

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, November 18, 2010 at the Shiloh Museum Store.

This month's program is a Show & Tell special.

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NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

Volume 24, No. 2

November, 2010

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

CHAPTER MINUTES

Twenty-five members were present at the meeting called to order by Vice President David MacDonald. Minutes of the September 2010 meeting were approved by a voice vote.

Membership Chairman Chuck Girard provided members with a list of current Chapter members.

Vice President MacDonald reviewed the upcoming lineup of programs:

November – Show and Tell; January – Bob Oswald (topic to be determined); February – Gary McCullah, A Tale of Two Depots; March – Mike Condren, Ozark & Cherokee Central (Tentative); April- Ron Allen, Connecticut Trolley Museum

Editor Bill Merrifield reported printed copies of the Scrambler declined by twelve to fifty reflecting a shift to electronic distribution. Bill now has a Windows 7 computer whose break in period slowed timely distribution of the newsletter.

Old Business- Al Kappel reminded members of the December 16 Christmas banquet on board A & M Parlor Car No. 107. He circulated a sign up sheet, the maximum is forty, and requested members to provide him with a \$12.50 check for each person. Members having questions are asked to call Al at 479-926-3163.

Al also circulated a sign up sheet for the December 4 Children's Train at the A & M depot parking lot in Springdale. Volunteers are needed for periods between 8 AM and 4 PM. This year will mark the first year without the involvement of personnel from J.B. Hunt. The event will have a larger number of entertainment providers compared to prior years.

Mitch Marmel reported the Chapter vector logo work had been delayed by flooding in the Upper Midwest where the logo contractor lives. He anticipates completion within a week.

A motion was made and duly seconded that the Chapter not go forward with any Frisco employee reunion unless such reunion is discussed and approved by a vote of the Chapter.

Tom Duggan provided a report on the Chapter's attendance at the September 18 Train Show in Bentonville. A full report will be found elsewhere in this issue of the Scrambler.

Editor Bill Merrifield proposed that the Scrambler be distributed to museums and other chapters by an email link. This would reduce production by an estimated eighteen copies per month. Mike Sypult reported that 30 members are now on the email link distribution list and that nearly all Chapters and museums have email. The Chapter members approved Bill's cost saving suggestion.

Mitch Marmel announced that he had donated a pair of USB powered computer speaker to the Chapter.

Train Talk tidbits included the following:

Mike Sypult reported the scrapping in Neosho, MO of a Frisco Baggage car that once had been on the A & M in the early years. He also mentioned the Frisco diesel shops in Springfield, MO and the KCS shops at Pittsburg, KS no longer exist. He also noted the deaths of Dr. James T. Fair and Craig Miner who wrote the North Arkansas Line and The St. Louis -San Francisco Transcontinental Railroad books respectively.

Chuck Girard reported the Fort Smith Boys Club Frisco caboose project is complete. He said it was a nice restoration.

Christopher Nally reported the A & M has installed a Cummins diesel in Engine No 57. Engine 52 was the first to receive a Cummins prime mover.

A silent auction of books and a DVD donated by Bob Oswald generated a profit of \$8.00.

Tom Duggan presented a program on the Budd Rail Diesel Car.

LOCALLY ON THE BEAM

September 18 Bentonville Railroad Show Review

Thanks to member Jim Plumlee the Chapter had two free tables at the first annual Model Railroad Show sponsored by Mr. Webb. This was our first indoor show where we did not set up the Chapter model train layout. Our objective was to focus on new member recruitment with a lesser focus on merchandise sales.

The show filled the main ballroom area. The attendance was good for a first-time effort considering the competition of nice weather and the televised Razorback football game. The show seemed to have a good flow of visitors until about noon when the flow slowed down never to return to morning levels.

We talked to a number of individuals about NRHS membership and gave out a dozen or so membership applications to local area residents.

Lessons learned were as follows:

- Bring the Chapter banner so people are aware of our identity
- Bring a supply of past Bulletins, and NHRS and Chapter newsletters so potential members can see the tangible benefits of membership.

While we did not obtain any new members we sold about \$40 of materials including a number of hard to store prints and pictures in wooden frames.

