

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, July 15, 2010 at the Shiloh Museum Store.

**This month's presentation will be on Train Wrecks in NWA by Mike Sypult
Scrambler Committee Members to meet at 6 PM**

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The Scrambler

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

CHAPTER MINUTES June 17, 2010

President Stark called the meeting to order at 7:00 pm. Twenty-five members and three guests were in attendance.

The Chapter approved the minutes of the May meeting and the report of Chapter Treasurer, Bill Longston, on the Chapter financial condition. Bill mentioned that a half-year 2010 review of financial data indicates the Chapter is able to meet current operating expenses from resources such as dues. However capital projects, for instance the purchase of the LCD projector and notebook computer, were funded by dipping into investment funds. Bill's offer to do a budget forecast for the second half of 2010 was approved by the membership. The largest monthly recurring regular expense is the production and mailing of the Scrambler newsletter. It cost an average of \$86 per month for the first six months of 2010.

President Stark appointed a committee of Mike Sypult, Bill Merrifield, Malcolm Cleveland and Tom Duggan to explore digital distribution of the Scrambler. The results will be discussed at the July meeting.

National Director Chuck Girard will not attend the 2010 National Convention in Scranton, PA. He will coordinate with the Chapter President to furnish Chapter member Ken Eddy, a regular at National conventions, with a document authorizing Eddy to serve as Chapter Alternate National Director at Scranton. Girard also reported that about six individuals had not paid their 2010 dues.

Vice President David MacDonald listed the following programs:, August- Steve Tharp on Fallen Flags, September-Gary McCullah, A Tale of Two Depots,. October- Program Needed, November-Show & Tell.

Scrambler Editor Bill Merrifield reported that the June 2010 Scrambler run consisted of 58 copies. About one-third are sent to other Chapters and museums.

Old Business – Mitch Marmel reiterated the benefits of a new vector based Chapter logo that could be applied to a wide variety of objects. Al Kaepfel mentioned that he had found the current Chapter logo at Creative Awards in Fayetteville. Bill Merrifield mentioned he had a CD of the Chapter logo. After extensive discussion it was agreed to decide on the logo question at the July meeting.

Tom Duggan mention the Chapter received the 2009 Volunteer of the Year award from Chapter member Rogers Historical Museum for the painting of the steps and grab rails of former Frisco caboose 1101.

Bill Merrifield reported that no G-scale RS-1 locos exist but RS-3 locomotives are available.

The new Bentonville Train Show scheduled for October 18, 2010 was discussed. The Chapter decided to pass on participating in the 2010 show.

New Business- Chapter President Stark presented plaques of appreciation to Gary McCullah and Clare McCullah for their great work as President and Secretary for the five years ending December 31, 2009.

Mitch Marmel discussed the filming of PBS program "Tracks Ahead" on the A & M and the Fort Smith Trolley Museum on June 2.

Many Chapter members took the opportunity to ride the train that day due to Brenda Brown's special pricing.

The entertainment portion was the June Show & Tell. It featured Mike Sypult on the use of digital technology for program production, David MacDonald on the start of his railroad career in 1954, and Bill Merrifield with an illustrated discussion of scaling problems within G scale railroad modeling.

HISTORICAL OPERATIONS

Chapel car wins \$50,000 grant

June 17, 2010

SNOQUALMIME, Wash. — Following an online vote, the Northwest Railway Museum's chapel car No. 5, "Messenger of Peace," won a \$50,000 restoration grant. The money comes through the National Trust for Historic Preservation and the American Express Foundation.

The Messenger of Peace is a Barney & Smith car built in 1898 for the Baptist Publication Society. The car operated in at least 11 states and traveled the Pacific Northwest extensively. The museum acquired it in 2007.

The trust selected 25 historic properties in the Puget Sound region to share \$1 million in grant money, and opened the awards to a vote. The museum issued flyers and brochures, held open houses, and conducted a media campaign to raise awareness and garner votes.

The car receives the largest award of the 15 that received grants; other projects won just \$5,000 a piece.

More information on the car is available at <http://www.MessengerOfPeace.org/>

CN 4-8-4 moves by truck to new home

June 18, 2010

GUELPH, Ont. - Canadian National 4-8-4 No. 6167 moved to its new home Wednesday, its first move in 43 years. The engine moved across the tracks from its former site to make room for a new multi-modal transit terminal to be shared by VIA Rail, GO Bus, and Greyhound.

The city received the engine as a donation from CN in 1967, and has been preparing for the move since 2002. Before the move could occur, workers removed asbestos and re-fabricated many of the rusted-out components.

The engine was also completely sandblasted and repainted prior to the move.

