

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, November 15, 2012 at the Shiloh Museum Store.

The Scrambler

Volume 26, No. 3

November, 2012

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

CHAPTER MINUTES

Meeting of the Arkansas-Boston Mountains Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. October 18, 2012. Meeting was called to order at 7:00PM the President, Bob Stark.

20 members were present and two guests, Emerson Cobb and his father, Barry Cobb. Two new members, Dan Griffin and Richard Wharry were at their first meeting. The minutes of the September meeting were approved.

Bill Longston, the Treasurer, reported that the money market account had \$12,458.27. The checking account current balance is \$1,273.47 with several expenditures for our mailbox and national dues. There is \$910 not yet paid for our 25th anniversary festivities.

Bill Merrifield, *Scrambler* editor, reported that the latest issue of the *Scrambler* was somewhat delayed because of a computer glitch.

Program Chair, Dave McDonald, said we're good to the end of the year, November will be show-and-tell and December will be the Christmas dinner train on Thursday December. 20th.

OLD BUSINESS

Al Kaepfel earned a round of applause for organizing the 25th anniversary celebration. He reported, however, that 9 people who said they would attend and did not cancel were no-shows, costing the chapter money. Members should not only RSVP but do it accurately. The Christmas train ride/dinner will be in the parlor car (fur-

nished by A&M at no cost to the chapter) on Thursday, December 20. It leaves promptly at 6:30PM and will undergo a short trip. Cost will be \$20 per person. The capacity of the parlor car is limited, so if the people who want to attend exceed that capacity there will have to be some adjustments or the last people to sign up will not be able to attend.

Tom Duggan reported on plans to co-host the 2014 NRHS convention with Kansas City. The national NRHS staff is taking the lead on this and we will assist. Tom has had difficulty contacting the KC chapter. The dual location is necessary because there are just not enough activities/attractions in NW Arkansas to support a convention. There is no financial risk to the chapter at all. There will be no steam because that would be a money-losing proposition.

NEW BUSINESS

The Children's Train is on Saturday, December 1 and is being sponsored by J. B. Hunt. It is NOT free, it is something like \$5 per child and \$10 per parent. All proceeds go to several children-oriented charitable activities. A signup sheet was passed around.

The chapter president advanced the idea that we should archive the presentations for future members and members who were prevented from attending. It would be easy to archive the Powerpoint presentations, but more difficult to capture presentations made with 35mm slides. Mike Sypult was asked to put together a plan. It was also suggested that we need to interview some of the railroaders to capture their memories of fallen flags like the Frisco, MoPac and Rock Island. Al Kaepfel suggested that Susan Young of the Shiloh Museum does this sort of stuff and could be called on to help.

Bill Merrifield pointed out that the new name tags have a magnetic clip system with the explicit warning not to let it interfere with pacemakers. A pin system could be substituted and Jill offered to do this for members.

The chapter secretary pointed out that the member spreadsheet in his possession has few e-mail addresses and a roster was sent around for people to add their e-mail addresses, correct errors, etc.

Train Talk: Tom Duggan attended the MoPac Society Little Rock meeting. There was a lot of modeling-related activity of little interest to him and some of the talks had excruciating detail that made rivet counters look careless. Once was enough.

Steve Tharp said the Blackhawk chapter of the EJ&E Society is organizing to celebrate the 100th anniversary of the Joliet Union Station. There are plans to develop the station with shops and other activities.

Mike Sypult said that he did a quick tour of the Midwest looking for the last cab units in service - and found them.

Emerson Cobb, one of our visitors, reported that he had visited a MoPac locomotive that was in terrible condition and not even on a track. UP844 (Union Pacific Steam Team) is on its way to Houston. BNSF is going to run 6000-7000' stack trains, is lengthening sidings and double tracking stretches to make this possible. Tulsa is a good place to see some of this action.

Meeting adjourned at 7:45 for refreshments and a slide presentation (twin projectors with electronic synchronization) by Dick Hovey, "Coal Trains". Nice presentation, but the only way to archive it would be to video record it. We need to arrange this in the future. Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

The report is that chapter member Bill Ussery's medical condition has shown improvement.

Charter member Martin Post has undergone another knee surgery. We wish for speedy recovery!

