

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 address is www.arkrailfan.com

NRHS Chapter boards starting at 5:30 and leaves at 6:00PM December 16, 2010 at the A&M Depot.

This month is our annual Christmas Dinner in A&M Car 107. **The train leaves at 6:00 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

November 18, 2010

President Bob Stark presided at the meeting attended by 27 members.

The minutes of the October 2010 meeting were approved by acclamation.

Treasurer Bill Longston provided an overview of the Chapter financial position. He mentioned the goal of operating with-in operating income has been met.

National Director Chuck Girard mentioned that 2011 dues renewal were coming satisfactorily. He will bill the Chapter only members shortly.

Vice President and Program Manager David MacDonald is looking for programs to fill slots from May 2011 forward. Scrambler Editor Bill Merrifield reported on the progress of Scrambler electronic distribution. A hard copy Scrambler costs about 88 cents to print and mail.

Old Business- Al Kaepfel asked for a few more volunteers to work at the December 4, 2010 Children's Train at the A & M depot in Springdale.

Al also reminded all that the Christmas Banquet will again take place on Car 107 of Chapter member Arkansas & Missouri Railroad on Thursday, December 16. The car has a capacity of 40 people and Al asked those who have not paid the \$12.50 per person for the catered meal to pay ASAP. Members are asked to board the car at 5:30 PM. This year free wine and beer will be available.

Clare McCullah asked member to bring gifts for the Chinese Gift Exchange that will take place after the Banquet.

New Business-President Stark appointed Travis Wall and Mitch Marmel to be the Nominating Committee for 2011 Chapter Officers and Director.

Bob Hofer mentioned an offer by member Rogers Historical Museum to allow the Chapter to set up in the Museum's Annex during Frisco Festival.

Mitch Marmel circulated a draft of the new Chapter logo for member comment.

Train Show Chair Bill Longston mentioned that our participation in the Bentonville train show is confirmed. We will have the same location for the February 26, 2011 event at the Clarion Inn and Hotel on South Walton Boulevard.

In Train Talk Dick Hovey mentioned he had just attended a light rail meeting that focused on light rail as an alternative to building more highways. He thought the discussion lacked focus when it came to light rail feasibility.

Martin Post, a long time Chapter member, discussed the Chapter logo. Martin ended his Fayetteville school bus driving career in September 2010.

Steve Tharp mentioned he had come across a major KCS tie removal project in the Westville area. The outfit includes two blind KCS GP7 locomotives.

LOCALLY ON THE BEAM

The Arkansas and Missouri Railroad Children's Christmas Train on December 4th was a resounding success. Our participation with the model trains gave such delight to waiting children, parents, and grandparents and kept chapter members busy enough to almost ignore the cold weather. Our members turned out in good numbers and that made for good fellowship! Our thanks to all Chapter members who participated!

All 40 Christmas Train dinner tickets were sold. Our Train leaves at 6:00 PM, Dec. 16th.

HISTORICAL OPERATIONS

Cuyahoga Valley Scenic expects record year

November 29, 2010

AKRON, Ohio — Cuyahoga Valley Scenic Railroad expects to set a record for its most passengers ever this year, the *Dayton Daily News* (Ohio) has reported. The railroad has already hosted 143,561 passengers for the year and expects to top 180,000 after Polar Express trips.

“We’re running more days with more offerings per day and more special events and more educational programs,” said Steven W. Wait, the railroad’s president.

Special events this year included Thomas the Tank Engine, \$2 one-way train rides for cyclists, and beer-tasting tours. These events account for 60 percent of the railroad’s passengers.

Cuyahoga Valley Scenic operates 51 miles of ex-Baltimore & Ohio track between Canton and Independence, Ohio. The line runs through scenic Cuyahoga Valley National Park [see “Cleveland’s Streamliner Rocks,” TRAINS, May 2010].

Santa Fe 3751 to make 5,000-mile trip for Train Festival 2011

November 30, 2010

SAN BERNARDINO, Calif. — Santa Fe 4-8-4 No. 3751 will travel from its Los Angeles home to Rock Island, Ill., next year to make an appearance at Train Festival 2011. The engine will pull excursions July 27 over Iowa Interstate to Bureau, Ill., as part of the festival, and tickets will be available to and from Los Angeles.

Train Festival organizers are planning to feature as many as eight steam locomotives at the event, plus diesels and other railroad displays. Sponsors of the event include BNSF Railway, Amtrak, and Iowa Interstate.

Tickets for the Bureau excursion are already on sale through the festival's website. Cross-country tickets will become available soon.





C&O 614 will return to Virginia
Photo by Ivan Abrams

Famed Chesapeake & Ohio Greenbrier to move after 10 years

December 1, 2010

ROANOKE, Va. — Chesapeake & Ohio 4-8-4 No. 614, famed as an excursion engine in the 1980s and 1990s, will leave 10 years of storage to go on display in the state where the engine ran in regular service. Look for the engine at the Virginia Museum of Transportation in Roanoke, Va., during the winter and spring of 2011. Later in the year, it'll visit the C&O Railway Heritage Center in Clifton Forge, Va., on C&O rails.

