

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, October 21, 2010 at the Shiloh Museum Store.

This month's program entitled, "This Budd's for You." will be presented by Tom Duggan.

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

The Scrambler

Volume 24, No. 1

October, 2010

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

CHAPTER MINUTES

President Stark called the meeting to order at 7:00 PM with twenty-four members present.

The August meeting 2010 minutes printed in the *Scrambler* was approved.

Treasurer Bill Longston reported on Chapter financial transactions in the last month. He said the Chapter financial status remained stable. His report was approved.

Membership Chairman Chuck Girard reported NRHS was in the process of drafting byelaws to accompany the proposed changes in NRHS structure. The finished document(s) will go out to Chapters for comment and approval. Chuck estimated the Chapter membership as sixty.

Vice President David McDonald reported he would do the September program as Gary and Clare McCullah were involved in a four-car accident.

Scrambler Editor Bill Merrifield, as noted in the September 2010 *Scrambler*, faces a severe time crunch as he must devote much of his time to complete his MS in Geophysics by December 2010. Four members agreed to assist in *Scrambler* production during the crunch period.

Old Business- Bill Longston thanked the members who assisted at the successful Frisco Festival in Rogers on August 28. Mitch Marmel said the Chapter's vector-based logo would be completed shortly.

New Business- President Stark circulated a sign-up sheet for the December 4, 2010 Children's Train at the A & M depot in Springdale. Al Kaepfel will be Chapter manager for the event.

The members present unanimously approved the idea of having the Christmas Banquet on A & M Parlor Car 107, preferably on Thursday, December 16.

Mike Sypult reported that he had collected 24 email addresses from Chapter members as part of the effort to convert the *Scrambler* distribution to an electronic format to the extent feasible. He encouraged members to participate in email distribution.

Mike Sypult announced that he and Chuck Girard were planning a Frisco Central Division Employee Reunion for Friday, November 20 (A & M Train Ride) followed by interviews and history program on Saturday, November 20. Some members questioned whether a two-month interval was sufficient to get the word out to prospective attendees. The discussion ended without explicit Chapter approval, in whole or part, of the Reunion as to date, location or cost to the Chapter. [*Earlier in 2010 Mike Sypult and Chuck Girard obtained in principle Chapter approval for a Reunion on September 11 at the former Frisco Central Division HQ in Fort Smith. The Fort Smith Reunion approval never came up in subsequent meetings and September 11 came and went without a Reunion*]

In Train Talk, Ray Toler circulated a packet of lintens used as furniture stuffing. Dick Hovey circulated examples of the 2011 A & M Calendar featuring photos he had taken on behalf of the railroad. Tom Duggan mentioned a recent visit to a Coast Guard icebreaker that used six 2,000 HP Fairbanks-Morse opposed piston engines that might have been used later in the FM Trainmaster railroad engines. Bob Stark expressed a desire for a program on types of railroad diesel engines.

For the program David McDonald showed an amusing 1975 era model railroad film taken at Ward Kimball's gigantic layout in Southern California.

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

The business meeting adjourned for a silent auction of Tom Scott Colorado railroad items..

For the program David McDonald showed an amusing 1975 era model railroad film taken at Ward Kimball's gigantic layout in Southern California. Tom Duggan, Chapter Secretary

LOCALLY ON THE BREAM

Several of our members are still struggling with health problems. We know that Marion Duggan would certainly be delighted to receive a note of encouragement. Check with Tom for current address.

Ruth Merrifield is recovering from a severe bout with a flu virus.

Bob and Rose Ann Hofer have returned from a Canadian rail excursion. We are pleased that Bob felt well enough for them to enjoy a trip from Vancouver to Jasper via VIA Rail Canada last week. They reported that Via Rail Canada is rebuilding 54 F-40 locomotives to extend their lifespan from 15 to 20 years more. This not only saves half the cost of new equipment, but redesigned components will reduce maintenance costs by 8% and reduce greenhouse gas emission by 12%!

The locomotives are being stripped down to their shells and completely renewed from the wheels up. This will save up to 5 million liters of fuel annually.

FROM THE HEAD END

It appears that the Frisco former employee's reunion will be in Springdale??