Sad news was received that deceased member, Helen Merrifield's oldest son and our editor's stepson, Graham Weakley, died in Los Angeles after a brief illness. Memorial services in this area are still pending. Graham was a Korean language linguist, former art critic for the Korea Times in Seoul, Korea, and a talented pianist.

We covet your prayers for these dear friends!

Again, a hardy welcome to five new members **Mike Condren, Linda, Hindrellet, Dan Griffin and Richard Wharry!** Our new membership policy has been encouraging. Our thanks to Al Kaepfel for his leadership in this regards.

THE CHILDREN'S TRAIN RUNS SATURDAY DECEMBER 1ST. WE NEED MEMBERS TO VOLUNTEER TO ENTERTAIN THE CHILDREN WITH OUR MODEL TRAIN BOARDS WHILE THEY WAIT TO BOARD. THIS IS AN IMPORTANT SERVICE TO OUR COMMUNITY!

ABMT Chapter Christmas Dinner Train is a coming!

On Thursday, December 20th we will celebrate the season with a dinner trip in the A&M RR Parlor Car as in past years.

The great buffet dinner will be catered at a cost of \$20.00 per person.

Reservations are limited to 30 persons and must be firmed by submitting cash or check to Al Kaepfel at our regular November meeting or check mailed to Al Kaepfel, 3831 Tara St., Springdale, AR 72762. The earlier the better since at our 25th anniversary party more than 30 indicated they planned to attend. There will be an inexpensive gift exchange "Chinese" style. Be sure to arrive on time. The train leaves promptly at 6:30 PM.

BRASS POUNDING DOWN THE LINE

Dear Member,

It has come to our attention that an error occurred in the printing of NRHS dues invoices for chapter members. The line on the dues renewal form that was reserved for donations to a member's home chapter was incorrectly labeled "RailCamp Scholarships" instead. This was not the format specified by the NRHS and we are working with our suppliers to resolve this problem.

NRHS recognizes that donations to chapters are an important part of our annual dues renewal process. Many chapters rely on member donations to support important chapter programs and projects, and NRHS encourages our members to support these chapter programs generously in addition to supporting important national programs.

We have determined that the best solution to this problem is to promptly notify NRHS chapter members about the problem and ask that the members mark corrections on their dues statements before returning them to their home chapters. We determined that reprinting the bills would not be in the best interest of either the chapters or the NRHS because of the time required to create corrected invoices. We were also concerned that sending a se-

cond bill to everybody could in many cases cause confusion.

When returning the dues statement to your home chapter, please use the first "RailCamp Scholarships" line for donations to your home chapter. Chapter membership chairs will appreciate you striking out the words "Rail-Camp Scholarships" and writing "Chapter Donation" on that line. That will ensure there is no doubt as to your intention.

NRHS apologizes for this error on the dues bills, and we thank you for your understanding.
Sincerely, Gregory P. Molloy, President

HISTORICAL OPPERATIONS

Cumbres & Toltec Scenic designated National Historic Landmark October 25, 2012

ANTONITO, Colo. – The Department of the Interior has designated the Cumbres & Toltec Scenic Railroad as a National Historic Landmark. The 64-mile railroad operates between Antonito, Colo., and Chama, N.M., and is owned jointly by both states. The Cumbres & Toltec Scenic Railroad Commission oversees its operation while the Friends of the Cumbres & Toltec Scenic Railroad works on its preservation. Peter R. Foster, chairman of the commission said, "This is a fine day for the railroad indeed. This prestigious award by the National Park Service recognizes all the hard work by good people to keep the railroad up and running with exemplary stewardship and preservation of the historic asset." "Not only will the NHL designation officially recognize the nationally significant historic values of the C&TSRR, designation will greatly enhance avenues through which the C&TSRR can secure support directed at projects to ensure this national treasure is preserved and operated for generations to come," stated Tim Tennant, president and CEO of the Friends of the Cumbres & Toltec Scenic Railroad. More than 2,500 sites are listed by the National Historic Landmark program, including the recently designated McKeen motor car at the Nevada State Railroad Museum.