Should the show be repeated I would suggest that we consider attending.

Thanks to Bob Stark, Al Kaoppel, David Denman, Jack Browne, and Bill Longston for their help at this event. We had a guest appearance by Gary and Clare McCullah who were involved in a four car accident the previous morning. Clare had a number of large black and blue welts while Gary sported bumps and a knee bandage. They seemed to be doing well after an accident precipitated by an inattentive female SUV driver with a cell phone.

Tom Duggan

BRASS POUNDING DOWN THE LINE

Where should Union Pacific steam engines visit next? Vote now!

November 9, 2010

OMAHA, Neb. — Union Pacific is offering railfans a chance to decide where its famed steam locomotives should visit next. You can vote for the site you'd like to see at www.upexcursion.com starting today through Dec. 6.

The railroad is encouraging fans to “vote early, vote often,” and to contact friends and family to cast votes as well. Voters can win points by voting, and also by inviting friends and family to vote. The top five scorers will get two free tickets to ride the train, while the top voter will get to be an “honorary engineer” and ride in the locomotive cab.

UP will narrow potential excursion routes to four finalists, and participants will vote Jan. 4-17 for their favorite routes.

HISTORICAL OPERATIONS

Budget cuts threaten Nevada railroad museums

November 5, 2010

CARSON CITY, Nev. – Under a proposed state budget plan, four of Nevada’s seven Division of Museums and History museums would close Aug. 1, 2011, including the Nevada State Railroad Museum in Carson City. Budget cuts in 2009 resulted in layoffs, reductions in hours for employees, and four-day per week hours. The museum has one of the best collections of 19th century locomotives, and the only restored McKeen car.

Dan Markoff, a member of the State Board of Museums and History, said the museums have suffered inequitably. “When we had budget cuts at the last session the museum system took a hit far greater than everybody else in the state systems. Now we’re still taking a greater hit because they want to close us down.” Markoff says its unknown if the museum’s artifacts would be dispersed if they are closed. “We have a new governor and hopefully he will listen to some sense,” he says. “It’s like England closing the Crown Jewels.”

Also set to close is the East Ely Railroad Depot Museum in East Ely. The community-owned Nevada Northern Railway, which includes the operating trains and grounds in East Ely, is unaffected by state budget actions and will continue normal operations even if the state closes the depot museum.

Markoff suggested that potential visitors make legislators aware of how the museums can have a positive effect on the economy. “People coming here stay in hotels, buy gas, food and souvenirs. This also generates revenue for the state,” Markoff says. He suggested writing to Peter Barton, Acting Administrator for the Nevada Division of Museums and History, at 708 N. Curry St., Carson City, NV 89703-3915.

Central of New Jersey 0-6-0 steams again

November 1, 2010

MINERSVILLE, Pa. — Central Railroad of New Jersey 0-6-0 No. 113 steamed for the first time in more than 50 years on Oct. 29. Alco built No. 113 in 1923 and it is one of two surviving CNJ steam locomotives; the other is No. 952, a 4-4-2 Camelback at the B&O Railroad Museum in Baltimore. It has been undergoing restoration for several years outside the former Reading passenger depot in Minersville.

CNJ sold the engine to the Philadelphia & Reading Coal & Iron Co., now Reading Anthracite Co., about 1953. It was stored in Locust Summit, outside of Ashland, Pa., from 1953 until the 1986, when it was purchased by Robert E. Kimmel Sr., and moved to Minersville. A restoration group, Project 113, was formed and is headed by Kimmel’s son, Robert E. Kimmel Jr., to restore the locomotive to operating condition. Local businesses and volunteers have assisted with the project and the engine was named Schuylkill County’s official steam locomotive.

No. 113 was successfully fired to 100 pounds boiler pressure on Oct. 29. The engine burns anthracite coal; CNJ was one of several railroads that served anthracite coal mines in the Northeast. The group has no immediate plans for the locomotive.

Canadian Pacific offers historic equipment to museums

October 27, 2010

CALGARY, Alta. — Canadian Pacific plans to donate pieces of its history as part of the 125th anniversary of the completion of its transcontinental line, and is seeking museums to which it can make the donations. The equipment includes passenger and freight cars, and is located at various sites on CP's line between Winnipeg, Man., and Calgary. The list of equipment is available at <http://www8.cpr.ca/>.

