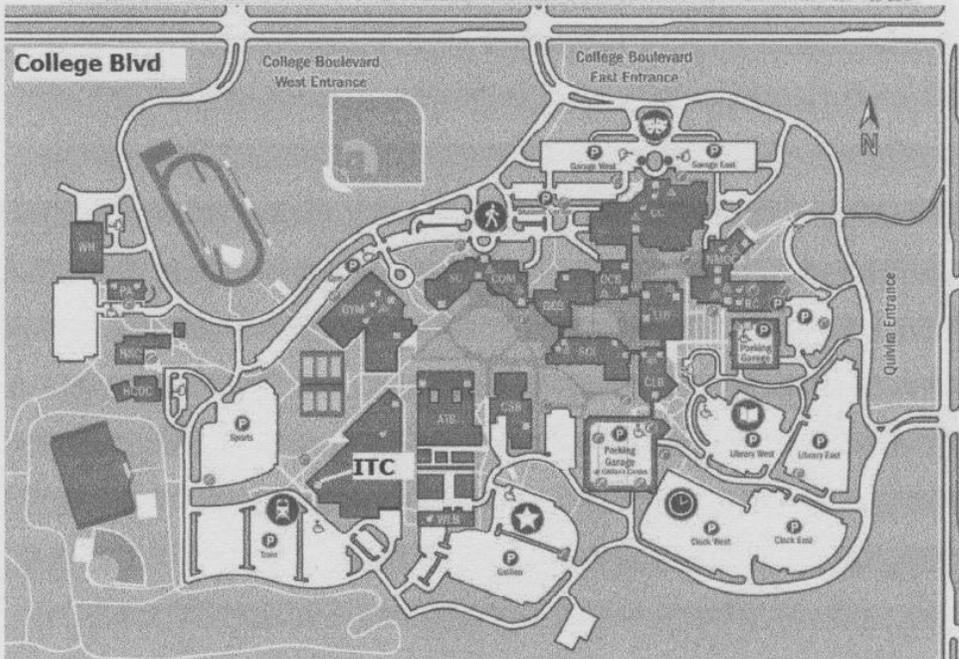
Questions? Please call Richard Wood (913) 208-4590 or Bob Jefferis at (816) 808-4144.

Tour starts at the "red square dot".  
 12345 College Blvd.  
 Overland Park KS  
 66210  
 Southwest corner of the Campus.  
**Please see detail on next map.**



Directions to Lunch will be handed out at the end of the Tour.

There are 3 entrances to the campus. I believe it is easiest to give directions starting from the East side entrance located on Quivira Rd.



Enter off of Quivira Rd. Take the first left which places you on "South Campus Drive". Skirt the South periphery of the campus until you get to the train lot. We will rally at the entrance to building ITC.

## **HISTORICAL OPERATIONS**

### **Sloan Cornell, steam tourist railroad pioneer, dies**

April 26, 2010

INDIANA, Pa. — Sloan Cornell, one of the pioneers of the steam tourist railroad industry, died on April 20 at age 85.

Cornell had a lifelong interest in steam locomotives, owning and operating half a dozen over the years. He built his first steam railroad, the Penn View Mountain Railroad, on his farm near Blairsville, Pa., in the mid-1960s. In 1976, following the formation of Conrail, Cornell became the operator of the Gettysburg Railroad, a former Reading branch line between Gettysburg and Mount Holly Springs. In addition to popular steam-powered excursions, Cornell provided freight service along the line.

Cornell later operated the Knox & Kane Railroad on a former Baltimore & Ohio line between Shippenville and Mount Jewett in northwestern Pennsylvania. The K&K excursion trains ran between Marienville and the former Erie Railroad Kinzua Viaduct (the fourth-highest railroad bridge in the country, at 2,052 feet long and 301 feet high) until 2003, when a tornado destroyed the bridge. The K&K also provided freight service along its route.

Among the steam locomotives used on Cornell's railroads were No. 76, a small 2-8-0 from the Mississippian Railway; No. 38, a larger 2-8-0 originally from the Huntingdon & Broad Top Mountain; No. 3254, a large Canadian National 2-8-2 later traded to Steamtown for 4-6-2 No. 1278, which was heavily damaged when its fire-box crown sheet collapsed in 1995 seriously injuring Jim Cornell, his son; and No. 58, a Chinese-built 2-8-2 built new for the K&K. All of these engines have been preserved, and several are being restored for further operation. — Wayne Laepple

### **Strasburg pioneer, TRAINS author Bill Moedinger dies**

April 26, 2010

LANCASTER, Pa. — TRAINS author Bill Moedinger, the last survivor of the original investors group that turned the Strasburg Rail Road into an iconic tourist railroad, died Saturday at age 97.

