

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, February 16, 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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NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

Volume 25, No. 6

February, 2012

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

CHAPTER MINUTES

Meeting of the Arkansas- Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. January 19, 2012. Meeting was called to order at 7:10PM. 25 members were present, 1 guest, Mike Condren from Tahlequah, OK.

Chuck Girard, Nat. Director reported that membership renewal is going well and urged the laggards to renew. Bill Longston, the Treasurer, reported that the money market account had \$12,744. The checking account current balance is \$2,066.29. Expenditures were minor, exact figures are in the *Scrambler*.

The latest issue of the *Scrambler* is on the website. Bill Merrifield, the editor, reported that Chuck Girard's bank is now sponsoring the *Scrambler* printing so the only cost to the chapter will be postage.

Program chair, Dave MacDonald, said we have programs scheduled through April. Feb. will be the KCS Central Div., March will be Mike Sypult talk.

Old Business: NWA Train Show Saturday Feb. 25 at the Holiday Inn Convention Center. We are getting ready.

New Business: Mitch Marmel had 4 LGB European rolling stock that was unsold at the Joplin Train Show. We can buy them for \$75, considerably less than their retail price. He moved that we buy them. Motion passed.

The track-side sign for Johnson has deteriorated or been defaced. Chuck Girard will see that it is replaced. Subject of refreshments was raised. A motion was made to eliminate them. Motion defeated. Rose Hofer said she would take responsibility for providing refreshments. A motion was made to subsidize the refreshments in case the honor system did not provide Rose with enough to cover the costs. Motion passed.

Osher Lifelong Learning Inst. (OLLI): Malcolm Cleaveland will present a 2 hour class on the history of RRs and present-day Class I RRs on April 10 at 9:30. Tom Duggan will present a program about Roscoe Hobbs on Feb. 28 at 11:30 (lunch included). Both classes will be at the Global Campus on the Square in Fayetteville.

Become a member and register at www.oli.uark.edu.

Bill Merrifield: scan the *Trains* compendium (DVDs) for items of interest for the *Scrambler*. Mike Sypult said the scanning process is not obvious, he will provide some instruction. A man named Thomas Tabor generated detailed indexes of *Trains* but stopped sometime in the 90s (?).

Mike Condren announced a new website on the Frisco RR. www.condrenrails.com/railroad-pages.html

Adjourned 7:50 PM for a presentation by Tom Duggan on the Frisco RR 1881-1980.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Al Keappel has preformed a wonderful deed for the Springdale Circle of Life Hospice. Al has bought and built a Thomas the Tank(wooden train) layout and a two set of Lionel Electric trains on a 4"X8"layout for the children's playroom at the Hospice. Al feels that these kids are visiting very Ill folks and this will give them a mo-

ment to relive a little of that stress. Maybe this will also give us as well as other Chapters an idea for other wonderful projects. Bob Stark

Chapter member Cleo Matter was transported by ambulance from Springdale to La Grange, IN on January 19, 2012. The trip took thirteen hours but Cleo tolerated the trip well. She became ill in December 2011 and later, in serious condition, entered the Northwest Medical Center in Springdale. The hospital arranged for her to enter Circle of Life Hospice. However, her condition improved and she went into Shiloh Nursing & Rehab. The family members made the decision to move her to Indiana where her daughter (who is married to a MD) resides. Cleo is now doing much better at a local nursing facility in La Grange.

She would welcome cards or letters from Chapter members. Please send them to her daughter Jill Cohen, 54376 County Road 8, Middlebury, IN 46540.

Regards, Tom Duggan

BRASS POUNDING DOWN THE LINE

RailCamp has a new location for 2012 in addition to the location at Steamtown. RailCamp Northwest will open in 2012 and center on rail facilities around Tacoma, Washington. This is the first time RailCamp will have a rolling format, moving to different venues that provide both historic preservation and blending modern railroads into the mix.

RailCamp Northwest has relationships **Amtrak** in Seattle, **Tacoma Rail** (a Division of Tacoma Public Utilities) in Tacoma, the **Northwest Railway Museum** in Snoqualmie, and **Mount Rainer Scenic Railway** in Mineral. Pacific Lutheran University is the location for camp housing and most meals. RailCamp Northwest begins in the evening on July 29, 2012 and continues until the evening of August 4, 2012. The program will include modern rail aspects as well as restoration of equipment and materials.

RailCamp Steamtown will continue to offer the same quality program that it has for the last 14 years with cooperative agreements with **Steamtown National Historic Site** in Scranton, PA., **Amtrak** in Wilmington and Washington, the **Electric City Trolley Museum** in Scranton, the **Anthracite Heritage Museum**, in Scranton, and the **Canadian Pacific Railroad**, in Binghamton. Campers will visit an Amtrak repair facility, ride and visit the trolley museum operated by the Electric City Trolley Museum, operate and learn the safety around trains at Steamtown, and learn hands on restoration techniques.

