

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, June 18, 2010 at the Shiloh Museum Store.

SHOW AND TELL PROGRAM

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

The Scrambler

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June, 2010

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

CHAPTER MINUTES May 20, 2010

President Bob Stark called the, meeting, attended by twenty-three members, to order at 7:06 PM.

The minutes of the April meeting were approved with a correction relating to the September 11 date of the Frisco Central Division Employees Reunion,

Membership-Chuck Girard said that five or six members had not renewed for 2010. Barb Gavron offered to contact the non-renewing members.

Programs-David Mac Donald said the June Show & Tell program will include a segment by Mike Sypult on the use of the digital projector and digital image technology. Gary McCullah volunteered to the August program on "A Tale of Two Depots."

Editor- Bill Merrifield sent the *Scrambler* early as he wanted to make sure all knew of the May 15 Quad Chapter meeting in Overland Park, KS.

Treasurer-Bill Longston's report was accepted as read.

National Train Day- Mitch Marmel reported he was the sole Chapter attendee. He had a panic attack that required a visit to an emergency room. Mitch recovered and later set up his model train layout at the Fort Smith Trolley Museum.

Old Business -The Chapter received thank you notes from the Community Meal Program and the Central United Methodist Church of Fayetteville acknowledging our contribution in memory of deceased Chapter member Tom Stark.

New Business- The Chapter took no action in respect of a St Louis Chapter letter soliciting contributions for the cosmetic restoration of Wabash engine No. 574

Chapter Logo- Mitch Marmel information about the creation of vector based digital graphic of the

Chapter logo that will cost at least \$270. This item will be discussed in more detail at the July 2010 meeting. Several members suggested that we consider a completely new logo design rather than a high quality redo of the existing logo.

Train display- Al Kaepfel circulated a sign up sheet for the G scale setup on June 1 at the Springdale depot.

Quad Chapter 2011 Meeting- President Stark appointed Al Kaepfel, Tom Duggan , Steve Tharp and Travis Walls to a committee responsible for developing ideas for this Chapter hosted event.

Train Show- The Fall 2010 NW Arkansas Model Train Show flyer was distributed. The September 18 event is at the Clarion Hotel in Bentonville. It is sponsored by an individual, unlike the winter train show operated by the Sugar Creek Model Railroad & History club. Chapter participation will be discussed and decided at the June meeting.

G scale- Bob Oswald broached the idea of adding an A & M painted diesel to the layout. Bill Merrifield will explore whether any A & M painted diesels exist in G scale.

Alan Bales- Ray Toler noted the recent death of 95-year old former member Allen Bales. The Chapter Secretary sent a condolence card to his daughter in Jacksonville, AR.

The business meeting adjourned at 8:03 PM. Bob Stark and David MacDonald presented a program on the Rock Island in Arkansas.

BRASS POUNDING DOWN THE LINE

Train Order of the Day; All Hands-Silent Auction Thursday Night

Special Yellow Flag- Fare Officer Bill- Will give us a general Overview Of Income and Expenses from last two years with last six months and projection of next six months. WE need to pump up those stock holders and maybe look at upping the tariffs. Dis. Bob

Isn't show and tell this Thursday night?? David??

RailCamp cancels Nevada Northern camp

June 11, 2010

PHILADELPHIA — The operators of the Nevada Northern Railway will run their own railroad-related camp this year after canceling an agreement to run RailCamp with the National Railway Historical Society. The previously planned activities are canceled, but the While Pine Historical Railroad Foundation has begun its own camp, to be called Railroad Reality Camp.

The national society operates its own camp at Steamtown National Historic Site in Pennsylvania, aimed at teens and adults, and had agreed to a similar camp with Nevada Northern at Ely, Nev. The original program at Steamtown will continue as planned.

Reality Camp will feature two adult sessions and one teen session. For more information, visit <http://www.nnry.com>.

HISTORICAL OPERATIONS

McCloud River 2-8-2 to return to Nevada

June 11, 2010

FILLMORE, Calif. — McCloud River 2-8-2 No. 18, which has been operating on California's Fillmore & Western Railway for the movie "Water For Elephants," will be making its swan song run by powering the railroad's daytime excursion train Sunday June 13, according to F&W officials.

The scheduled departure is noon from Fillmore with a 1 p.m. arrival at Santa Paula. The locomotive will be put onto a lowboy trailer and trucked back to its home on the Virginia & Truckee Railway in Nevada. The dinner train will return to Fillmore with diesel power.



