

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

Our website is address is **www.arkrailfan.com**

NRHS Chapter meets at 7:00 PM, September 16, 2010 at the Shiloh Museum Store.

This month's program presentation will be by Gary McCullah: A Tale of Two Depots

ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

Volume 23, No. 12

September, 2010

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

CHAPTER MINUTES August 19, 2010

President Stark called the meeting to order at 7:05 PM. Twenty-seven members were present plus two guests.

The July 2010 minutes printed in the *Scrambler* were approved by acclamation.

Treasurer Bill Longston reported on Chapter financial transactions in the last month. His report was approved.

Membership Chairman Chuck Girard and Vice President David McDonald were absent from the meeting.

The Chapter program lineup as follows: September-Gary McCullah- A Tale of Two Depots; October-Tom Duggan-This Budd's for You; November- Show & Tell; January 2011-Bob Oswald – Topic to be announced.

Scrambler Editor Bill Merrifield explained that a computer problem delayed distribution of the Scrambler. He commented that the delay saved on postage as he distributed copies to those in attendance.

Old Business- Mitch Marmel was authorized to sign a contract for about \$270 on behalf of the Chapter for the vector version of the Chapter logo. Mitch Marmel was also authorized to make a down payment of up to 25% of the contract amount.

Tom Duggan and Mitch Marmel reported the Chapter's meeting was publicized on KUAF-FM and The Morning News of Northwest Arkansas.

New Business- Bill Longston circulated a a sign up sheet for the August 28 Frisco Festival in Rogers. He noted the Chapter' new booth location, across the street from the old location, should be more comfortable.

Treasurer Bill Longston provided a budget forecast for the August 2010 to November 2010 period. The production costs of the monthly newsletter runs between \$75 and \$80 per month. He will take \$250 from our capital account as the current checking account balance is \$136. This will enable the Chapter to cover the cost of Scrambler production. If the electronic distribution of the Scrambler reduces costs to \$61 per month or less then the Chapter should be operating on a breakeven basis.

Members were encouraged to provide their email addresses to Mike Sypult so that he and Malcolm Cleveland can begin sending an email with a link to the then current Scrambler.

Jim Plumlee mentioned the September 18 Train Show in Bentonville. He reiterated it would be a free way to promote the Chapter. The Chapter agreed to take two tables, free of cost, to explore whether we can attract new members without the necessity of a train setup. The meeting adjourned for a silent auction of Tom Scott Colorado railroad books and Amtrak etched wine glasses.

Steve Tharp presented a slide program on Chicago area fallen flag railroads plus extras from his extensive rail travels.
Tom Duggan, Secretary

HISTORICAL OPERATIONS

Writer, game designer Charles Roberts dies

August 30, 2010

HALETHORPE, Md. — Famed Baltimore & Ohio and Pennsylvania Railroad author and historian and game designer Charles Roberts died Friday from complications of emphysema and pneumonia, the *Baltimore Sun* has

reported. He was 80.

Roberts' father and grandfather were B&O railroaders, and he was a great-great nephew of Charles Swann Roberts, the railroad's president from 1848 until 1853. His books included five major titles on B&O and nine on PRR.

Roberts also started the game publishing company Avalon Hill Co. in 1958. His board games included "Rail Baron," "Dispatcher," and "B&O/C&O." Parker Brothers bought the company in the early 1960s.

B&O historian Herbert Harwood Jr. wrote "Impossible Challenge: The Baltimore & Ohio Railroad in Maryland," which Roberts published. Harwood said Roberts "could be a difficult person to work with, but he wanted things done and he wanted them done right."

Arizona museum gets electric locomotive delivery by truck

September 3, 2010

WILLIAMS, Ariz. — The Arizona State Railroad Museum has taken delivery of Black Mesa & Lake Powell E60C electric locomotive No. 6001. The locomotive arrived from the isolated, electrified coal-hauler via a 300-mile trip on a flatbed truck.

Contractors Cargo made the 433,000-pound delivery by removing parts of the engine to keep the shipment within weight limits. The delivery was an 11-day process including loading, transporting, and unloading.

No. 6001 and five sisters arrived at BM&LP in 1975; the railroad's operator, Salt River Project Power and Water, donated the locomotive. It was rendered surplus when eight ex-National of Mexico E60C-2s arrived on the property.