The Steamtown RailCamp begins on the evening of July 8 and concludes on the evening of July 13.

Chapters who are interested in sponsoring a camper at either RailCamp can make a reservation by contacting the Director of RailCamp Programs Barry Smith. Interested chapters should contact Smith at svp@nrhs.com or 717-300-5278. Chapters should notify Smith by March 15th of their interest to sponsor a camper and NRHS will hold the reservation open until April 17, 2012.

NRHS photos: If you or your members have any interesting photos, send them in. Just remember, they need to be high resolution...300 dpi at eight inch width. If your chapter is working on a restoration or preservation project, send in an article and photos.

Please send them to nrhsnews@charter.net or thatwilliamsguy@charter.net.

Thanks! Charles Williams

2012 Nominations Open

Nominations are now open for the election of the NRHS Board of Directors, including the President and Vice President.

The 2012 election is the first under the new Bylaws adopted in 2011. In this election the two Officer positions and all Board member positions will be on the ballot. Half of the Board members will be elected to 2 year terms and half to four year terms. After this election all Board member terms will be 4 year terms. Both officers are elected every two years.

Per the 2011 Bylaws the Board of Directors will consist of 25 members. Two (2) individuals will hold the office of President and Vice President, five (5) will be Global Directors and the remaining eighteen (18) will be District Directors. There are two Districts for At-Large members (A & B) and seven Districts for the Chapter members (1-7).

All NRHS members in good standing are eligible to run for any of the Officer and Board positions based on meeting the criteria set forth in the NRHS Bylaws Article VII, Section 7.

If a member desires to run for office and is qualified based on the criteria, the member must submit a nomination application to the NRHS Secretary no later than the end of business March 31, 2012. The nomination application is available online and can be accessed by clicking on the link below. Send the nomination application form to NRHS Secretary, 3013 Heritage Landing Road, Williamsburg, VA 23185-8113, or as an attachment to an email addressed to maloney3013@aol.com.

To view and complete a nomination form, please visit: <https://admin.nrhs.com/>

HISTORICAL OPERATIONS

Rare mileage trips to be pulled by E8

February 6, 2012

WAUNAKEE, Wis. – High Iron Travel Corp. will sponsored a rare mileage trip over freight only lines in the Southwestern United States this spring. The expected motive power for the trips is Arizona Eastern E8A 6070, an ex-Chicago & North Western/Metra unit painted in the former Southern Pacific “Black Widow” scheme.

The “Southwest Explorers” special will operate April 28 to May 4 over BNSF and Union Pacific on the following schedule:

April 28: Leave St. Louis for Tulsa on the former Frisco via Springfield, Mo.

April 29: Tulsa to Ft. Worth (ex-Frisco); layover in Ft. Worth.

April 30: Ft. Worth to Monahans, Texas (ex-Texas & Pacific), then on Texas-New Mexico to Hobbs, N.M.

May 1: Side trip on West Texas & Lubbock Railroad. Layover in Hobbs.

May 2: Hobbs to Monahans, then ex-Texas & Pacific to El Paso, then on former Southern Pacific/Rock Island to Tucumcari, N.M.; layover in Tucumcari.

May 3: Tucumcari to Liberal, Kan.

May 4: Liberal to Kansas City. Trip ends.

The consist is scheduled to be Arizona Eastern E8 6070; *Cimarron River*, an ex-Frisco sleeper; *Scenic View*, a former Santa Fe big dome, *Golden Mission*, an ex-SP bedroom lounge), and open platform business car *Caritas*.

For more information go to www.highirontravel.com.

Colorado Railroad Museum has big plans for 2012

February 7, 2012

GOLDEN, Colo. – The Colorado Railroad Museum is planning to improve its displays and put more equipment into service. In recent years the museum has completed a restoration shop and roundhouse, repainted several pieces of equipment, and improved accessibility for visitors. Projects the museum is working on for 2012 include:

Completing the cosmetic restoration of Denver & Rio Grande narrow gauge 2-8-0 No. 318.

Begin the cosmetic restoration of Rio Grande GP30 No. 3011. It will be sandblasted and repainted, the cab restored, and new windows installed.

Finish restoration work on Rio Grande narrow gauge 2-8-0 No. 346's tender.

Continue restoration work on the Colorado & Southern wood refrigerator car No. 1113.

Preparing a standard gauge diner and coach to make the cars ready for viewing and fundraising dinners. The overhaul will include installing heating and cooling, electrical, water, and other mechanical systems and reupholstering coach seats. The museum is adding new sections of track to move the diner and passenger coach to a new location where they'll be parked near the main museum building for display, interpretation, and meals.