PNR Railworks conducted the move. Train traffic was halted so the tender could move across the Goderich & Exeter Railway Guelph Subdivision around 7:30 a.m. The line was reopened to VIA traffic, then closed again so the engine could move. It crossed the line at 12:30 p.m. Engine and tender were reunited by the end of the day. - *Stephen C. Host*



Photo by: Stephen C. Host

New diesel debuts on Pennsylvania tourist line

June 24, 2010



WK&S No. 734 makes its debut yesterday at a visit from National Railway Historical Society convention delegates.

Photo by: Wayne G. Laepple

KEMPTON, Pa. - In addition to a number of historic diesels in Scranton this week, delegates to the National Railway Historical Society's convention witnessed the debut of a new locomotive on a regional tourist railroad. Wanamaker Kempton & Southern No. 734, a 1956 GE 65-ton center cab unit, pulled a special train for conventioners on June 23.

Its appearance Wednesday marked the conclusion of a three-year restoration effort, during which volunteers extensively overhauled the industrial locomotive. This included major work to its engines, wiring, bearings, air compressors and auxiliary systems, as well as retrofitting modern air brake equipment.

The striking red and gray paint scheme was designed and applied by volunteers, and final details were completed just three days before the convention trip.

WK&S has operated over a portion of the Reading's Schuylkill & Lehigh branch between the villages of its name since 1963.

No. 734 will take on major passenger duties while the railroad's two steam locomotives are restored over the next several years. It joins World War II-era diesel veterans No. 602, a center cab Whitcomb that saw service in Italy, and GE side-rod 45-tonner No. 7258. - *Wayne G. Laepple*

Lightning wreaks havoc at Illinois Railway Museum

June 24, 2010

UNION, Ill. - Illinois Railway Museum suffered a lightning strike around 10 p.m. yesterday, which caused damage to electrical equipment inside one of its trolley barns. The strike left a pile of molten metal in the bottom of the charred case that housed a new safety switch and disconnect for trolley wire inside the building.

The museum houses an impressive interurban collection, and its route boasts catenary over its entire length. Fortunately, the museum's collection of rare trolleys and interurban cars suffered no damage. Barn 8 is now without electric service, and cars inside can't move under their own power.

The museum expects it'll cost \$2,000 to \$3,000 to repair the damage, and replacement equipment may take a while to receive after being ordered. Officials are seeking donations to help repair the damage. The museum can be contacted at (815) 923-4000, or by mail at P.O. Box 427, Union, IL 60180-0427.

For more information on Illinois Railway Museum's interurban collection, visit www.irm.org. - *Ray Weart*

Cumbres & Toltec forces investigate trestle fire

June 28, 2010

CHAMA, N.M. — Cumbres & Toltec Scenic Railway officials were to finish examining the burned Lobato Trestle yesterday, but expect it'll take a week to determine how much repair is needed, the Associated Press has reported. Wooden parts of the predominantly steel trestle burned Wednesday night.

Service out of the railroad's Chama terminal remain suspended, with all trains now operating out of Antonito, Colo., at the line's opposite end. Investigators are still working to determine the cause of the fire.

Museum acquires photographer David Salter's collection

June 29, 2010

KENNESAW, Ga. — The late rail photographer David Salter's collection will be archived at the Southern Museum of Civil War and Locomotive History, the museum has announced. The Denver-based photographer died earlier this year.

The collection focuses on the railroads of the Southeast, where Salter grew up. Salter both took photos and acquired photographs from others who captured the railroads of the South in the 1940s, '50s, and '60s.

"We are very fortunate to have obtained this wonderful collection of Southeastern railroad photography for the Southern museum," said Jeff Drobney, the museum's director. "This collection will be invaluable to railroad historians, enthusiasts, and other scholars studying Southeastern railroading during the mid-20th century."

The museum has now begun raising funds to create a research library, to be known as the Center for Southeastern Railroad Research. The Norfolk Southern Foundation has granted funds to the planned library, and the museum plans to break ground next year.

Mainline steam excursions could return to Norfolk Southern rails soon

June 30, 2010

NORFOLK, Va., and CHATTANOOGA, Tenn. — Mainline steam excursions could return to Norfolk Southern rails as early as this fall after NS said Wednesday it is negotiating with Tennessee Valley Railroad Museum to operate a limited schedule of steam locomotive appearances and public passenger excursions beginning later this year.

Norfolk Southern and its predecessor Southern Railway ran an extensive series of excursions each year from 1966 to 1994. The new program, called 21st Century Steam, marks a return to steam-powered public relations on the big Eastern carrier and would highlight important dates in railroad history and provide an opportunity for audiences to learn about modern freight railroads.

