

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, August 19, 2010 at the Shiloh Museum Store.

This month's program presentation will be by Steve Tharp on Fallen Flags

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NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

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

CHAPTER MINUTES July 15, 2010

President Stark called the meeting to order at 7:03 PM. Twenty-seven members were present: the solo guest was former Chapter member Ellis Melton of Fayetteville. The Chapter President acknowledged a note from the daughter of recently deceased former member Alan Bayles.

The minutes were accepted as printed in the Scrambler. Jim Plumlee noted that the Bentonville Railroad Show date is September 18, 2010, not October 18, 2010.

Treasurer Bill Longston reported on the Chapter financial transactions in the last month. The report was approved. He will present a six-month budget at the August meeting.

Membership Chairman Chuck Girard said three more members had paid their 2010 dues.

Vice President David McDonald reported the program lineup as follows: August- Steve Tharp- Fallen Flags; September-Gary McCullah- A Tale of Two Depots; October-Tom Duggan-This Budd's for You.; November- Show & Tell; January 2011-Bob Oswald – Title to be announced.

Scrambler Editor Bill Merrifield reported a print run of 58 copies with 57 mailed. He encouraged members to submit railroad articles.

Old Business- After an active discussion with several motions made and withdrawn the Chapter agreed to purchase a vector graphic of the Chapter logo. However member Travis Walls offered to pay the cost of the logo up to \$300. His offer was accepted by acclamation. The Chapter agreed to pay for any logo related costs in excess of \$300.

New Business- Bill Longston has arranged for booth space at the Frisco Festival in Rogers on Saturday, August 28. Gary McCullah will donate a collection of railroad and railroad model magazines to the Chapter.

Tom Duggan provided a short overview on the effort to make the Scrambler available by email for those with internet connection. He emphasized that the working group (Bill Merrifield, Mike Spypult, Malcolm Cleveland and Tom Duggan) plan a six month transition. Members who wish to receive a printed copy by mail will retain that option.

As a follow-up to the marketing memo printed in the July 2010 edition of the Scrambler, Mitch Marmel will contact the Morning New/Arkansas Democrat to promote meeting awareness while Tom Duggan will contact KUAF to insert a Public Service Announcement.

Jim Plumlee mentioned the September 18 Train Show in Bentonville. He said it would be a free way to promote the Chapter. No motion was made to modify the Chapter's prior decision to skip the show in 2010.

The meeting adjourned for a silent auction of Tom Scott books and ephemera. In the rail talk segment Christopher Nally reported A & M engine No. 32 now has a Cummins prime mover.

Tom Duggan, Secretary

LOCALLY ON THE BEAM

2010 Quad Chapter Meeting

Chapter Treasurer Bill Longston and Secretary Tom Duggan attended the May 15, 2010 Quad Chapter meeting hosted by the Kansas City Chapter. The event took place at the sprawling campus of the Johnson County Community College in Overland Park, KS. It houses the National Railroad Academy of Railroad Sciences, originally founded by the Atchison, Topeka & Santa Fe Railway in 1985, to provide specialized training to BNSF and third party railroad employees. The Academy uses both hands on training classroom training and computer tutorials. The Academy has a heavy focus on safety given the dangers common to railroad work. Our hosts were instructors from BNSF who volunteered to come in on a wet and windy Saturday to make our visit enjoyable and informative.

The Academy offers programs in six railroad career avenues: Conductor, Carmen, Locomotive Electrician, Locomotive Mechanic, Signalmen and Welders. In 2006 some 13,000 people went through the Academy. In 2009 the number tumbled to about 7,000 reflecting the difficult conditions for the economically sensitive railroad freight industry. The program lasted about 2.5 hours. Some of the more relevant observations are as follows: BNSF employs a powerful computer network to manage train and yard operations. The railroad anticipates that Positive Train Control will be a reality in the "near" future. Deployment of PTC technology will require immense investments in optical cable to move the immense data traffic. BNSF and the other Class I railroads will be shifting their land-based radio channels in the near future to new frequencies.

The locomotive engine class features partial size engines from GE and EMD. The GE engines apparently are less reliable since it was mentioned that several children of locomotive engine repairmen are attending college based on overtime associated with the GE products.

The BNSF system has more than 18,500 crossings with mechanical signals. They must be inspected every 30 days to comply with FRA regulations. The rules also require the crossing gates be fully deployed five seconds before a train crosses.

Participants also had a chance to operate locomotive simulators in a variety of conditions. Even with a short amount of time at the controls it became clear that the engineer has a job that can be dull and numbing in an environment that simultaneously requires a high state of vigilance. It must be real challenge piloting a 7,000-foot long loaded stack train in the undulating hills of Northern Arizona while heading east into the sun for hours.

The convention concluded with a social program and lunch at a nearby BBQ restaurant that had the slowest service seen in a long time. Serving level speeds covered the gamut between tortoise and snail. The Kansas City Chapter is in discussion with NRHS National about hosting the 2014 National Convention. That year will mark the centennial of the Kansas City Union Station renovated some years ago at a cost of \$117 million.

