

**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](http://www.arkrailfan.com)**

**NRHS Chapter meets at 7:00 PM, January 19, 2012 at the Shiloh Museum Store.**

It has been chapter policy that if our meeting falls on the same day as public schools close because of winter weather conditions we will cancel the meeting and reschedule the programs.

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# The Scrambler

Volume 25, No. 5

January, 2012

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

## CHAPTER MINUTES

The December dinner train was a rousing success. 31 chapter members attended with friends and spouses. We all enjoyed an excellent dinner with exceptionally fine service. Members enjoyed excellent fellowship and the usual fun with the exchange of gifts. We even had the opportunity to welcome two new members, Arthur and Jill Morgan of Rogers.

Officers for the new year were elected by acclamation. All the officers from the previous year had agreed to serve the 2012 term. Only one office has yet to be voted on: chapter board director. In the festivities of the night this was overlooked and will be taken care of during the January meeting.

## LOCALLY ON THE BEAM



Wide Smiles, Wonderful Chapter Friends, Good Conversations, Fine Dining on the A&M



Larry and Marilyn Cain really had their work cut out trying to get home with this very popular locomotive cake pan gift! Are the losers invited sometime for train-shaped cake and ice cream?

### **Members undergoing harder times:**

Chapter member Cleo Matter has been seriously ill during the past few weeks. We sincerely hope that her health returns to normal soon.

Editor Bill Merrifield under went successful surgery to replace a failing pacemaker this past week.

Marion Duggan was able to spend a few days at home with Tom this past week. We miss you, dear lady!

### **The Children's Train again a bright success!**

The Arkansas and Missouri Railroad and J.B. Hunt sponsored Children's Train was a wonderful success again this year. The weather was very cooperative. The children and their parents enjoyed the activities under the tent while they waited for the arrival of the Christmas Train with Santa on board. Our thanks to the chapter members who gave their time and effort to set up the train boards and assist the children in their operation. Monies raised by the event went to area children's charities. Our hats are off to A&M Railroad and J. B. Hunt Transportation.

**ARKANSAS-BOSTON MOUNTAIN CHAPTER BUDGETS**

	2011 ACTUAL		2012 PROJECTED
		<b><u>INCOME</u></b>	
DUES	468		444
IN-HOUSE AUCTIONS	138		140
SHOW SALES	207		200
MM INTEREST	27		25
<b>TOTALS</b>	<b>840</b>		<b>809</b>
		<b><u>EXPENSES</u></b>	
SCRAMBLER	700		681
CERTIFICATES	50		50
DONATIONS	200		200
MISCELLANEOUS	50		50
MAILBOX RENTAL	42		42
<b>TOTALS</b>	<b>1042</b>		<b>1023</b>
<b>NET DIFFERENCE</b>	<b>-202</b>		<b>-214</b>
<b>QUAD MEETING NET</b>	<b>2180</b>		
<b>2011 NET</b>	<b>1978</b>		

**2011-2012 Scrambler Report**

*Scrambler* expenses projected for one year are based on what was published in previous years for an *eight page* (four pages 17" x 11" folded and printed double sided) edition for each month for 12 months. Most of the Scramblers published over the years were 8 page editions; however, some were longer (10-12) and some were shorter (4-6). This has been the number one reason monthly costs have seemed to vary so much.

At present, 52 copies per month are printed in the following breakdown: Chapter Members: 37; A & M Railroad: 2; U of A Library: 1; Railroad Museums: 4; Other Chapters: 6; Visitor Copies: 2.

Projected costs for 2012 based on using **FedEx** as printers:

52 Copies printed by FedEx .055/unit . . . . .	28.60 /month . . . . .	384.00/year
Postage first class at present 0.44/ unit . . . . .	22.00/month . . . . .	264.00/year
50 Mailing Labels . . . . .	1.00/month . . . . .	12.00/year
100 Mailing Seals 2/copy, 1 package/6 months . . . .	1.75/month . . . . .	21.00/year
Totals . . . . .	53.35/month . . . . .	681.00/year

There are other incidental costs that are borne by the editor as a service to the Chapter.