Question: what obligations does the chapter have for this event? If it is a two day event does the Chapter have any expenses?

If so I believe we must clear with the Chapter before we commit. Who will come up with the cost estimate if there are any costs to the Chapter?

We must get this cleared by the Chapter during next meeting as there is very little time left.

Bob

BRASS POUNDING DOWN THE LINE

Dr. James T Fair died of a sudden attack on October 11, 2010. Fair was a distinguished chemist and is best known in rail history circles for his 1969 book The North Arkansas Line that told the story of the Missouri & North Arkansas RR and its related entities. Fair had been at the University of Texas as a distinguished professor emeritus. He is survived by his wife of 61 years, Merle Innis Fair, formerly of Port Lavaca, Texas.

Dr Fair extensive book collection on railroad history and operation has been left to the Railroad and Heritage Museum, Temple Texas.

HISTORICAL OPERATIONS

East Troy Railroad Museum gets South Shore interurban cars

September 27, 2010

EAST TROY, Wis. — The East Troy Railroad Museum took delivery Saturday of five historic Chicago South Shore & South Bend interurban railcars. The museum plans to cosmetically restore the cars and employ them on its excursion and dining car operations.

The five cars were built between 1926 and 1929, and operated on South Shore's route between Chicago and South Bend, Ind., until 1982. The National Park Service, the cars' most recent owner, restored one to its 1929 appearance. They've been stored at ArcelorMittal's steel mill at Gary, Ind.



Canadian National moves five historic Chicago South Shore & South Bend interurban cars past the Gary, Ind., airport. The railroad moved the cars to Mukwonago, Wis., free of charge for the East Troy Railroad Museum.

Photo by Mark Llanuza

Rock Island E units ready to move

September 24, 2010

BALDWIN CITY, Kan. — The last surviving Rock Island E units are about to begin their move to a new home

in Iowa. The units (E6A No. 630, built in 1941 and the last operating E6 in common carrier service, and E8A No. 652 built in 1952) have been housed at the Midland Railway in Baldwin City. Privately owned, the two units were sold more than a year ago and will become part of the Manly Junction Railroad Museum in Manly, Iowa. The museum is the brainchild of Dan Sabin, president of the Iowa Northern Railway and a Manly native who once worked for the CRI&P at the northern Iowa town.

Sabin said in an e-mail that Iowa Northern mechanical forces were working with Mid America Car of Kansas City to make inspection arrangements with BNSF mechanical forces at Ottawa Junction, Kan., where they would be interchanged. "We are hopeful that the units will move to [Mid America's] shop in Kansas City fairly soon," Sabin said.

Mid America crews will assess the units' mechanical state determine the next steps in their restoration. Earlier estimates put the cost of cosmetic restoration at \$100,000 apiece; restoring the units to operating condition would be about \$750,000 each

Groundbreaking announced for new Altoona roundhouse

September 22, 2010

ALTOONA, Pa. – The Altoona Railroaders Memorial Museum will hold a public groundbreaking ceremony for the construction of a new roundhouse at the museum on Oct. 22, 2010. The event will take place at 10 a.m.

The building will be shaped as a quarter-roundhouse and eventually will have seven stalls. The museum has already completed a turntable for the planned structure. A \$2 million state grant will help fund the roundhouse's construction (see News Wire, April 6, 2009).

When complete, the roundhouse will be the home for Pennsylvania Railroad K4s 4-6-2 No. 1361, the subject of an abortive restoration effort. No. 1361 is one of only two surviving K4s. The museum restored the engine to operation in 1987, but a year later, it suffered a driving-wheel-axle problem, and a subsequent assessment found more problems.

The museum struck a deal with Steamtown National Historic Site in Scranton, Pa., for a three-year restoration, but new problems cropped up. The engine is presently stored disassembled at Steamtown.

Historic Massachusetts depot burns

September 22, 2010

EAST BROOKFIELD, Mass. — Massachusetts state police have been assisting local police and fire officials to help determine the cause of a Sept. 18 fire that damaged the historic train station in East Brookfield, Mass., according to an article in the *Worcester Telegram & Gazette*. East Brookfield is located about 14 miles west of Worcester, Mass., along CSX Transportation's main line linking Boston and Albany, N.Y.