20th Century Fox shoots McCloud River No. 18 in action

May 28, 2010

FILLMORE, Calif. — McCloud River Railroad 2-8-2 No. 18 pulled a circus train for 20th Century Fox cameras filming the movie "Water For Elephants." The shoot, conducted on tourist line Fillmore & Western, included a train consist of wood boxcars and flatcars carrying circus wagons.

No. 18 arrived May 13 from its home on the Virginia & Truckee in Nevada. The movie it's starring in tells the story of an orphan who joins a second-rate circus traveling from town to town by rail during the Great Depression. The movie stars Robert Pattinson, Reese Witherspoon, and Christopher Waltz. It's to be released next year.

Photo by David Lustig



Wheeling & Lake Erie business car No. 1990 departs Brewster, Ohio, on its first trip after being extensively rebuilt at the railroad's Brewster shops. *Photo by: Mark Demaline*

Wheeling business car makes inaugural run

June 09, 2010

BREWSTER, Ohio — Wheeling & Lake Erie Railway rolled out its first business car, numbered 1990 for the year of the railroad's formation. The car's inaugural trip occurred on a special run for employees that worked on the car, transforming it into a modern business car. The special train ran from Wheeling's yard at Brewster to New Cumberland, Ohio.

Pullman-Standard built the car in 1954 as Northern Pacific 493, one of the railroad's "Holiday Lounge" series cars, for use on the Chicago-Seattle North Coast Limited. It became Amtrak 3313. After a mishap, Grand Trunk Western purchased the car for its business train fleet. The car became surplus when CN formally absorbed GTW, and sat in Montreal until the late Robert Bixler bought the car. He named it Buckeye Lady in honor of his wife, Anna Mae.

Bixler and W&LE entered into a trip-lease agreement, whereby the railroad used the car for its customer business trips. Bixler died in May 2007, and a year later, Wheeling purchased the car from Anna Mae. The railroad continued to use it on business trips, with no changes to the car except the addition of W&LE lettering. Both the exterior and interior needed work, so in early 2010, the car entered the Brewster shop [see "Steeling Beauty," TRAINS, July 2008] to address the needed work. There was discussion on what scheme the exterior should be painted, as W&LE President Larry Parsons did not want to keep the GTW blue.

Mark Demaline, the railroad's assistant vice president of sales, made a print of Rio Grande business car Wilson McCarthy, and shared it with Parsons, under whose charge that car had been during his tenure at the Rio Grande. Parsons agreed, so workers used the W&LE's gold and a metallic gray, with the large "Wheeling and Lake Erie Railway" lettering below the windows and one of the round "Wheeling Way" logos on each side.

GP35 No. 107, a locomotive lettered for W&LE predecessor Akron, Canton & Youngstown, led the inaugural trip. — *Mark Demaline*

Union Pacific 844 to visit Colorado for town's centennial

June 07, 2010

OMAHA, Neb. — Union Pacific 4-8-4 steam locomotive No. 844 will travel to Milliken, Colo., later this month to participate in the town's centennial celebration. The engine will sit on public display Saturday, June 26.

The event marks the first time No. 844 has traveled on UP's branch to Fort Collins and Boettcher, Colo., which diverges from UP's Denver-Cheyenne, Wyo., route at Greeley, Colo.

No. 844 is to depart Cheyenne at 5 p.m. on June 25, and is to arrive around 7:30 at Milliken. It will be displayed there from 10 a.m. until 3 p.m. on the 26th. It's scheduled to depart Milliken at 7 p.m. and arrive back at 10:30.

Fans can follow No. 844's journey at www.twitter.com/up_steam.

Portsmouth railroad museum nears completion

June 04, 2010

PORTSMOUTH, Va. — The new Railroad Museum of Virginia is almost complete, according to a story on WAVY-TV in Portsmouth and other news sources. Equipment will include a Norfolk Southern caboose, a Washburn dining car, two baggage cars, and Norfolk & Western M-2 4-8-0 No. 1134. The steam engine, rescued from a Roanoke salvage yard where it had sat since 1950, escaped scrapping when the owner couldn't bear to cut it up.

The museum is scheduled to open this month.

Governor Rendell Releases \$5 Million for Major Improvements at Railroad Museum of Pennsylvania

June 03, 2010

Harrisburg — Gov. Edward G. Rendell today announced the release of \$5 million in state funds for major improvements at the Railroad Museum of Pennsylvania in Strasburg, Lancaster County. This investment of capital funds will help boost Pennsylvania's tourism industry while preserving the state's storied railroad history.

