

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2010 DIRECTORY OF OFFICERS

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Our website address is www.arkrailfan.com

NRHS Chapter meets at 7:00 PM January 20, 2011 at the Shiloh Museum Store.

The program this month by Bob Oswald was cancelled due to inclement weather.

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The Scrambler

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

CHAPTER MINUTES

December 16, 2010

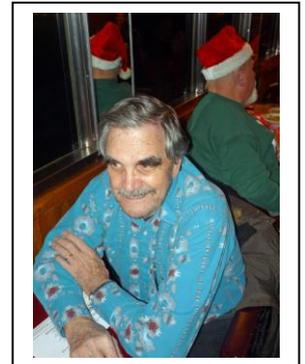
President Bob Stark presided over a brief business meeting held in A & M Parlor Car 107.

Mitch Marmel, on behalf of the Nominating Committee, reported that candidates for the year 2011 positions of Treasurer and Secretary are needed.

Tom Duggan, Secretary

LOCALLY ON THE BEAM

In early December Chapter member, Cleo Matter, was moving an item in the driveway with the help of her handyman . He lost his balance and toppled onto Cleo. The net was a broken pelvis that kept Cleo in the hospital until late December. The Chapter wishes her speedy recovery.



Our Christmas Dinner on the A&M was a delightful and fun filled time! We shared good food, good fellowship with good friends. Can you put names to those pictured above? If not, then why not get reacquainted at our next meeting!

HISTORICAL OPERATIONS

Three towns to compete for new Maine Narrow Gauge Museum site



Maine Narrow Gauge Railroad and Museum 2-foot-gauge 0-4-4T No. 4 pulls a tourist train on a 1.5-mile loop in Portland, Maine.

Photo by Donna Mitchelson

January 12, 2011

PORTLAND, Maine — The Maine Narrow Gauge Railroad Co. and Museum will choose among three locations to relocate, the *Falmouth Forecaster* (Maine) has reported. Rising rent at its current Portland location is prompting the museum's search for a new home.

Portland, Gray, and Monson, Maine, all submitted bids. None submitted offers of direct financial support. Monson's bid includes an offer of a 624-square-foot room in its community center. Gray's bid proposes reinstating the former right-of-way of the Portland-Lewiston Interurban Railway. Portland said it was willing to partner with the railroad to "enhance programs, as well as directional signage and street lighting to your attractions." The city says the train could eventually become a form of transportation along the waterfront.

The Maine Narrow Gauge Railroad Co. and Museum currently operates on a 1.5-mile loop of 2-foot-gauge track in Portland. It's considering a move because retail rent costs along the city's waterfront have risen high enough that the railroad can no longer invest as much as it wants in its 400-plus artifacts.

Brian Durham, president of the railroad's board of trustees, said a relocation committee will meet over the next

couple of months to consider the proposals. He expects the committee will issue a recommendation to the museum's board in March.

Robert Lewis, 'Railway Age' publisher and rail photographer, dies at 94

January 7, 2011



Robert Lewis
Photo by CLASSIC TRAINS collection

ORMOND-BY-THE-SEA, Fla. — Robert Lewis, a railroad photographer whose career included stints at Pennsylvania Railroad, Bessemer & Lake Erie, and 49 years at *Railway Age* magazine, has died. He was 94.

Lewis took his first train photo around 1929 in Mount Airy, Pa., of the train he rode to school. His photos through the 1930s and '40s were unique because they depicted the train's environment, not just the train. He said he learned his composition technique from William H. Watts III, a traction fan whom he often traveled with.

While working at PRR in 1936, Lewis approached the company about operating an excursion train. The idea was new at the time and the railroad's traffic department resisted, but friends in the operating department pushed the idea to fruition. The train ran July 12, 1936, over several Pennsylvania branch lines. It netted good press, and PRR continued operating the excursions until the onset of World War II.

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Chesapeake & Ohio 614 is southbound after 10 years of storage

January 12, 2011

PORT CLINTON, Pa. — Chesapeake & Ohio 4-8-4 No. 614, famed as an excursion engine in the 1980s and 1990s, left 10 years of storage Wednesday as Reading & Northern diesels started the Greenbrier type's southbound journey.

Norfolk Southern is moving the engine to Roanoke, Va., for display at the Virginia Museum of Transportation. Later in the year, the locomotive will be positioned at the C&O Railway Heritage Center in Clifton Forge, Va., on home 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.

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.

Kansas City to study streetcar plan

January 11, 2011

KANSAS CITY, Mo. — Kansas City has won a \$540,000 grant to study a two-mile streetcar line between Crown Center and River Market, the *Kansas City Star* has reported. City officials say the line could be built cheaply enough that it wouldn't require federal funds.