Connecting tracks to allow the museum to change displays at will and make it easier to move equipment into the roundhouse for regular maintenance.

Continue cataloging all museum objects and library/archival collections and entering them into the new collections management database.

Complete the North American Railway Foundation project of adding 12 more outdoors interpretive panels.

Expand the number of operating days. In 2012 the museum will offer monthly opportunities to ride behind steam or diesel power. Called "Ride the Rails Saturday," it is scheduled for the third Saturday of the month. The other Saturdays Rio Grande Southern Galloping Goose motor car no. 7 will offer rides.

The museum is also publishing a new book on the Galloping Geese that should be available in the late spring.

Special train to mark return of Rio Grande “Mudhen”

February 9, 2012

CHAMA, N.M. – After a decade of inactivity and a nearly three-year rebuild, former Rio Grande 2-8-2 No. 463 will be the star of a pre-season charter over the Cumbres & Toltec Scenic Railroad. No. 463, built in 1903 by Baldwin, was one of 15 locomotives of the K-27 class, nicknamed “Mudhens.” It is one of two survivors – the other is No. 464 operating at the Huckleberry Railroad in Flint, Mich.

The special train will operate May 15, 2012 and is sponsored by the Friends of the Cumbres & Toltec Scenic Railroad, Inc. The one-way trip will depart from Antonito, Colo., at 9:30 a.m., with several run-bys planned on the 63-mile trip to Chama. Lunch is included as is a commemorative 463 cap. Fares are \$185 for tourist class and \$125 for coach.

To purchase tickets or for more information call 505-880-1311 or go to www.cumbrestoltec.org.



Rio Grande 2-8-2 Mudhen No. 463 descends Whiplash Curve in July 1998. The engine will steam again for the first time in 10 years this spring. Photo by Jim Wrinn.

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

TRAINS THROUGH MEMORY

History of the Arkansas & Missouri Railroad's Silver Feather Dome Car

At the end of World War II, American railroads faced the monumental task of re-equipping their passenger fleets. Equipment that dated to the 1920s had performed admirably as it hauled millions of soldiers and civilians. By 1945 most passenger equipment was worn out and increasingly expensive to maintain. The relatively few streamlined trains that began operations in the mid 1930s led railroad executives to believe there might be a profitable market for long distance rail passenger traffic. New equipment, including diesel engines, might lead to a railroad passenger traffic renaissance.

In 1939 three railroads, the Chicago Burlington & Quincy, the Denver & Rio Grande and the Western Pacific had collaborated to operate the Exposition Flyer between Chicago and San Francisco. Although the Golden Gate Exposition ended in 1939 the three railroads decided to run the train for an additional ten years as it enjoyed good patronage through areas of beautiful scenery including Colorado's Rocky Mountains and the Feather River Canyon in Northern California. The operators of the Exposition Flyer, and later the California Zephyr, operated the route following segments: Chicago-Denver (1,034 miles)-Chicago, Burlington & Quincy (CBQ); Denver-Salt Lake City (570 miles)-Denver & Rio Grande Western (DRGW); and Salt Lake City- Oakland (921 miles); Western Pacific Railroad (WP). Both the Exposition Flyer and the California Zephyr were advertised as Chicago to San Francisco trains. However passengers to and from San Francisco had to take special buses at Oakland.

At the end of World War II, there was an enormous demand for new passenger equipment. The Budd Company of Philadelphia had developed a patented way to weld stainless steel. The Budd process involved shot welding of the 18-10 stainless steel used for passenger car construction. Budd discovered that it could weld stainless provided the weld was within 50 degrees of the melting point of stainless steel Budd also used jigs to maintain the quality of weld spacing. Stainless was ideally suited for railroad passenger cars as the stainless steel was attractive, needed low maintenance and had superior resistance to interior rust. Other car builders used stainless steel exteriors connected to soft steel support beams. Many of the non-Budd stainless steel cars developed fatal rust and rot problems. The operators of the California Zephyr probably decided on Budd Company cars, in spite of the higher initial cost, because the CBQ had experience with Budd stainless steel passenger cars dating back to 1934.

The initial California Zephyr order was 18 Vista Dome Observation coaches (including the Silver Feather in the seven ordered by WP), 6 Lounge-Buffer-Dorm coaches (the dorm was used by the on board kitchen crew and the female Zephyrette train hostess), and six Vista Dome Observation sleepers. The Silver Feather was completed in March 1948 and joined the WP roster on the Exposition Flyer which at the time carried a mix of older equipment and the new Budd stainless units.