He first wrote for TRAINS in the early 1940s, and is well-remembered by many for his series of articles in the 1970s about his experiences during his 12-year career as a Pullman conductor. He also wrote about prewar jaunts by motorcycle to Colorado to experience and photograph the legendary narrow gauge railroads in the southwestern corner of the state.

Moedinger was a Pullman conductor from 1943 to 1955, a job he called "the best job in the world," and he and his wife, Marian, were among the original stockholders who saved the Strasburg in 1958. He was the railroad's first marketing director, beginning the process that led to the Strasburg's place as one of the top steam tourist railroads in the world. The couple opened the railroad's gift shop in 1961 and ran it for many years. He was a qualified locomotive engineer, and he served as company president for 17 years.

Moedinger was also a charter member of the Lancaster Railway & Locomotive Historical Society, one of the two groups (the other was the Interstate Trolley Club) that agreed on Aug. 18, 1935, to merge to form the Na-

tional Railway Historical Society.

He is survived by a son, Linn, who is Strasburg's current president. — Wayne Laepple

## "Lost" N&W steam engine finds new home

April 30, 2010

ROANOKE, Va. -- One of three Norfolk & Western 4-8-0 steam locomotives known as "the Lost Engines of Roanoke," rescued from a Roanoke scrap yard last year, is nearly ready for its journey to a new home in Portsmouth, Va., according to the Roanoke Times newspaper.

The M-2 class No. 1134 is in the final stages of a cosmetic restoration and will be moved to Portsmouth in a few weeks. The tender was trucked to the Railroad Museum of Virginia a few weeks ago. The rest will follow shortly. The locomotive's boiler and cab were separated from the chassis when it was removed from the scrap yard and will be reunited when it all arrives in Portsmouth.

The three 4-8-0s, a 2-8-0, and two Baldwin diesels languished in the scrap yard decades, well-known by enthusiasts but not for sale. They were donated to the Virginia Museum of Transportation in Roanoke with caveat that the museum arrange to move them.

Last year, a multi-party deal was worked out to move them, with the Portsmouth museum footing the bill in return for one of the locomotives for its museum.

## Museum plans second annual Conrail Days

April 28, 2010

STRASBURG, Pa. — The Railroad Museum of Pennsylvania will hold its second annual Conrail Days May 21 through 23 in conjunction with the Conrail Historical Society. Headlining the event will be the museum's Conrail GP30 No. 2233.

Events will include a night photo shoot on Friday and photo presentations Saturday.

## Famed K4s No. 1361 headed for static display

April 14, 2010

ALTOONA, Pa. — The Railroaders Memorial Museum has asked workers at Steamtown National Historic Site to cease work on K4s Pacific No. 1361, WTAJ News in Altoona has reported. The decision dashes hopes that the engine might run again, and plans call for the engine to return to the museum for static display.

Pennsylvania's famed K4 class, built between 1914 and 1928, remains a favorite for steam fans, and No. 1361 is one of only two survivors. The museum restored the engine to operation in 1987 with Conrail's backing, but a year later, it suffered a driving-wheel-axle problem, and a subsequent exam found more problems. The museum struck a deal with Steamtown for a three-year restoration, but new problems kept cropping up.

No schedule is yet in place for returning the engine to Altoona. Plans call for a quarter roundhouse to be constructed on the museum's grounds to house the engine later this year, and that building will need to be in place to protect the exhibit.

## TRAINS THROUGH MEMORY



### **RESTORED PENNSYLVANIA RAILROAD E8s**

Mainline diesel excursions powered by Bennett Levin's immaculately restored ex-Pennsylvania Railroad E8s have been the highlight of the activities included during the annual Altoona Railfest events held at Altoona, PA. The two vintage EMD E8s, Nos. 5711 and 5809, were purchased by Mr. Levin after the Conrail breakup, and were repainted in their original PRR Tuscan Red with gold pinstripes livery. During Railfest, short trips are operated west out of Altoona, up the west slope of the PRR main around famed Horseshoe Curve, through the Gallitzin and Portage tunnels, and back down to Altoona. The pair of Pennsy E-units, with a few ex-PRR Tuscan Red passenger cars and other restored vintage cars coupled behind them, make a fine sight as they ply the former Pennsy mainline through the heavily forested mountainous region, and bring back fond memories for older railfans. During the 2007 Altoona Railfest, held July 7-8, the former PRR E8s made four trips up the west slope and back to Altoona under clear skies, providing optimum photo opportunities. This photo was taken on one of the Saturday trips as the excursion train was rounding Horseshoe Curve through the Alleghenies at Kittinging Gap. Coupled behind the E8s are two former PRR historic cars- the "Warrior Ridge" and Pennsy business car 120; ex-Nickel Plate solarium-lounge "Kitchi Gammi Club"; ex-Missouri-Kansas-Texas observation car 403; seven SEPTA commuter coaches and one Amfleet car. Photo by Alex Mayes **TRAINS** contributor.