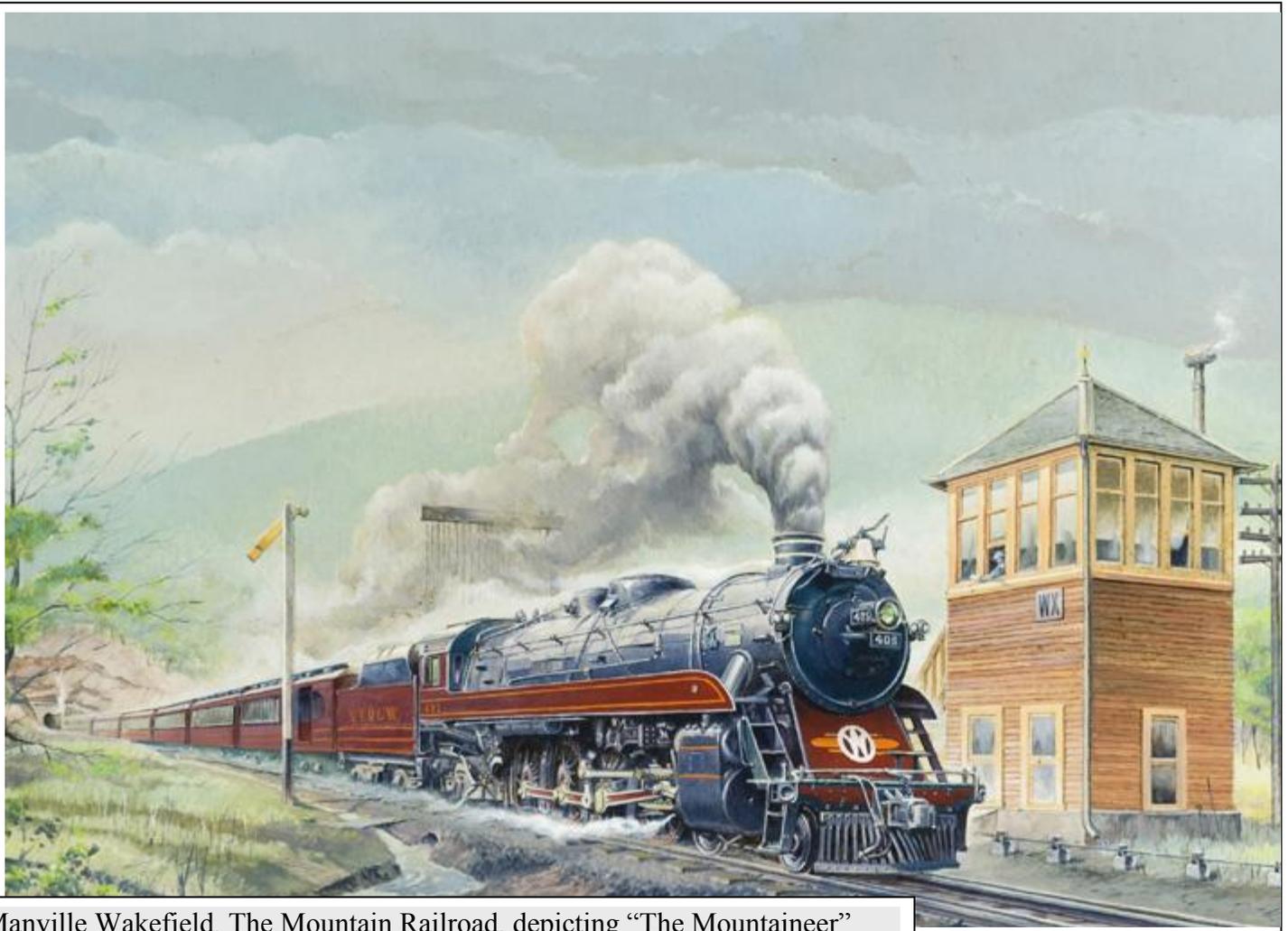


New York, Ontario & Western artwork to be auctioned
September 3, 2010

FALLS CHURCH, Va. — Four rare oil paintings of New York, Ontario & Western subjects by artist Manville Burton Wakefield will be auctioned Sept. 18. The recently discovered paintings are to be sold at Quinn’s Auction Galleries in Falls Church.

Quinn President David Quinn discovered the paintings in Sullivan County, N.Y., during an estate appraisal. Quinn researched the paintings’ history, and found they were commissioned works or works that Wakefield had offered for private sale in the 1960s and ’70s.

Wakefield’s paintings have been exhibited at the Smithsonian, the New York State Capitol, and the Grand National Show of the American Artists Professional League. For more information, visit www.quinnsauction.com.



