

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, June 21, 2012 at the Shiloh Museum Store.

Our programs have been exceptionally good! Great activities are in the works and we need your input!
Tom Duggan will be the program presenter. Make plans to be at our next meeting Thursday.

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P.O. BOX 1303
SPRINGDALE, AR 72765-1303

Minutes: p. 2

Locally on the beam:

President Bob Stark and Charlene witness a rail tragedy.-p. 3

Tom Duggan presents new chapter challenges. p. 3-4

Agenda for this summer's NRHS membership meeting in Cedar Rapids, Iowa. - - p. 4-5

Brass pounding down the line:

NRHS officers election. p. 5

Historical operations:

San Jose, California 100-year-old streetcar.-p. 5-6

Chapter members summer railroad photographs: p. 6-8

The Scrambler

Volume 25, No. 10

June, 2012

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

CHAPTER MINUTES

Meeting was called to order at 7:03PM. 21 members and no guests present.

Minutes corrections from the April minutes: Spelling of Ray Toler (not Tolar) and date of A&M troop train is Saturday, May 26, 2012, not May 23 as earlier reported. Free for veterans. If interested, you need to be there by 7:30am.

National Director Report: – no report

Membership Report: Chuck Girard reported that there are only 2 members that have not met their dues.

Treasurer Report: Bill Longston, the Treasurer, reported a slight increase in the Money Market account and overall bank account balance. Discussion was held about reporting our bank balances in the monthly newsletter and whether this makes us vulnerable to scams. No action taken at this time.

Program Chairman Report:– David Duggan reported that next month's program will be Show-N-Tell in June. Gary and Claire volunteered to present the August program on the Black Hills railroads. Programs are still needed for July, September and October 2012.

Scrambler Editor: Bill Merrifield, *Scrambler* editor was not present. No report given.

OLD BUSINESS

No discussion

NEW BUSINESS

The University of Arkansas Osher Lifelong Learning Institute will present a four session program of the History of Eureka Springs on June 19 9:30am to 11:30am in downtown Fayetteville, June 21 (same time\locale), June 26 (same time\locale) and a historical driving tour, Crescent Hotel and Eureka Springs & North Arkansas lunch train on June 28. For details, go to the website OLLI.UARK.EDU. Class size is limited to 12 participants. Chuck Girard and Mike Sypult will be the presenters.

Meeting adjourned at 7:35pm for the presentation, "Sulphur Springs, Arkansas" by Tom Duggan
Mike Sypult reporting for Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Railroad Safety comes home again. A report from our President Bob Stark.

Last night on the final leg of our Great Rail trip, traveling south on the Texas Eagle sometime before 12 PM, I awoke to a stopped train and an announcement. "We have had a grade crossing incident. No one should leave their seats or cabins. That is a must, as arriving police must have complete access to the train. No one leave their seats or cabins."

Charlene said she felt the train quickly slow then a very fast abrupt stop. This was out in the nowhere. It was very dark with just a couple of lights in the far distance, and very quiet. Then we heard a few lower doors open.

The consist was two GE Genesis locos, and 6-7 cars. We were in the last Viewliner Sleeper on the upper level east side.

After gaining our wits, we saw what appeared to be a white piece of rail trash. After awhile we did see an ambulance turn in the field and cross the tracks. Still no information about situation! Sometime later we could see a couple of flashlight beams on our side of the track. Charlene said "Don't watch them!" After sometime passed a black car with spotlight moved along the side looking in the area. I then noticed a couple of smaller white covers; but didn't want to see the people examine the items.

After about a total of 2¾ to 3 hours we proceeded very slowly forward. This was a short distance from the Poplar Bluffs' stop. We arrived in Little Rock about 6:10 AM that morning-3 hours late. Our Car Attendant spoke with Charlene about the accident. He was one of the first at the site and mentioned that it was terrible. Five persons were in a struck car and three had passed away. I believe folks on west side and lower levels must have been traumatized.