HISTORICAL OPERATIONS

Smithsonian donates "the other" PA diesel to Texas museum

August 14, 2010

DALLAS - The Smithsonian Institution has gifted one of its two Alco PA diesels to the Museum of the Ameri-

can Railroad, the Texas museum's attorney says. William J. Brotherton said the locomotive is being loaded onto flat cars from its storage site near Lebanon, Ore.

Smithsonian Transportation Curator William Withuhn and Portland, Ore. preservationist Doyle McCormack returned the two units, among the last four last of the famous passenger units left, to the U.S. from Mexico in 2000. McCormack is loading the unit as a contractor.

The two Alco passenger units, originally purchased by the Santa Fe as their 62L and 59L, were sold, along with two others, to the Delaware & Hudson in December 1967. They were rebuilt with Alco 251C prime movers replacing their original 244s and renumbered 16-19. Operated in passenger service, the quartet was later sold to Ferrocarriles Nacionales de Mexico. Two came back, the 18, under restoration by McCormack in Portland, Ore. and the 16, now destined for Texas.

The Museum of the American Railroad, with a collection including a Union Pacific 4-8-8-4, a UP DDA40X Centennial, a Pennsylvania GG1, and a Santa Fe FP45 plus a variety of other locomotives and freight and passenger equipment, is in the process of moving from its Dallas home to Frisco, 35 miles north.

The city of Dallas went to court to get the museum to move from its home of 47 years at State Fair Park by Aug. 1. That deadline came and went, and motion for summary judgment is set to be heard in September.

Meanwhile, in Frisco, the first shipment of rail has arrived for the new museum site. - *David Lustig and Jim Wrinn*

Nickel Plate Road 765 to haul October trips

July 27, 2010

OWOSSO, Mich. — The Fort Wayne Railroad Historical Society's Nickel Plate Road 2-8-4 No. 765 will be powering excursions for the Steam Railroading Institute in October.

The schedule is as follows: Oct. 16: 9 a.m. departure from Alma, Mich., with a planned arrival into Cadillac, Mich., at 12:30 p.m. Passengers will board at 3 p.m. for a scheduled 7 p.m. return to Alma. Coach tickets start at \$125 each. First Class tickets are \$200. Oct. 23: the 765 will power the "Autumn in Alma" special from Owosso departing at 9 a.m. for Alma and returning that afternoon. Coach seats are \$99. Photo run-bys planned for these excursions have been strategically located for passenger photography only. www.michigansteamtrain.com.

Colorado Railroad Museum accepts 'Tunnel Motor' donation

July 20, 2010

GOLDEN, Colo. — The Colorado Railroad Museum has accepted the donation from the Union Pacific Railroad of former Denver & Rio Grande Western SD40T-2 No. 5401, the museum has announced. The locomotive is the second of its kind to be preserved; sister No. 5371 resides at the Utah State Railroad Museum in Ogden.

The 1980 EMD product was to be auctioned off July 14, but the museum contacted Union Pacific, and the railroad agreed to donate it. The diesel had been renumbered to UP 9871. Rio Grande's SD40T-2s represented its largest diesel power prior to joining the Southern Pacific fold in 1988.

Milwaukee 261 gets taken for a ride

July 20, 2010

MINNEAPOLIS — Milwaukee Road 4-8-4 No. 261 was lifted off its wheels as part of its ongoing rebuilding. The 1944 Alco steam locomotive was purchased this spring by the Friends of the 261 from the National Railroad Museum of Green Bay, Wis.

The friends are conducting the locomotive's federally mandated inspection and overhaul, and have stripped most parts off the engine. As part of the rebuilding, the wheels had to be removed for truing and other work. This morning, a crew from Vic's Crane & Heavy Haul of Rosemount, Minn., arrived with two cranes at the friends' Minneapolis shop. The cranes lifted the 227,000-pound boiler off its driving wheels, which were then rolled out from under 261. The drivers will be sent to a local company near the shop for the necessary work. After the drivers were removed, the boiler resumed its position on 261's lead and trailing trucks.

The group hopes to have the rebuild complete and 261 back in operation sometime in 2011. Funds are still being raised to pay for the overhaul; donations can be made on line by visiting www.261.com. — *Steve Glischin*



Our thanks to TRAINS Newswire for the above preservation items.

TRAINS THROUGH MEMORY

Messenger of Peace

Last month we featured the news item of an unusually large monetary grant to restore the chapel car at Snoqualmish, Washington. 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. All other grants were in the \$5,000 range.

A short history of the *Messenger of Peace*

The American Baptist Church's fifth chapel car was dedicated May 21, 1898 in Rochester, New York. It was an undertaking of the American Baptist Publication Society. Described as the brightest, biggest and lightest of the cars, the *Messenger of Peace* was destined for a long life of service to the church. Constructed by Barney and Smith in their Dayton, Ohio works, the car was furnished with an oak interior and was austere when compared to other cars of the day, although this conservative appearance was not untypical for the Baptists.

