

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	Malcolm Cleaveland
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 meets at 7:00 PM, August 18, 2011 at the Shiloh Museum Store.

We need you!

Exciting events are in the works and a great program is planed!

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The Scrambler

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

CHAPTER MINUTES

Reports July 21, 2011:

National Director Chuck Girard gave out updated members' roster-asked for corrections. Chuck reported that we are still having difficulties with NRHS computer system membership details.

Treasurer Bill Longston updated us on money accounts as well as tentative Rare Mileage returns. He has satisfied all State and Federal annual requirements.

Vice President and Program Director David McDonald stated we have programs up to January. Editor Bill Merrifield stated that there was no July Scrambler sent out. Bill is finishing his research and master's thesis in geophysics. We can expect to get chapter news in the August edition.

Old. Business:

Baggage Car topic was again tabled until next meeting or until we can hear the latest from Tom Duggan and Al Kaepfel.

Frisco Days Event-August 27th sign up sheet was passed around; however, we still need a few more members to volunteer..

New Business:

Our Chapter approved the purchase of \$150 plaque to be presented to A&M for their 25th.Birthday. Al Kaepfel will complete this and update Chapter at the August meeting.

The Chapter approved setting up our model train boards for A&M Picnic on September 4th. Volunteers to operate the boards can ride train down to Mountainburg; but, you must work the model train set ups. Sign up sheet will be passed around again at the August meeting.

We closed meeting with Ray Toler's final update about the woman hobo murder.

Mitch Marmel gave a good presentation about the Philadelphia Fairmount Park Trolley.

LOCALLY ON THE BEAM

There are two events that are very important to our chapter in the immediate future. The first of these is the Frisco Festival in Rogers on August 27. We've had a number of chapter members sign up for this event; however, you will recall that usually the weather is intensely hot and despite our location on the shady side of the street, a critical need exists for people to be rotated in and out of our activities. Please consider volunteering to give welcome relief to your fellow chapter members.

The second event is our support for the celebration of the 25th birthday of the Arkansas and Missouri railroad picnic. We have volunteered to set up and run our model trains for the delight of children from the railroad families and their parents. Details for this event will be discussed this week at our August chapter meeting.

Editor Bill Merrifield and his family wish to thank Chapter members for expressions of sympathy in the loss of our stepson Robert Louis Weakley. Robert, 62, was the youngest son of Helen Jeanette Weakley Merrifield, a chapter member who passed away in November, 2001.

Our Chapter's recent Rare Mileage Excursion into Missouri on the A & M Railroad attracted 52 participants. Some came as far away as North Carolina, Wisconsin, Nebraska, and Louisiana. There were 42 of the group the previous day who went through the A & M Shops and the activities at the Jones Center. \$2200 was added to our Chapter's bank account. Great job Tom and Al!

BRASS POUNDING DOWN THE LINE

NRHS National Convention wraps up

June 27, 2011

TACOMA, Wash. – The National Railway Historical Society wrapped up its annual national convention June 26. “Cascade Rails 2011” featured Southern Pacific “Daylight” 4-8-4 No. 4449.

The locomotive, based in Portland, Ore., pulled trips from Portland to Tacoma on June 21, a round trip from Tacoma to Easton, Wash., on June 25 using BNSF Railway's former Northern Pacific route over Stampede Pass, and a trip from Tacoma to Portland on June 26. The convention also included steam action on the Chehalis-Centralia Railroad on June 20, a night session at the Tacoma Rail shop that included 4449, a visit to the Northwest Railway Museum at Snoqualmie, and trips over Tacoma Rail and the Mt. Rainer Scenic Railroad.

The 2012 NRHS Convention will be held in Cedar Rapids, Iowa, June 18-24, 2012.

HISTORICAL OPERATIONS

Colorado Railroad Museum acquires passenger cars

June 27, 2011

GOLDEN, Colo. – The Colorado Railroad Museum has acquired two streamlined passenger cars for display. The cars are ex-Rio Grande Ski Train/Rio Grande Zephyr/Prospector baggage-coach combine No. 1231 and ex-Union Pacific diner 1116, which was a “backup” diner for the Rio Grande Zephyr. The diner will be restored and used for fundraising events. The museum does not have rail access, so the cars were trucked from Union Pacific's Burnham Yard to the museum last week.

In addition to the two cars once used on the Rio Grande Zephyr, the museum is also home to Rio Grande F9A 5771 and F9B 5762, which were regular motive power on the train. Union Pacific retained another Rio Grande F9B, 5763, in its historic collection in Cheyenne, Wyo

Quintuple-headed steam train operates over Little River Railroad

July 19, 2011

COLDWATER, Mich. — Five steam locomotives worked in tandem to pull a Little River Railroad train of cabooses and cars from Coldwater to Quincy, Mich., and return this weekend. The roughly two-hour trip offered a rare opportunity to see so many steam locomotives powering one

train.