Bob

Editors note: This month's NRHS newsletter has some very important information about the future of the organization and it has prompted some serious thinking in the minds of our chapter members about our future as a chapter. The following reflects some of that thinking by Tom Duggan:

In November 2012 the Chapter celebrates its 25th anniversary. Our thanks must go to those individuals who persevered in maintaining the Chapter in spite of some difficult times. A quarter century is a long time for a group united by an interest in all things rolling on steel wheels. We are also fortunate to have many of the founding members with us today.

Many of our members joined because they had fond memories of railroads as youngsters or had family members who worked for railroads. At the end of World War II railroads employed nearly two million people. By 1955 the number declined to 1,239,000. In the year 2000 some 246,000 people worked for railroads. I cite these numbers because collective memory of railroading is fading. For the National Railway Historical Society it has meant years of decline to the current level of 13,000. Obviously smaller membership tends to mean higher dues but that is another topic.

I went to a free seminar at the Fayetteville Public Library in April, 2012 focused on marketing for non-profits. The three hour program, in my opinion, was a useful overview of communication in the modern world. The

emphasis was on social networks defined as on line communities with a common interest who use a web site to communicate with each other and to share information. In 2010 the internet superseded newspapers as advertising media for the first time. Facebook has more than 500 million users while Twitter has 200 million users who send more than 350 million tweets a day. The Chapter has a website that consists mainly of back issues of the Scrambler. The information source is being used as I have seen articles on Wikipedia that cite the Scrambler. Our Chapter needs to move forward into modern technology for the purpose of attracting new members. Setting realistic goals (and sticking to them) is a priority. I would like to throw out three objectives for implementation (not talk).

- Add ten new members by December 31, 2012
- Increase visits to our website by enhancing content (for example pictures of members chasing KCS and BNSF trains; Index articles)
- Establish Chapter as the pre-eminent Northwest Arkansas railroad history source by producing written material for sale on the A & M and at Chapter events. (December 31, 2013)
- Keep our Yahoo meeting notice current (done)

We need new members as our membership is aging. Much of the Chapter's work is done by a handful of workers. We need new blood to help keep the Chapter moving forward. I would particularly note the work done by Bob Stark and Al Kaepfel in hauling our setup to and from events.

Our Chapter has developed a pattern of going to a handful of events (Frisco Festival, the Sugar Creek show and the Children's Christmas train) in which the casual observer would think that the Chapter is actually a model railroad club. I was very disappointed that we could not run Dick Hovey's program at the Springdale show because we had three setups but no room for Dick's program. We have given out thousands of certificates to children but have not attracted one new member via this medium. Please note I think the Children's Christmas train is a very important Chapter activity that is enjoyed by all. The events also provide bonding opportunities for members.

My point is that communications have changed and we need to find ways to sell our message in a crowded market.

One area that warrants consideration is the current Chapter mission statement:

"The purpose for which this Chapter is formed and the business or objectives are mainly historical, educational and not for profit. The more particular objectives are (a) to preserve the historical materials of railway transportation of all kinds (b) to collect data on the history of transportation and to issue publications relating to this subject;(c) to encourage rail transportation; and (d) to acquire by purchase, lease or otherwise, real or personal property, to mortgage, sell deed or otherwise manage the same in a manner appropriate for museum and the above mentioned purposes."- Extract from the Chapter By-Laws.

I suggest that we come up with a new mission statement more realistic, specific that relates to our role in the community. We need to emphasize our Northwest Arkansas roots and include Fort Smith.

If we can reformulate our mission statement then we can move forward.

Tom Duggan

2012 Summer Meeting Materials (Cedar Rapids, Iowa)

The agenda for the 2012 Annual Membership Meeting has been uploaded to the website and is ready for review. The Annual Membership Meeting will occur Friday, June 22, 2012 – 3:00 PM CDT in Cedar Rapids, IA.