We have thought about continuing the mailing in 6" x 9" envelopes as was done by Chuck Girard; however, the lowest cost we have found so far for these is close to \$216.00/year. It would save us considerable stress and time but adds considerably to the yearly cost. We need to thank Mitch Marmel and Chuck Girard for their work, time, and expense for getting out the *Scrambler* during the past three months while the editor was completing graduate work at the University of Arkansas.

## HISTORICAL OPERATIONS

### Georgetown Loop acquires steam locomotive

December 16, 2011



*Photo by James Waite*

GEORGETOWN, Colo. – The Georgetown Loop Railroad has acquired an ex-National Railways of Colombia narrow gauge 2-8-2 for use on the Colorado tourist hauler. Baldwin built 3-foot gauge 2-8-2 No. 48, the “Carlos S. Cuartes” in 1928. Its chassis will be overhauled at the railroad shop in Bogota, Colombia, later this year. Boiler work will be done in the U.S. for Federal Railroad Administration certification.

The Georgetown Loop, between Georgetown and Silver Plume, Colo., completed in 1884, was considered an engineering marvel for its time. The two towns lie two miles apart in a steep, narrow canyon. To connect them, the railroad’s builders route that traveled twice the distance, slowly gaining more than 600 feet in elevation. It included horseshoe curves, grades of up to 4 percent, and four bridges across Clear Creek, including the massive Devil’s Gate High Bridge. The Colorado & Southern abandoned the line in 1938.

In 1973, the Colorado Historical Society began restoring the railroad. A replica of the bridge was completed in 1984, in time to celebrate the 100th anniversary of its original construction. In addition to diesels, the railroad uses 2-6-2 No. 12, built by Baldwin in 1929, to pull trains.

## Montana steam locomotive to be renovated

December 19, 2011



*Photo by Martin E. Hansen*

LIBBY, Mont. — J. Neils Lumber Co. Shay No. 4 will take a short trip in Libby on Dec. 22. The 100-yard move will take the Shay from its site at the Libby Heritage Museum to the “Shay Shed,” an engine house where the engine will be renovated.

The Shay has already moved about halfway from its old display location to a point essentially in the center of the museum’s parking lot. The final step will be to tow it around a curve, then into its temporary home.

Initial renovations will be paid for through a \$5,000 grant from the National Railway Historical Society. The grant won’t be enough to completely restore the engine, and the museum is seeking further financial assistance, including cash donations.

Volunteers hope to restore the engine for use on short excursions, but operation will depend on the results of an ultrasound test on the boiler. Regardless of the outcome of the tests, the museum hopes to run the locomotive on compressed air in 2012.

The Lima Locomotive Works in 1906 manufactured No. 4 for the Thompson Greer Construction Co. in Buhl, Minn., as No. 11. In 1909, the Libby Lumber Co. of Libby purchased and renumbered it 4. It later became property of J. Neils Lumber, and remained in service until about 1946. It remained stored at a lumber mill in Libby, until the early 1960s when new mill owners St. Regis Lumber Co. gave it a cosmetic restoration and displayed it outside their offices until the museum acquired it.

### **Kansas City Southern steam engine goes to museum**

December 20, 2011

PITTSBURG, Kan. – The only surviving Kansas City Southern steam locomotive will soon be moving to a new home. The Pittsburg City Commission unanimously voted today to donate KCS K-1 class 0-8-0 No. 1023 to the Heart of the Heartlands Railroad Museum.

The engine is currently displayed at Schlanger Park in Pittsburg, where it has been since KCS donated it to the city in 1955. Also built the locomotive in July 1906 as KCS class E-3 2-8-0 No. 488. It was rebuilt at the KCS Pittsburg shops into 0-8-0 No. 1023 in December 1925.

It will be restored for static display and a cover built over it at the Heartlands museum complex in Carona, Kan. The engine will be moved by truck the 20 miles to Carona, with funding donated by the Webb family and Watco Cos. of Pittsburg. Watco CEO Rick Webb's grandfather, W.B. "Bus" Johnson, superintendent of machinery for KCS in 1955, was instrumental in saving the engine and having it donated to the city of Pittsburg.