Museums and preservation groups interested in the equipment should contact CP via email at Community_Investment@cpr.ca.

Manitou & Pike's Peak to operate Vauclain locomotive; first time in six years

By Wayne Laepple

October 21, 2010

MANITOU SPRINGS, Colo. — The only operating Vauclain compound steam locomotive in the world will make a rare appearance Saturday on the Manitou & Pikes Peak Cog Railway.

Manitou & Pike's Peak No. 4, a 30-ton 0-4-2 Abt-plan rack locomotive built by Baldwin in January 1897, has not operated since 2004.

Passengers will not be carried, but visitors will be able to see this rare locomotive under steam from noon-2 p.m. Manitou Springs is six miles from Colorado Springs and 70 miles from Denver.

No. 4 powered the last steam train to the summit of Pikes Peak on Sept. 3, 1958, and was donated to the Colorado Railroad Museum a decade later. In 1979, No. 4 returned to the cog railway in trade for M&PP No. 1, now displayed at the museum.

It was restored to service and used from time to time over the next several years. It was converted to oil-firing in 1990 and operated in 1997 to celebrate its centennial.

Atlanta streetcar, other prominent rail projects win federal funds

October 20, 2010

WASHINGTON — The Obama administration today released \$600 million to transportation projects, and recipients include key rail projects nationwide.

The Metropolitan Atlanta Rapid Transit Authority won the largest capital grant at \$47 million. Its project will see construction of a 2.7-mile loop through downtown Atlanta. A \$26 million award will also help fund a two mile streetcar line in downtown Salt Lake City.

Our thanks to TRAINS Newswire for the above preservation news items.

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING

Question: In reference to the LRC 6912 in last month's *Scrambler*, what does the lettering LRC stand for?

Answer: Light, Rapid, and Comfortable

Question: How many passengers does India's rail system serve every year?

A. Six hundred thousand. B. Six million. C. Six hundred million. D. Six billion.

TRAINS FROM MEMORY

The Missouri & North Arkansas RR depot at Wheaton, MO by Tom Duggan

In 1908 the Missouri & North Arkansas Railroad (“MNA”) opened its Northern extension that ran from Wayne, MO (on the Frisco’ Central Division) to Neosho, MO . The MNA then secured trackage rights on the Kansas City Southern Railway from Neosho to Joplin, MO. The plan was that the MNA would become a bridge line hauling Midwest rail traffic to places in the southeast near the MNA’s southern terminus at Helena, AR. The dream was not to be as the St. Louis & Iron Mountain’s line from Joplin , MO to Diaz, AR (later MOPAC’s called the Joplin & White River Division) sucked up bridge traffic that might have used the MNA.

The Northern extension was 32 miles in length and traversed gently rolling terrain well suited for wheat and corn. Many of the towns along the right-of-way were founded by the MonArk Townsite Company. Wheaton’s depot was completed in February 1908. Passenger service began March 1908. When the Missouri & Ozarks shut down in 1946 the depot stood vacant for many decades. It is the only M & NA depot remaining in Missouri.

The good folks at the Wheaton Historical Society decided to restore the depot to its in service state and by late 2008 the depot was open to the public. The restoration through July 2010 cost \$57,000 not including in-kind donations. It is an impressive feat for a community with 600-700 people. Chapter member Jim Wakefield of Little Rock provided the Wheaton volunteers with much information on the Wheaton depot.



The Wheaton depot before restoration



The ticket window was rescued from the Fairview, MO depot just before it was demolished.



The restored Wheaton depot waiting room has very little in the way of MNA railroadiana because items from the MNA are very difficult to find.



The depot has a beautiful model of engine no 50, a 4-8-2 Baldwin engine built in 1913. It served the MNA from 1939 to 1949.



This may be Frisco caboose 115. The caboose is a recent arrival in Wheaton after time in Pierce City and service as a merchandise shop in Missouri.



This caboose has Bettendorf trucks with a SLSF February 1936 casting date.