This document can be found under the following heading and is labeled: 2012 Summer Meeting Materials (Cedar Rapids, Iowa)

- 2012 Annual Membership Meeting Agenda (PDF)

To download this item, please visit: **URL:** <https://admin.nrhs.com>

BRASS POUNDING DOWN THE LINE

NRHS Officer Election:

The ballot mailing to the membership is complete. The ballots went out as scheduled around June 1st and you should have received it by now. Only a few Districts have contested elections, however, we urge ALL members to return a completed ballot. Each ballot is accompanied by a postage-paid return envelope. Only ballots returned in this envelope will be considered official ballots and counted. Ballots returned in any other envelope will not be counted and discarded. Ballots may be in another shipping envelope such as a UPS or FedEx envelope as long as the ballot is sealed in the postage-paid envelope provided.

You can return your ballot now as the NRHS is accepting ballots. Just remember that all ballots must be post-marked no later than August 1, 2012 to be counted. All ballots will be held by the NRHS and, at no time prior to this date, will any member of the NRHS, including any Officer or member of the Interim Electoral Committee, have access to the ballots. Ballots will be counted by a third-party firm and the results reported to the NRHS. Election shall be by a plurality of those votes legally cast. The results will be certified by the General Counsel of the NRHS and the Interim Electoral Committee in late August, 2012. Winners of the election will be contacted by the NRHS Secretary once the vote has been certified. Results will be available on the NRHS website and will be published in the *NRHS News* and *NRHS Telegraph* after the vote certification and notification to the candidates.

If you'd like to contact us, please email info@nrhs.com

HISTORICAL OPERATIONS

And from the San Jose California Mercury-News: Submitted by Gary McCullah

Historic San Jose streetcar still rolling after 100 years. By Sal Pizarro

A charming feature at San Jose's History Park is the fleet of historic trolleys that traverse the rails between the transplanted houses and rebuilt landmarks from the city's past. And one of them, a red "California Car" designated No. 124, turns 100 this year.

The trolley was built by the American Car Co. in St. Louis for the old San Jose Railroad streetcar line and ran in the city from 1912 to 1934. The line closed down in April 1938 because of declining ridership, with that pesky automobile no doubt contributing to its demise.

Car 124 was sold and, believe it or not, was used for housing at one point. In 1982, the forerunner to what's known today as the California Trolley and Railroad Corp. was founded by former Santa Clara County Supervisor Rod Diridon. It set up shop at Kelley Park and began restoring several of the old streetcars for use on the then-planned light-rail line and eventually to carry visitors to History Park.