BNSF celebrates 150 years of railroads in Minnesota October 31, 2012

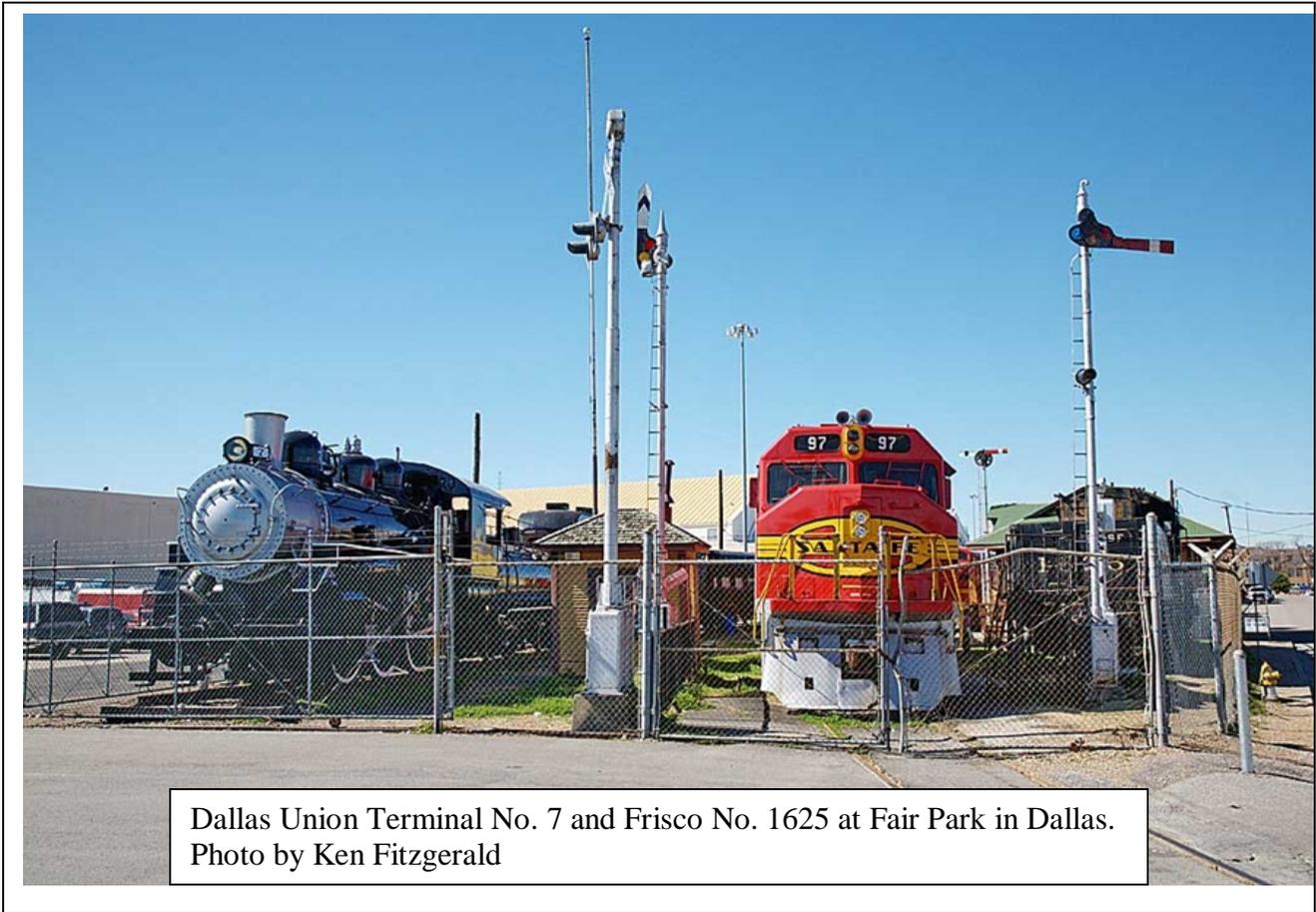
One hundred and fifty years ago, on June 28, 1862, the St. Paul & Pacific operated the first train in the state between St. Paul and St. Anthony, a distance of 10 miles. The locomotive, named for the railroad's Chief Engineer William Crooks, arrived on the levee in St. Paul one year earlier. Railroads soon connected Minnesota to the nation, and the state hosted more transcontinental rail lines.