The *Messenger of Peace* was nicknamed "The Ladies Car" because it was funded with donations from 75 Baptist women who each contributed \$100 towards The Barney and Smith Car Company's \$7,500 purchase price. That was a significant sum of money in 19th Century America, but railroads were considered cutting edge technology in much the same way aviation is today.



Barney and Smith ad, circa 1908. Northwest Railway Museum collection.

In the difficult economic times following the panic of 1893, rail car orders were rare. While under construction in early 1898, the *Messenger of Peace* was one of just four passenger cars on the order books. Notwithstanding, Mr. Barney was a lay Baptist minister and was sympathetic to the cause. So this and other chapel cars were built at a substantial discount from regular coach prices.

The car had a colorful and varied service life carrying the church's word to at least 11 states including West Virginia, Pennsylvania, Colorado, Missouri, Kansas, Iowa, Idaho, Montana, California, Oregon, and Washington.

Moody Bible Institute connection

In November 1899 Moody Bible Institute founder Reverend Dwight L. Moody was in Kansas City conducting a campaign at the Bales Baptist Church. During the engagement, he was already exhausted from the pressures of his work and the recent loss of a grandchild, but continued to work until he was so exhausted he could no longer work.

Preacher Neil was assigned to the *Messenger of Peace* and was participating in the campaign too. When Moody took ill, Neil offered to continue the Reverend Moody's preaching. Meanwhile, D.L. Moody began his trip home to Northfield, Massachusetts. On the first part of the journey, Moody traveled in the *Messenger of Peace* from Kansas to St. Louis. Unfortunately, the Reverend Moody did not recover and his trip on the *Messenger of Peace* was his last railroad journey.

1904 World's Fair exhibit

Car 5 was a feature exhibit at the Louisiana Purchase World Exposition in St Louis from April 30 - December 1, 1904. It was included in the Palace of Transportation, a sprawling 15 acre structure where it was exhibited along with locomotives and other marvels of railroad technology. It received first prize for a railroad car exhibit, but much to the church's disappointment this was in a tie with a beer company's car!

The chapel car was put to practical use during the fair too. On May 26, 1904, a young couple was married on the *Messenger of Peace*. To maintain the railroad theme, they reportedly held their reception in a nearby Pullman parlor car.

While on exhibit, it got the attention of the Catholic Church Extension Society when Father Francis Kelly toured the car. As a result of that exhibition, the Catholics soon had three chapel cars to carry their word to communities across the country too.



Messenger of Peace in Washington circa 1922, image courtesy of the American Baptist Historical Society, Atlanta, GA

A calling for the Railroad YMCA

In 1910 and 1911 the car was assigned to the service of the railroad YMCA. It traveled the country (primarily in Virginia) espousing the virtues of the Christian lifestyle and advocating establishment of Railroad Ys at railroad divisional points.

A Railroad Y was a place where a railroad worker could get an inexpensive room, a good meal and a hot shower, but also address their educational, spiritual and recreational needs. Alternatives often came with significant temptations.

While in the service of the YMCA, Messenger of Peace traveled east to participate in The World of Boston, a Protestant missionary exposition that ran from April 24 through May 20, 1911. That fair highlighted great missionary movements both in the United States and abroad.

A calling for the State of Washington

The *Messenger of Peace* was notable for its many years of service in Washington State. While other chapel cars also played an important role in the settlement and development of the region, no other car could boast the length and breadth of service. In King County alone, the car visited dozens of communities.

Some specific local significance was documented in 1917, a contentious year for America. The US had entered WW I and with it came seizures of alien (German) property. The *Messenger of Peace* was visiting Issaquah in January 1917 during a particularly difficult time for that community. Count Von Albensleben was president of the Superior Coal Mine and was planning to build a chemical plant that was expected to bring jobs and prosperity to the region. Unfortunately the Seattle Bank that was backing the mortgage had failed and then the federal alien property custodian had arrived on the scene to seize any remaining German investment. So in the midst of coal mine layoffs and a failed plan to build a chemical plant, the Messenger of Peace revived the Baptist Church. The car also helped revive the local Methodist Church during this time.

When the chapel car finished its work in Issaquah, it made a short visit to North Bend. Arriving March 4, 1917 during “fearfully bad weather,” the *Messenger of Peace* with Reverend T. Gale and wife revived the Baptist church there. That church continues today but is now known as the North Bend Community Church.

The *Messenger of Peace* continued to serve the church until 1948 and was the last of the American Baptist chapel cars to be retired. It had a significant impact on the lives of people throughout the Northwest and visited towns and villages in nearly every county in Washington.

Bill Ussery furnished the above Northwest Railway Museum material.

Cotton is King

Here is a 1924 picture from the Fort Smith History Museum. It shows a long train of cotton on flatcars perhaps headed to the cotton gin in Fort Smith. The Arkansas Central was a line that went from Fort Smith to Paris, AR. The main traffic was coal from mines in the Paris area. It was controlled by the Missouri Pacific and was operated as the 41-mile Paris Subdivision. The line lasted until 1995 when it was cut back to the Camp Chafee area. The Fort Smith Railroad now operates on the former Paris subdivision.

Submitted by **Tom Duggan**