Manville Wakefield, *The Mountain Railroad*, depicting “The Mountaineer” emerging from a tunnel, bound for Summitville, N.Y. Estimated value \$600-\$800.

Photo by Quinn’s Auctions image

Photographer David Plowden's steam work to be displayed

September 9, 2010

SACRAMENTO, Calif. — A traveling exhibit of photographer David Plowden's steam locomotive photography will debut at the California State Railroad Museum Oct. 1. Titled "Requiem for Steam: The Railroad Photographs of David Plowden," the exhibit features more than 25 photos from an upcoming Plowden book.

The book, to go by the same title, is to go on sale Oct. 9, Plowden's 78th birthday. It features 134 photographs, many of which haven't been previously published. The exhibit will run through Jan. 6, 2011, then travel the country. For more information, visit www.railphoto-art.org.

Illinois museum fires up ex-Southern 2-8-0

September 10, 2010



MONTICELLO, Ill. — The Monticello Railway Museum's long effort to restore Southern Railway 2-8-0 No. 401 to operation paid off Friday when the engine moved under its own power for the first time in nearly 50 years. Shortly before 1:30 p.m., David Marshall opened the throttle of the 1907 Baldwin H-class locomotive, and the slide valve-equipped, 82-ton locomotive quietly rolled out of the engine house. The museum contracted for a new boiler for the engine and started work in 1995 with wheel work.

Monticello crews began the slow process of breaking the engine in with repeated trips in the yard. A cylinder cock stuck and drifting valves needed extra lubrication, but otherwise the engine, still lacking its steam dome cover and cylinder head covers, began its test runs without major difficulties. Kent McClure, who has been working on the engine, declared the running gear to be cool at stops. Workers planned to make final adjustments before debuting the engine at the museum's annual Railroad Days festival Sept. 18-19.

The 401 is the second Southern Railway steam locomotive to return to service this year after Three Rivers Rambler's Southern 154 debuted in Knoxville, Tenn., in July. **Our thanks to TRAINS Newswire.**

LOCALLY ON THE BREAM

Chapter member Steve Tharp's program last month demonstrated his great ability to get the right photograph at the right historic moment. It took planning, experience, and the right equipment on his part to get this great image of UP 844 in Wagner, Oklahoma on May 24, 2010. View it on our website, www.arkrailfan.com, in full color.



TRAINS THROUGH MEMORY

Traveling With Uncle Sam

By RAY TOLER

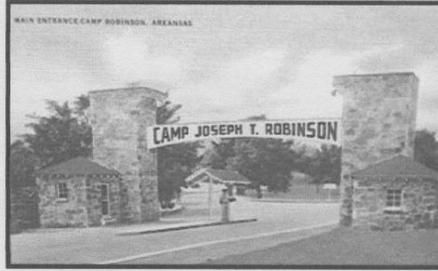
2501 Valley View Drive, Springdale, AR 72762

I was inducted into the U.S. Army in June of 1943 at Camp Joseph T. Robinson, Arkansas. After a few days of indoctrination, including K.P., guard duty and close-order drill, I received orders to report to Camp Crowder, Missouri, for basic training in the Signal Corps. I traveled by train on the Missouri Pacific from Camp Robinson to Sallisaw, Oklahoma, where I arrived about 2 a.m. My ticket called for a transfer to the Kansas City Southern for a trip to a station near Camp Crowder. As I recall, the KCS station was about a mile from the MoPac station in Sallisaw. Ten of us had 20 duffel bags plus other miscellaneous luggage to carry one mile. We commandeered a baggage cart, piled it high and took off to the KCS station. After basic training at Camp Crowder, I rode the delightful Southern Belle to a reassignment post at Baton Rouge, where we were quartered in dormitory rooms under the LSU stadium. For the few days we were there, I spent what little free time I had riding the steam-powered ferry across the Mississippi River to Port Allen. Fare was five cents each way. After a few trips, I was allowed to inspect the engine room and pilothouse.

By stroke of luck, my reassignment post was back in Fayetteville, at the University of Arkansas. Juanita soon joined me and we were married on a four-day pass Thanksgiving weekend. In due course, I received an appointment to the Signal Corps Officer Candidate School at Fort Monmouth, New Jersey.

I have little recollection of the train rides from Baton Rouge to Fayetteville and then to Newark, New Jersey. But the railroad station in Newark did impress me. It was like a city in a building. After riding hundreds of miles behind steam locomotives, what I needed most was a hot bath. I found it at the Newark station for 25 cents.