The Heart of the Heartlands is seeking donations for the move and restoration effort. Donations have already been received from the KCS Foundation and another local Pittsburg business owner. For more information go to [www.heartlandstrainclub.org](http://www.heartlandstrainclub.org).

### **Dick Wagner, benefactor of Chicago & North Western 1385, dies**

January 3, 2012



Dick Wagner helps remove the jacketing from the cylinders of Chicago & North Western 4-6-0 No. 1385 on Dec. 30, 2011.

*Photo by Jim Wrinn*

LYONS, Wis. — The man who awarded the grant that's set Chicago & North Western steam locomotive No. 1385's restoration into motion, has died. Dick Wagner, an aviation and rail enthusiast, died of a heart attack New Year's Day.

Wagner became a licensed pilot at age 18, and began selling aircraft parts out of his parents' home while still a teenager. His business, Wag-Aero, became a pioneer in the use of computer technology for sales, purchasing, and customer service. In 1995, he sold the company and took on philanthropy as a full-time job.

The Wagner Foundation granted Mid-Continent Railroad Museum a \$250,000 challenge grant to restore No. 1385, and work began this summer. Wagner personally visited shops capable of doing contract work on the engine, and did volunteer work to help move repairs forward.

Wagner's survivors have reaffirmed the foundation's commitment to seeing No. 1385 run again. It last moved under its own power in 1998.

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

## TRAINS THROUGH MEMORY

Railroading in any era has always had its elements of danger leading to fatalities. In innumerable cases the responsibility for such fatalities were directly related to railroad operations. In other cases, the railroads could not foresee the circumstances beyond their control and foresight. Tom Duggan has been researching through old obituaries for fatalities related to the latter. The following is one such incident that he uncovered involving one unnamed railroad in Madison County, Arkansas.

**CLARK, E.** Last week we had a short clipping from a Fayetteville paper telling of an accident on the railroad extension, south, in Madison County, Friday, July 11, 1913. The following is from the St. Paul Mountain Air. The motor car, an open affair, loaded with about twenty men, was returning to Combs at the end of a work day. It appears the farmers through whose fields the road crosses have been in the habit of putting a wire or fence across the right-of-way to keep stock from wandering. In Dan Cluck's field, a half mile above Combs, a barbed wire was used. When Ed Jeter, driver of the car, went after the men the wire was down and did not know it had been replaced when he returned a few minutes later. Someone on the car yelled "wire" but, they were too close to stop the car before running into it. The momentum carried it into the wire and some thirty feet beyond after Jeter turned off the power. E. Clark, a laborer aged sixty or sixty-five years who was in front, was thrown under the car or dragged under the car wheels, and horribly mutilated, his jaw and all limbs being broken or mangled. He died within four hours. Nothing was known of his family and he was buried in Combs cemetery near the scene of the accident.

Harve Burns, a laborer, married and living near Combs, attempted to jump off and fell in front of the car between the rails and the car ran up over him. He escaped fatal injuries; however, he was badly stove up and his spine was injured. He claims he would have escaped if someone had not caught his coat as he jumped (Rogers Democrat 7-24-13)

Note from Tom: In 1997, I interviewed two sisters who had grown up in Combs where their parents ran the Combs Hotel. One sister told me of the accident of but did not describe the details.

The railroad at Combs had no name until 1915 when it became the Black Mountain & Eastern. The Phipps Lumber Company controlled railroad changed its name to the Combs, Cass & Eastern a year later.

Ed Jeter, the lucky driver, became the track superintendent on the railroad. He loved his motor cars so much that he called one Teddy and the other Buttercup. Jeter was also responsible for building the line's 2.5-mile extension from High Cass to Cass in 1922 that is still preserved today.



Left: The Combs, Cass & Eastern had four large trestles near the end of the 16.02 mile main line at Cass in Franklin County. The image is not an optical illusion as the July 1918 track chart shows that Trestle No. 3 was almost street car like in the amount of curvature. The bridge handled no rail traffic after 1925. (Photo credit-Andre Ming)