Pulling the train were Little River No. 110, a small 4-6-2; Little River No. 1, an 0-4-0T; Viscose Co. No. 6, also an 0-4-0T; Lehigh Valley Coal 0-6-0T No. 126; and Flagg Coal Co. 0-4-0T No. 75.

Little River Railroad operates excursion trains over Indiana Northeastern Railroad tracks



Five steam engines power a Little River Railroad train this weekend.

Photo by Alan Maples

Mudslide strikes, closes Durango & Silverton

August 3, 2011

DURANGO, Colo. — A mudslide has caused Durango & Silverton Narrow Gauge Railroad to annul train service between its namesake towns, the *Durango Herald* has reported. The railroad was forced to turn two of its southbound passenger trains back to Silverton and bus passengers to Durango after discovering the slide yesterday.

Andrea Seid, a D&S spokeswoman, said the slide covers about 300 feet of track to a depth of 12 to 15 feet, and is located about 10 miles south of Silverton.

The San Juan Mountain region of Colorado suffered heavy rains Monday night, likely causing the mudslide.

During the service suspension, the railroad will run trains from Durango to Cascade Wye and back.



A Durango & Silverton office car train rolls northbound near Silverton, Colo. In Aug. 2009.
Photo by Jim Wrinn

Durango & Silverton: Rockslide's cost likely to reach \$500,000

August 9, 2011

DURANGO, Colo. — The owner of the Durango & Silverton Narrow Gauge Railroad estimates recent rockslides will cost the railroad \$500,000, the Durango Herald has reported. The Aug. 2 slides buried the railroad's line south of Silverton, forcing the railroad to cancel trips and hire contractors to clear debris.

The slides followed a heavy rainstorm. Evan Buchanan, the railroad's vice president and superintendent of operations, said four separate flows of mud, rock, and debris covered the line. The largest was 30 feet deep and 300 feet across; the others were both roughly 10 feet deep and 150 feet wide. D&SNG and contractors used three bulldozers, two excavators, and other specialized equipment to clear the slides.

The railroad canceled trips until this past Sunday, when it was able to reopen the line. Shorter trips between Durango and Cascade Wye did continue to operate.

"It's just the nature of running a mountain railroad," said Al Harper, D&SNG's owner. Our thanks to TRAINS Newswire.

TRAINS THROUGH MEMORY

Recently your Scrambler Editor bought a copy of Paul Johnson's **A History of the American People** published by Harper Perennial in paperback for \$23. Since I was home schooling my granddaughter and I had given her a creative writing assignment in American Revolutionary War history, I thought I would brush up on the topic. The last time I held any full blown American History book in my hands was back in the dark ages. I found Paul Johnson's skill as a historian and writer to be so fascinating that I couldn't put the book down! Would that all history books were as well written! I got curious about what he had researched and reported about the role of American railroads in the development of our country and I was surprised by his insight as to how they were woven into the fabric of our history and how little I knew about the details. For instance, he related the unusual details about *our railroads and the Gadsden Purchase* which I have summarized below:

In 1852 the election of Franklin Pierce as president found the United States in an ever deepening division over the issue of slavery. This was also a time of American expansionism into the western regions of this continent as an expression of manifest destiny. If western territory was going to be added and eventually formed into new states, the Compromise of 1850 determined how they would be free or slave states. Pierce made Jefferson Davis, who later became the President of the Confederacy, his Secretary of War. Davis was committed to ensuring that any potentially new Southern Territories would become slave states. In 1853 Davis, in responding to alternative possibilities for transcontinental railways, determined that for economic reasons as well as political, the south should control any southern railroad route to California which he and other southerners thought would make an excellent candidate for a future slave state. Unfortunately along the southern route was a large strip of territory that still belonged to Northwest Mexico. Davis persuaded Pierce to send the South Carolina railroad promoter Sen. James Gadsden to Mexico to promote the purchase of the strip using ten million dollars in federal money for the 45,000 square miles. This was a bit of political chicanery, since Gadsden would have benefited financially from such a deal. Since the southern democrats controlled the Senate and the House of Representatives, the Gadsden Purchase was approved. On the other hand, Davis worked to block the extension of northern railroads when northern non-slave states were contemplated. Such states would offer cheap land and free farming which would prove to be a financial plus for northern railroad interests. A southern majority in the Senate and House persistently blocked such development until Succession did away with the southern majority and eventually allowing Californian and northern politicians a free hand in their contemplation of expansion of northern transcontinental railroad interests.

You will find A History of the American People by Paul Johnson to be an excellent source of significant information related to your historical interests and the history of American railroading.
Editor

VIEW FROM THE ANGEL'S SEAT

Due to the press of new responsibilities, I may have to step down as editor at least until January 2012. I have until December to complete the last course, Calculus II, to finish a master's degree in geophysics. Being 80 and teaching a high school student as well may finish me off!
ANY TAKERS? Seriously! Editor