The 1948 Lima-built locomotive was the last commercially produced steam passenger locomotive and the U.S., and ran on Chessie Steam special excursions in the early 1980s and on New Jersey Transit fantrips in the 1990s.

Iron Horse Enterprises Inc., which includes well-known railroad promoter Ross Rowland, owns the engine. It's been stored in Port Clinton, Pa., on the Reading & Northern regional railroad. Rowland, who operated steam trips in the northeast under the High Iron brand in the 1960s and organized the American Freedom Train in 1975 and 1976, is working on a luxury train now, Greenbrier Express, to carry guests from Washington, D.C., to the Greenbrier Hotel in White Sulphur Springs, W.Va., starting in 2012.

Iron Horse Enterprises will put the engine on loan to the two museums and is preparing the engine for the move, which will be dead in tow behind NS diesel power.

While in Roanoke, the engine will be displayed with Norfolk & Western 4-8-4 No. 611 in an exhibit, sponsored by Norfolk Southern, called “Thoroughbreds: N&W 611 and C&O 614, the pinnacle of steam locomotive technology.” This exhibit will cover their history and technology, along with their place in our heritage and culture, and their role in the last days of steam.

The exhibit will include historical panels, scale models, rare collectibles, and other materials. After a four-month stay, the engine will move to Clifton Forge for display.

Steamtown, Green Mountain Railroad executive Robert Adams dies

December 3, 2010

BELLOWS FALLS, Vt. – Robert “Bob” Adams, 85, one of the first employees at Steamtown USA and later President of the Green Mountain Railroad, died Dec. 2 in Townshend, Vt.

Born in 1925 in Bellows Falls, he worked 18 years for the Rutland Railroad. In 1961, he was hired by the late F. Nelson Blount as his first full-time employee to assist in establishing Steamtown USA, the predecessor of today’s Steamtown National Historic Site in Scranton, Pa. When portions of the abandoned Rutland became available for lease, Adams and several others encouraged Blount to form the Green Mountain Railroad Company, which is still in business today as part of the Vermont Rail System.

Blount’s death in an airplane crash in 1967 resulted in Adams acquiring majority stock ownership in the Green Mountain later that year. He became the Green Mountain’s President in 1968 and held that position for ten years, and served on Green Mountain’s board until 1993. Adams was an avid railroad fan and became an authorized Lionel electric train repairman. In addition, he was involved in clock repair work and was a member of the Bellows Falls Historical Society.

Museum of the American Railroad delays reopening

By Mike Harbour

Published: December 9, 2010

DALLAS — A popular Dallas railroad museum, set to reopen in a northern suburb next year, has delayed the date by another year so it can raise more funds for the move. The Museum of the American Railroad, which has occupied a tiny tract in Dallas’ Fair Park, received approval on Tuesday by the Frisco City Council to open its new 12.3-acre site by May 2012, according to The Dallas Morning News.

The museum, formerly known as the Age of Steam, has encountered several hurdles in its efforts to relocate its equipment, said museum director Bob LaPrelle, including poor response to its fundraising drive. More than \$2 million will be required to get gems such as Union Pacific “Big Boy” No. 4018, Pennsylvania Railroad GG1 4903, Santa Fe FP45 107, plus several other locomotives and pieces of rolling stock, ready for display in Frisco.

The first phase will include rail access from the adjacent BNSF Railway Madill Subdivision and 3,400 feet of exhibit track. Frisco is contributing \$1 million for the move, and Tuesday night’s vote will allow the museum to first use more of that money.

Another hurdle: a lawsuit filed by Dallas earlier this year alleging trespass on the city-owned property where the not-for-profit museum has resided, on a cramped 1.8-acre parcel, for nearly 50 years. The city wanted the museum gone by August, but lack of funding made that demand impossible to meet; the museum later countersued, and a hearing is set for next week.

The Museum of the American Railroad owns more than 30 pieces of equipment, but space constraints allow it to display only three-quarters of the collection at Fair Park. Other items, such as the McQuaig, a passenger car claimed to be the most original and intact heavyweight Pullman in existence, are stored off-site.

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

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING

Answer to last month's 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.

Answer is D. Six billion. This is roughly equal to the population of the world. Can you visualize the pollution that India would have if their main mode of transportation were automobiles!



Spotting cars at industries is one of the basic operations of all railroads old or new, big or small. Sometimes during the process modern technology in the form of radio communications is not needed as in this case of shoving two cars of lumber to a spot at a wholesaler's yard in Fort Worth on August 28th in 2004. Even with a light rain falling, the engineer can plainly see his conductor's hand signals as there are no obstructions between them around the curve. In short order hand brakes will be set on the two lumber cars and as soon as the conductor is back on board we will be on the way to spot the remaining gondola at yet another industry served by rail.

Question: If this were a steam operation and in accord with ICC and Union rules during the 1940's, how many crewmen would normally be involved in such an operation and what would be their job descriptions?

Answer: A. two B. three C. four D. five E. six F. seven