The program would feature three venerable coal-powered steam locomotives:

- Southern Railway 2-8-2 No. 4501, a 1911 Baldwin which began the Southern excursions in 1966, and requires a complete overhaul at TVRM, which owns the Mikado. TVRM President Tim Andrews said the engine could be made ready to run in a year if enough laborers are assigned to the engine.
- Southern Railway 2-8-0 No. 630, a 1904 Alco product that also ran on Southern excursions from 1968 to 1978. An extensive six-year rehabilitation to Federal Railroad Administration standards is set for completion at TVRM's Soule Shops complex with a target date of September.
- Tennessee Valley Railroad 2-8-0 No. 610, a 1952 by Baldwin-Lima-Hamilton product for the U.S. Army. The engine has been the mainstay of TVRM steam operations since 1990. It also appeared on several Norfolk Southern steam excursions from 1990 to 1993.

"This is the right time for steam to ride the Norfolk Southern rails," said CEO Wick Moorman. "We have a fascinating history, and we have a compelling message about how today's railroads support jobs, competition, and the economy. It is a forward-looking message that resonates with people everywhere."

"21st Century Steam can help introduce historic and modern railroading to a broad new audience of supporters," Andrews said. "We are pleased to be developing this relationship with Norfolk Southern for the purpose of preserving and interpreting the steam age, and of bringing today's railroad closer to people young and old, in communities large and small."

The launch of 21st Century Steam would coincide with key dates. 2011 will be 4501's 100th birthday and TVRM's 50th. The year 2012 will mark Norfolk Southern's 30th anniversary.

21st Century Steam's initial appearances and runs tentatively could take place in the Chattanooga area this fall, with locomotives 610 and 630. Exhibit dates, ticketing, and other details will be announced later.

Southern Consolidation makes first post-restoration trip

July 06, 2010

KNOXVILLE, Tenn. — Southern 2-8-0 No. 154 made its first post-restoration trip on Gulf & Ohio's Knoxville & Holston River Railway Saturday as planned. The Schenectady Locomotive Works-built Consolidation-type steamer worked most of its life around the Knoxville area prior to its 1953 retirement.

The engine made a private appearance Saturday. It was to pull public trips Sunday as well, but Washington & Lincolnton 2-8-0 No. 203 pinch-hit due to mechanical issues.

The move follows two years of restoration by G&O employees. The engine had been displayed for 55 years at Chilhowee Park prior to restoration. It'll pull the Three Rivers Rambler excursions going forward.

No. 154 started life as East Tennessee, Virginia & Georgia No. 466; it was completed in 1890.



Gulf & Ohio Railways
President Pete Claussen
dedicates Southern Con-
solidation-type steam en-
gine No. 154 at Knoxville,
Tenn.

Photo by Ken Marsh

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

VIEW FROM THE ANGEL'S SEAT

As a member of or interested party in the Boston Mountains Chapter of the NRHS you should be aware that we and many NRHS chapters are an ENDANGERED SPECIES! Like polar bears, we are facing conditions that threaten to eliminate our very existence!

At the national meeting in Scranton this June, Dr. Burton Eisenberg, a NRHS Library Volunteer presented a program outlining a serious problem that we and many chapters face. This past week he mailed a summary of his proposals in solving the problem to all chapter editors. Why chapter editors? It is because they are in direct communications with ALL members, regardless of individual interests and participation level, through the chapter newsletters.

So, what's our problem? The answer is, according to Eisenberg, "GEEZERIFICATION", the aging out of current members without replacement by new and younger people. Our problem is even more critical since many of us in our community are the last historical link to the age of stream locomotion and the birth of dieselization.

The following are in brief Dr. Eisenberg's suggestions in solving the problem:

- 1 PLAN FOR GROWTH particularly of members 25 to 45 years old.
- 2 Encourage multiple chapter memberships.
- 3 Use current members as recruiters.
- 4 Produce a special high quality edition of the newsletter aimed at attracting new members.
- 5 Take full advantage of electronic communication.
- 6 Keep distributing your well written printed newsletter.
- 7 Distribute extra copies to members to give to friends and acquaintances.
- 8 Plan ahead for editorial succession.
9. Set a goal of TEN NEW MEMBERS this fiscal year.

We need also to be reminded and to remind others that we are a local, voluntary organization whose sole purpose actively supports railroading and the heritage it engenders! Our membership has always reflected a microcosm of the community including railroading, civil and electrical engineering, journalism, banking, education, medicine, science, farming, ministerial, government, manufacturing, energy exploration, business, communication, construction, and last, but not least, homemaking. We have regional and national communication connections through our *Scrambler* newsletter and our website. Though many of us have retired from our main vocations, we are not without substantial influence in our community and region.

Eisenberg's suggestions and a few more of ours that come into mind should remind us that our plans for growth have been rather haphazard at best when it comes to recruiting the next generations that will have to take our place if our railroad heritage in this community is to survive. Too often we have relied on chance, forgetting that *chance always favors those that are prepared.* Editor

LOCALLY ON THE BEAM

The committee (Tom, Bill, Malcom, and Mike) appointed by Bob Stark for review of hard copy distribution of the *Scrambler* has tentatively set a meeting time of **6 PM, Thursday, July 15** at the Shiloh Museum Store.