The station, constructed in 1894 by the Boston & Albany Railroad, was a significant example of a Richardson Romanesque architectural design as executed by the firm of Shepley, Rutan, and Coolidge.

CSX currently owns the stone-and-brick building. The railroad halted freight traffic through town for about an hour Saturday night while firefighters battled the blaze. City officials say the fire destroyed the building's roof and damaged the interior.



The historic East Brookfield, Mass., lost its roof in a Sept. 18, 2010, fire. The station is seen two days after the blaze.

Photo by Brian Solomon

A grassroots effort to preserve the building is taking shape, although it is not yet clear whether the station can be saved or restored. To find out more, visit the East Brookfield Historical Commission website: www.eastbrookfieldma.us.

Southern 401 makes excursion debut

September 20, 2010

MONTICELLO, Ill. — Southern Railway 2-8-0 No. 401 made its public debut Sept. 18–19 at Monticello Railway Museum’s Railroad Days celebration. The locomotive made its first test runs earlier this month (see September, 2010 *Scrambler*) but these were the engine’s first revenue runs. The locomotive made several trips over the museum’s former Illinois Central and Illinois Terminal trackage pulling a four-car train plus a power car. A dedication ceremony for No. 401 and a night photo session were included in the activities.

Baldwin built No. 401 in 1907. The museum purchased the locomotive in 1967 from Alabama Asphaltic Limestone in Margerum, Ala. In 1968 it was shipped to Decatur, Ill., and was stored there until 1971 when it was moved to Monticello. The museum had it on display until 1995, when a donor proposed returning a steam locomotive to operation; No. 401 was selected. The restoration work included a new boiler for the engine.



After a fifteen year restoration by the volunteers of the Monticello Railway Museum. Southern 401, a Baldwin Locomotive Works H 4 2-8-0 built in November of 1907, debuted on Saturday and Sunday during the Railroad Days event. The 401 is shown departing Nelsons Crossing and the museum grounds bound for downtown Monticello, Illinois on Sunday morning, Sept 19, 2010.

Photo by Steve Smedley

No. 401 is the second former Southern Railway 2-8-0 to return to service in 2010. In July Southern 154 began pulling the Three Rivers Rambler tourist trains in Knoxville, Tenn.; the Schenectady (N.Y.) Locomotive Works built it in 1890. Southern 630, once used on Southern Railway's steam excursion program, is slated to return to service later this year in Chattanooga, Tenn., where it will debut on a revived Norfolk Southern excursion program. It is owned by the Tennessee Valley Railway Museum.

Toronto museum saves VIA LRC locomotive September 20, 2010

TORONTO — The Toronto Railway Historical Association has purchased LRC locomotive 6917 from VIA Rail Canada. The LRC was built by Bombardier, Alcan, and Dofasco as a higher speed rail option for the Quebec City–Windsor Corridor. Thirty one locomotives, with Alco-designed 251 prime movers, were built between 1980 and 1984, and saw service from 1981 until their retirement in 2001. VIA still uses passenger cars built with the LRC locomotives. Officials plan to move the 6917 to the Toronto Railway Heritage Center at the ex-Canadian Pacific John Street Roundhouse in downtown Toronto. The historical association has until September

2011 to move the LRC from VIA property. The museum hopes to repaint the engine and restore it to operating condition. Donations are being accepted at www.trha.ca.



LRC 6912 leads VIA train 61 across the Trent River at Trenton, Ontario on Sept. 30, 1993.

Photo by Steve Glischinski

Our thanks to TRAINS Newswire.

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING

Question: In reference to the LRC 6912 in the above article, what does the lettering LRC stand for?

VIEW FROM THE ANGEL'S SEAT

It is obvious that our website has now become our link to other likeminded organizations and individuals. We will propose at our next meeting that we will no longer mail hard copies of the Scrambler to other NRHS Chapters and railroad museums that we have exchanged newsletters with in the past.

This is an inevitable step in the right direction in that it actually opens up more access to information than was ever possible by hard copy. Each of these organizations can now distribute our website address with their respective members and we in turn can do the same. In the past our Chapter members have had opportunities to read other chapter's newsletters but this was limited to passing around single copies.

Our website address is www.arkrailfan.com