My experience at OCS was mostly positive, including many trips from Little Silver, New Jersey, to Newark on the way to New York City. I became a regular rider on the steam-powered Jersey Central Railroad. Upon my graduation from OCS, Juanita joined me as I was assigned to the Press Wireless radio school at Hicksville, Long Island, New York.



We kept the Long Island Railroad busy taking us to New York City at every opportunity to see plays, city sights, Radio City Music Hall, etc. We went up inside the Statue of Liberty torch. Later this section was closed to the public.

While in Hicksville, we rented a small apartment from a man who was a tower operator for the LIRR. Many times when we were returning from a play in NYC, Ken would be coming off shift. We would go by the bakery and get one or two loaves of hot bread. We had plenty of food stamps for buying butter. Yum, yum. Ken tried his best to hire me for the LIRR after my tour of duty.

After Press Wireless School, I was destined for the Philippines. I traveled by train from Hicksville to Marysville, California. The trip was not memorable except for a 48-hour layover in Salt Lake City and the ride over the Great Salt Lake causeway. I do recall a very full train with GIs sleeping on the floor. I weighed only 145 pounds so I found a comfortable berth in the overhead luggage rack.

From Marysville we were taken by a stern-wheel river steamer to Oakland. This was the Delta Queen or sister ship Delta King, both painted battleship gray including teak deck. From Oakland we headed by ship for Manila by way of New Guinea. My 20 months in the Philippines were devoid of rail or trolley travel as all facilities had been destroyed by war action.

Postwar rail trips included San Francisco to San Antonio for separation from the Army, then San Antonio to Little Rock, where Juanita met me with a car. Next was one semester at the University of Arkansas to finish my degree, then 40 years with Arkansas Power and Light, retirement and the move to Springdale. ❖❖❖

The author graduated from Searcy High School in 1940. He is a member of the White County Historical Society and frequent editorial contributor.



Our thanks to Ray and the White County Historical Society for the above article.

Preserving Railroad History

It is the policy of the U.S. government, proclaimed in the National Historic Preservation Act of 1966, which is a good model for us. It declares that "the historical and cultural foundations of the nation should be preserved as a living part of our community life and development in order to give a sense of orientation to the American people." The law also suggests that because of growth in urban centers, highways, and residential, commercial, and industrial developments, and because governmental and private historic preservation programs are inadequate, the federal government needs to accelerate its role in preservation. Railroaders should heed the admonition to preserve.

Nearly every element of railroad infrastructure, individually or collectively, has been listed on the register: 1,500 stations or depots, 525 properties in historic districts, 60 locomotives, 12 roundhouses, four engine houses, 12 hotels, and 395 engineering features such as bridges and tunnels. In addition, 19 railroad corridors are on the register.

Other preservation highlights - many of which remain to be marked - include technical and historical landmarks that illustrate the connections among preservation, popular culture, and railroads. Especially significant is the Pennsylvania Railroad's donation of the locomotive *John Bull* to the Smithsonian Institution in 1884, its first technology exhibit. And, there are many ties to popular culture through railroad songs, paintings, toy trains, children's books, and movies. Sites related to some of these should be considered for the register and landmark status. Transitions in railroading, such as steam to diesel locomotives and the demise of small town depots, have spurred preservation, just as, in turn, the creation of the register spurs on us railroad-minded souls today in our continuing efforts. The national preservation program is, in fact, reciprocal. The people created it, and the program creates interest in other people. John Gruber, *Trains* magazine contributor

VIEW FROM THE ANGEL'S SEAT

It is getting increasingly difficult for your editor to complete his graduate work in geophysics at the University of Arkansas. The next two months are critical if I am to finish the mathematics requirements by December 8, 2010. I was taught in Infantry School OCS never to make excuses; however, I am pushing eighty and it is getting harder every day to get steam up in my boiler!

Would it be possible for someone to take over the editorship of the Scrambler for the next two months otherwise, I may have to step down as editor unless there is some other alternative?

There has been recent talk about going paperless to the internet and this may be a partial solution to this situation. I have already warned other chapters and museums who exchange newsletters with us that this may happen. However, it is my opinion that this is not a complete solution for all of our chapter members nor is it a complete solution to the financial crunch the publication puts on our chapter. The truth is, we have not been raising adequate funds for chapter activities for quite some time. We need to find some sources of income if we want to continue making a difference in historical activities associated with railroading.

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