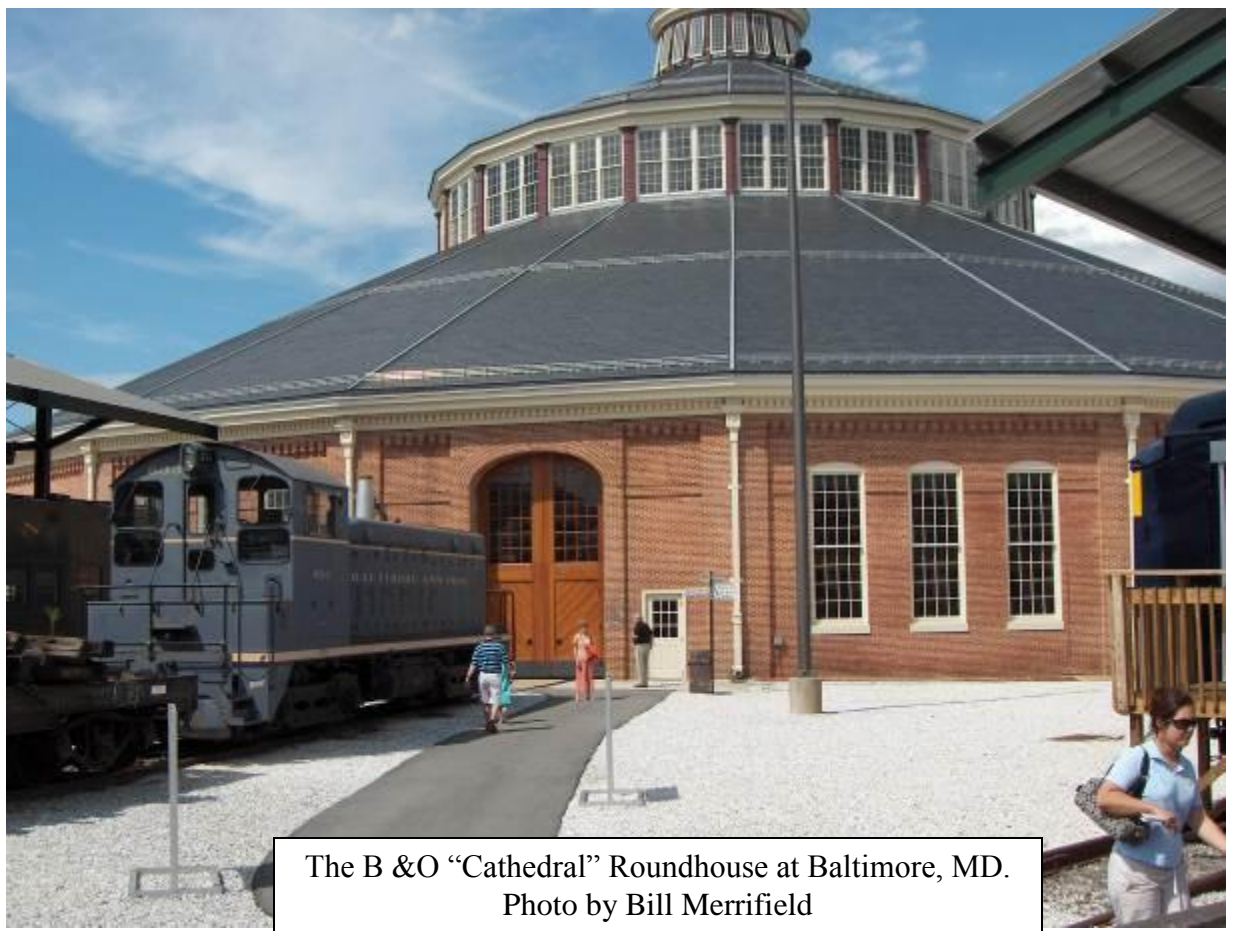
Coincidentally, the Mercury News sponsored the restoration of Car 124, and there's a nice plaque on its side commemorating its return to service in November 1988. The car gets its power from overhead wires and seats 36 people. The backs of the seats reverse so the uniformed motorman can run it in either direction through History Park and the track along Senter Road. During the school year, hundreds of kids learn some history on this rolling classroom.

At the History Park trolley barn, volunteers led by Bob Schneider, the CTTRC's vice president of trolleys, maintain Car 124 and seven other streetcars in their trolley barn. They've also cosmetically restored a Southern Pacific locomotive on display at History Park and are working on a full restoration.

Chapter Summer Photo Gallery.