The California Zephyr (CZ) began daily operation in March 1949. From the beginning it was a different train as it was timed for daylight passage through scenic areas. The California Zephyr took 51 hours to complete its journey. Competing train services from Chicago to San Francisco required less than 40 hours. The CZ was designed as a land cruise experience rather than the fastest way between two points. The train required six sets of equipment, two en route eastbound, two en route westbound, and two sets undergoing scheduled service. The Pennsylvania Railroad also had CZ Budd sleeping cars that operated from New York to Chicago where they were added to the CZ consist. The California Zephyr did not charge an extra fare in the early years. Space in the

domes was not sold as they were intended to add to the pleasant experience. The train was an immediate hit and in 1952 the three railroads returned to Budd for more cars. WP ended up with a total Budd fleet of 26 cars. The WP also had 13 diesel locomotives dedicated solely to CZ passenger service.

A typical twelve car consist included a baggage car, an observation-lounge-Pullman, a diner, a buffet-lounge car, five Pullmans and four coaches. Each consist normally had five dome cars, probably the most of any regularly scheduled train in the United States. The train was hauled by three locomotives and reached an elevation of 9,239 feet as it crossed the Continental Divide. In later years a steam generator car was added to the WP consist as the diesel steam generators had difficulty generating adequate steam.

The train enjoyed excellent patronage and profits for the next decade. WP had 138,000 riders on its leg in 1950 and as late as 1965 the WP ridership remained strong at 136,000 riders even as other long distance trains suffered huge passenger losses. The train began to suffer operating losses in the early 1960s as costs rose while fares did not increase rapidly enough to offset the costs. One factor in costs was the advanced age of the WP CZ fleet that required more repairs. The WP's only passenger train after 1956 was the California Zephyr. Some 230 WP employees worked in the passenger department including the operating crews of 38 men for each Oakland-Salt Lake City segment.

The WP filed a petition in 1967 with the Interstate Commerce Commission requesting permission to discontinue the Salt Lake City to San Francisco leg of the California Zephyr. Ridership in 1967 crashed to 119,000. The request was denied as the Interstate Commerce Commission thought the California Zephyr was "a unique national treasure" The Commission also made an investigation into the revenue sharing among the CZ operators. The WP returned in January 1968 with another petition to discontinue. The railroad noted that nearly all of its passenger cars were twenty years old and had run at least one million miles. New cars would cost \$7,500,000 while new engines would cost \$1,840,000. The ICC denied the request noting that 10 of the 16 towns between Salt Lake City and San Francisco had no other public transport than the CZ. The ICC also suggested fares be increased by 10%. The WP in late 1969 filed yet another petition for discontinuance as losses were increasing while 1968 ridership fell to 109,000. The ICC approved discontinuance of the WP's segment of the California Zephyr in February 1970. The last California Zephyr arrived in Oakland, CA on March 23, 1970 some four hours late. The equipment was in poor shape due to two days of steady alcohol consumption by saddened rail fan passengers.

The Silver Feather was sold to Auto Train in 1970. Mr. Eugene Garfield originated the idea of operating an overnight train from Lorton, VA to Sanford, FL that would carry passengers and their automobiles. It saved 900 miles of driving and immediately found a niche. Silver Feather, known as Auto Train 461, was painted white (on the sides only) with a bright red window stripe. The company later attempted to expand with a similar route from the Midwest to Florida. The company overextended itself and the Silver Feather was sold to a series of private owners between 1981 and 1985.

In 1990 the Silver Feather was in service on the Texas Southern in the area of San Antonio. The car was completely stripped of its paint and reverted to its original appearance. The car then made its way north to the Washington Central Railroad where it became part of the Spirit of Washington dinner service train based in Renton, WA. The Washington Central, like the Arkansas & Missouri, was a 1986 spinoff from the BN. However the BN realized they needed the Washington Central for the important Stampede Pass project and bought the railroad back thus ending career of dinner train car no. 151 in 1991.

In 1997 the Silver Feather moved north to North Vancouver, British Columbia where it joined the excursion service of the then provincial government owned British Columbia Railway. The Silver Feather was still number 151 but assumed the name "Moonglow". It operated in a May to October dinner train service called the Pacific Starlight. During this period the current green window striping was applied as it is an exact match for the forest green used on British Columbia Railway equipment.

The British Columbia Railway was merged into another railroad and after 2002 the Silver Feather was not in service. However in April 2004 the Ontario Northland, a Province of Ontario railroad that serves remote areas in Ontario, purchased the entire Pacific Starlight consist. It was moved across Canada attached to the rear of a Via Rail passenger train. The Ontario Northland operated both the year round Polar Bear Express and the seasonal Dream Catcher Express. Jon Clark, a friend of former Chapter member Ray Getty, then bought the Silver Feather and then sold it to the A & M.

Our thanks go to Tom Duggan for this fine article. Editor.