"I wouldn't be working on it if it wasn't something we could actually do," said Russ Johnson, a city councilman. "This is the concensus idea on how to actually do fixed rail on an intra-city basis."

Kansas City has seen costly proposals for transit lines come and go. Voters approved one such line in 2006, but it was eventually canceled due to high costs. Johnson said the streetcar line is feasible because it can be built on existing infrastructure at around \$15 million per mile, compared to \$60 million for light rail.

A 2008 study found that the stretch between River Market and Country Club Plaza would have the strongest ridership of any corridor. Because of its limited scope, the line could be brought into operation in roughly 18 months.

Museum receives grants to conserve FEC drawings

December 21, 2010

PALM BEACH, Fla. — The Flagler Museum has been awarded two grants to conserve 1,300 drawings that document Florida East Coast Railway's "overseas" line to Key West, Fla. The museum received a preservation assistance grant from the National Endowment for the Humanities, and a grant from the Robert David Lion Gardiner Foundation.

The grants will be used to assess and conserve 1,300 drawings that document FEC founder Henry Flagler's immense project to build a railroad across the Florida Keys from Miami to Key West.

The historic drawings, dating from 1904 to 1912, will be assessed or conserved in order to begin the process of making them accessible for research and display. The museum will work with a consultant to examine the drawings, their storage, and train staff in the conservation of the documents.

Building the railroad required substantial engineering and technical innovations, which the drawings document. The line was finished on Jan. 22, 1912, and included 156 miles of track and 42 bridges. It was the most ambitious engineering feat ever undertaken by a private citizen.

The line to Key West operated until Sept. 2, 1935, when it was heavily damaged in a hurricane. The roadbed and remaining bridges were sold to the state of Florida, which built the Overseas Highway (U.S. 1) to Key West using much of the remaining railroad infrastructure. Many of the original bridges were replaced during the 1980s, but numerous concrete railroad bridges remain in use as fishing piers and pedestrian paths.

For more information visit www.flaglermuseum.us.

Colorado & Southern No. 9 goes on display

December 20, 2010

BRECKENRIDGE, Colo. – Colorado & Southern narrow gauge 2-6-0 No. 9 has been placed on display in a Breckenridge park. The locomotive, built by Cooke in 1884, operated briefly on the Georgetown Loop Railroad in 2006 after a rebuild paid for by the Colorado Historical Society, the loop's owner. Serious mechanical problems were found during its short season on the loop, and it was moved to Mammoth Locomotive Works in Palisade, Colo., in late 2008 to be completely overhauled again.

During its second rebuild, a large crack was found in the cylinder casing that precluded it operating again. No. 9 was cleaned, repaired, and repainted at Palisade before being moved to Breckenridge.

No. 9 was brought to Breckenridge by the Breckenridge Heritage Alliance, since it once operated through the town. Last week the engine, wearing a large red ribbon, was moved into an open-air shelter built by members of the community. Local businesses and individuals donated over \$40,000 to construct the shelter, which was part of an agreement with the Colorado Historical Society to bring the engine to Breckenridge.

The Town of Breckenridge and the Breckenridge Heritage Alliance secured No. 9 through the sale of another engine, former International Railway of Central America 2-8-0 No. 111. It was brought to Breckenridge for display in 2004 after sitting for several years at the defunct Sundown & Southern Railroad near Fort Lupton, Colo. No. 111 will be restored to operate on the Georgetown Loop.

Rock Island steam locomotive to move Saturday

December 17, 2010

DUNCAN, Okla. — Rock Island 4-6-2 No. 905, which has been displayed in Fuqua Park in Duncan since 1954, made its first move in 56 years. The locomotive moved on approximately 350 feet of track to a new home next to a partially completed replica of the original Duncan depot. Both will be part of new Stephens County History Museum.

Alco built No. 905 in July 1910. It is under the care of an all-volunteer organization of Duncan residents, Save the 905 Inc. The group removed the asbestos from the engine and is cosmetically restoring it. They plan to display the restored Pacific under a new canopy on a fenced pad that will be illuminated at night. For more information go to www.rockisland905.com. **Our thanks to Trains Newswire for the above preservation news items.**

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING

Question: In accordance with ICC and Union rules during the 1940's, how many crewmen would normally be involved in such a steam freight operation and what would be their job descriptions? 1. 2. 3. 4. 5. 6. 7. ?

Answer: The debate goes on!

Frisco steam locomotives were notably devoid of many of the more accepted locomotive accessories with the exception of trailing truck boosters and the Coffin feedwater heater.

Question: Why did Frisco deem them as useful?

Question: Externally on Frisco locomotives you can't find a Coffin feedwater heater. Where was it hidden?