Barbara Franco, executive director of the Pennsylvania Historical and Museum Commission, said \$500,000 will be used for the design of a 16,000-square-foot roundhouse that incorporates the museum's existing turntable and will be able to house a significant number of the museum's extensive collection of historic locomotives and rolling stock currently stored outdoors. Many of the locomotives that will be preserved in the new building are listed on the National Register of Historic Places and are among the only surviving examples of their kind. The Governor's Office anticipates releasing an additional \$6.1 million for the elements.

Franco said \$4.5 million is allocated for the design, fabrication and installation of new permanent exhibits that examine Pennsylvania's railroading history from its earliest beginnings to the present day. The exhibits will explore the social, economic, and technological history of Pennsylvania railroading, using the museum's collection of artifacts and rolling stock to illustrate the story. Together, the new roundhouse and new exhibits will make the Railroad Museum even more attractive to families and visitors of all ages.

The Railroad Museum of Pennsylvania, which opened to the public in 1973, is one of the nation's premier railroad museums and is among the most visited sites along the Pennsylvania Trail of History.

Station saved by Johnny Cash to reopen

May 27, 2010



MADISON, Tenn. — The depot that country music star Johnny Cash saved from demolition will open as a visitors center June 3 in the Nashville suburb of Madison. The 1910 Louisville & Nashville Amqui Station is located at 301 Madison Street; the grand opening celebration will run from 5:30 until 7 p.m.

The station served as many as 40 to 50 daily trains at its peak, but by the 1970s, it had fallen into disrepair. Cash was given the station in 1979 and moved it to his property in Hendersonville, Tenn., then restored it to display his collection of railroadiana.

When Cash died in 2003, Halo Properties purchased the station and donated it to the city of Madison. It was moved back to the city in 2006 and was situated near its original site. A \$1 million restoration began last October. The visitors center will feature a museum dedicated to the connection between music and railroads.

Captive BNSF Geep goes to Manitoba tourist line

May 25, 2010

WINNIPEG, Man. — BNSF Railway is donating high-hood GP9 No. 1685 to Manitoba's Prairie Dog Central for excursion service. The unit has been a Winnipeg railroad landmark since its delivery, serving on the Manitoba subsidiaries of BNSF and its predecessors.

EMD delivered BNSF 1685 to Great Northern subsidiary Midland Railway of Manitoba in 1957. The railroad was responsible for railroad-owned tracks in Winnipeg, and ran trains to the U.S. border at Noyes, Minn. In the 1970 Burlington Northern merger, Midland became the Burlington Northern Railroad of Manitoba, then the Burlington Northern Santa Fe Railway of Manitoba in the 1996 BNSF merger. Though all these eras, No. 1685 served as the railroad's ambassador in Winnipeg.

A more modern locomotive has since taken over BNSF's Winnipeg duties, leading to the donation. Prairie Dog Central [see "A Man's Best Friend," TRAINS, May 2010] is to receive the locomotive at a dedication ceremony at BNSF's Lindsay Street enginehouse in Winnipeg in July

Our thanks to TRAINS Newswire for the above preservation and historical information.

TRAINS THROUGH MEMORY

Early this month I was pleasantly surprised by my pastor Steve Sheely of Rolling Hills Baptist Church in Fayetteville when he used a historical reference to railroading as a sermon illustration. The point of the illustration was to emphasize that change can be hard. He credited this illustration to Clark Cothorn Tecumseh.

The U.S. standard railroad gauge (distance between rails) is four feet, eight-and-one-half inches. Why such an odd number? Because that's the way they built hem in England, and American railroads were built by British expatriates.

Why did the English adopt that particular gauge? Because the people who built the pre-railroad tramways used that gauge.

They in turn were locked into that gauge because the people who built the tramways used the same standards and tools they had used for building wagons, which were set on axles of four feet, eight-and-one-half inches.

Why were wagons built to that scale? Because with any other size, the wheels did not match the old wheel ruts on the roads.

So who built these old rutted roads?

The first long-distance highways in Europe were built by Imperial Rome for the benefit of their legions. The roads have been in use ever since. The ruts were made by Roman war chariots. Four feet, eight and one-half inches was the width a chariot needed to accommodate the *rear ends of two war horses!*

Editor