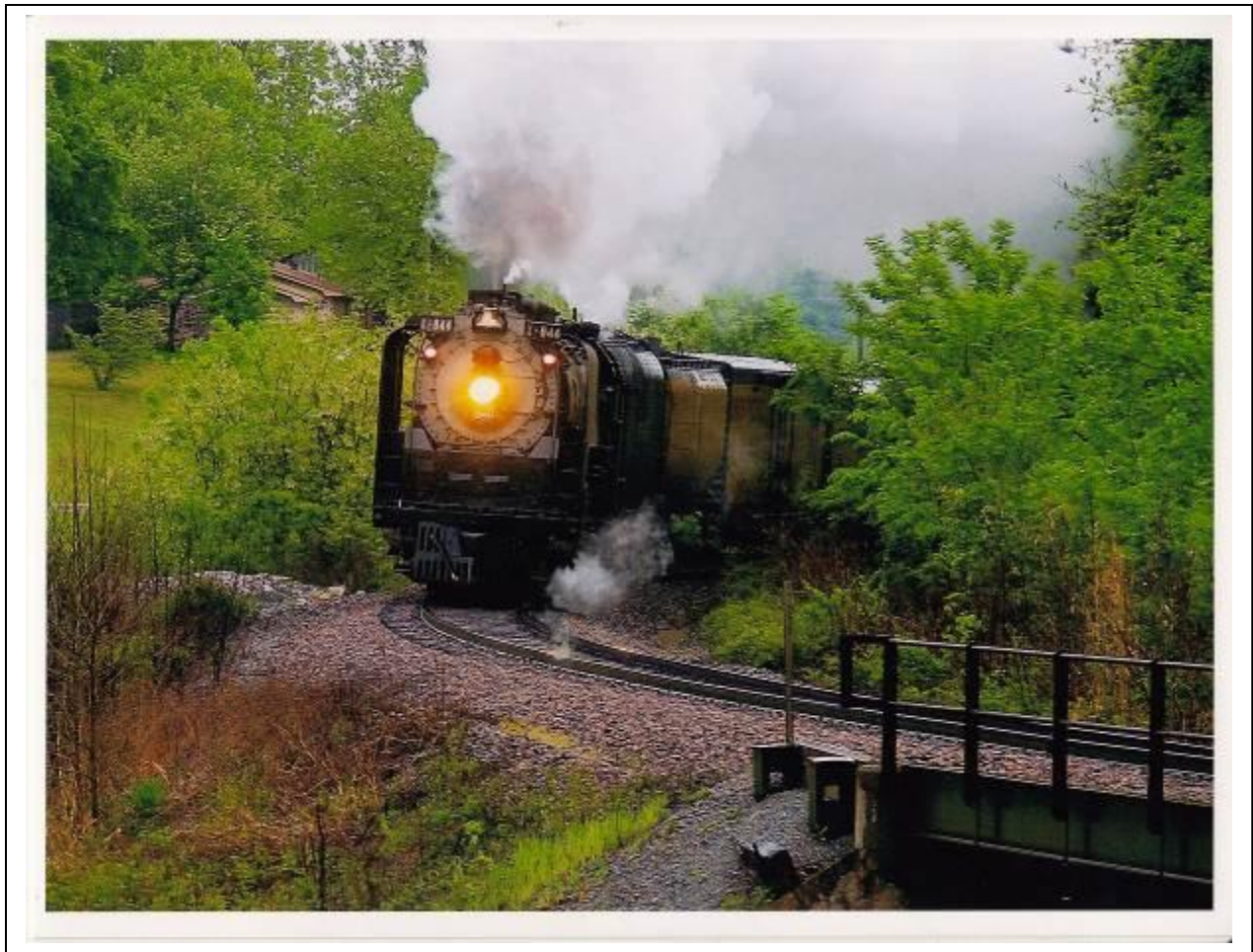
Illini Terminal No 1604, a GP 10, in downstate Illinois on June 10, 2010. It is painted in the same colors as the late Illinois Traction line.
Photo by Thomas S. Duggan



The B &O "Cathedral" Roundhouse at Baltimore, MD.
Photo by Bill Merrifield



Train Day 2012 at the Fort Smith Trolley Museum. Photo by Mitch Marmel



Chapter member Steve Tharp's recent award winning photograph of UP X-844.

What are the elements that make this photograph so memorable?

1. Excellent planning on the part of Steve. Steve knew enough about the schedule of UP X-844 so as to be absolutely ready when the opportunity presented itself.
2. Steve's site selection was absolutely perfect. The curve in the track revealed just enough of the consist to spur the imagination. Even the angle of the track approach makes the track and roadbed a part of the drama of the scene. The elements of the bridge are just enough to add to the railroad theme without interfering with the view of the central subject, the locomotive.
3. The composition is top-notch! The scenery wonderfully brackets the elements of the train and draws your eyes into the central subject. The effects of the stack smoke and steam make the picture come alive without screening details of the locomotive. There is an absence of many distracting features that do not relate to the drama of the railroad action and yet it contains enough features to give it that rustic tone and feeling.
4. Excellent skills with the camera in capturing the subdued scene lighting and color. Congratulations Steve!