Two steam locomotives moving in Texas this week November 1, 2012

DALLAS – The Museum of the American Railroad continues its move from Fair Park to a new museum site in Frisco, Texas. This week, Crocker Crane of Irving, Texas, is scheduled to lift two steam locomotives onto four flatcars for the move to Frisco. The two locomotives are St. Louis-San Francisco 2-10-0 No. 1625 and Dallas Union Terminal 0-6-0 No. 7. Once loaded, the Dallas, Garland & Northeastern Railroad and BNSF Railway will move the engines from Dallas to Frisco.

American Locomotive Company built No. 1625 in 1917. A “Russian Decapod” the engine was originally part of an order of five-foot gauge engines for the Imperial Russian Railway. Due to the Bolshevik Revolution, it was never delivered and was subsequently re-gauged and sold to the United States Railway Administration. It was purchased by the Frisco and numbered 1625. The locomotive finished out its career at the Eagle-Picher Mining Company of Cardin, Okla. It was donated to the museum in 1964.

Dallas Union Terminal No. 7 was built by Baldwin in 1923 and worked its entire life as a switcher at the passenger terminal. It was retired in 1962 after the Christmas holiday rush. No. 7 was donated to the museum in 1963 and entered Fair Park that year under its own power. Both locomotives were cosmetically restored four years ago.



Dallas Union Terminal No. 7 and Frisco No. 1625 at Fair Park in Dallas.
Photo by Ken Fitzgerald

Texas State Railroad to debut Texas & Pacific livery on 4-6-0 No. 316 November 2, 2012

PALESTINE, Texas – On Nov. 3, the Texas State Railroad will debut an authentic Texas & Pacific livery on ex-T&P 4-6-0 No. 316, formerly TSR No. 201. The locomotive will run on a special charter train that leaves Palestine at 9 a.m. traveling to Rusk and return.

The A.L. Cooke Locomotive Works built No. 316 for the T&P in 1901. In 1949, Texas & Pacific sold it to subsidiary Paris & Mt. Pleasant Railroad. In 1951 a woman who wished to remain anonymous purchased the engine and it was donated it to the city of Abilene, Texas. In 1974 the city donated the engine to the newly formed

Texas State Railroad. It is the only operating T&P steam locomotive, although T&P 2-10-4 No. 610 is on static display on the TSR at Palestine.

The Texas State Railroad, now under the management of Chicago-based Iowa Pacific Holdings, plans to return its four steam locomotives to their historic schemes, along with an original or appropriate engine number for that scheme.

ARM and TRAIN vote to merge By Jim Wrinn
November 8, 2012

MONTREAL – The Association of Railway Museums and Tourist Railway Association Inc. voted Thursday to merge, forming a single trade association to represent historic railroading organizations in North America. The new organization will be called the Association of Tourist Railroads and Railway Museums.

The merger follows years of discussions about how to maximize the impact of a relatively small niche industry that primarily began as a volunteer activity and has become progressively more professional in the last 25 years. “This is the culmination of a lot of work,” said ARM President Bob Laprelle. “It’s absolutely the right thing to do.” He called the merger a rebirth of both organizations and a pathway to the future that will benefit members.

Rick Burchett, president of TRAIN, pointed out that the path to merger began with joint meetings of the two groups at railway museums in Spencer, N.C., in 2001; Sacramento, Calif., in 2006; and Chattanooga, Tenn., in 2011. The groups have already created a joint strategic plan, publish a common magazine, and will now offer one membership. The new organization will be formally built on the non-profit structure of ARM in Illinois and legally renamed.

Lake Superior Railroad Museum acquires Great Northern baggage car
November 9, 2012

DULUTH, Minn. – The Lake Superior Railroad Museum has acquired former Great Northern Railway heavy-weight baggage car No. 257. The car worked for several years on excursion trains on the Sisseton Milbank Railroad out of Milbank, S.D.



Photo by Lake Superior Railroad Museum

The Pressed Steel Car Co. built the car in 1918 as GN Post Office car No. 24. It was rebuilt in 1951 to a mail storage car and painted in GN's orange and green passenger train colors.

According to Great Northern Historical Society reference materials, most of head-end cars like No. 257 were used on GN's Fast Mail between St. Paul and Seattle. The car was also used on the Western Star after it was combined with the Fast Mail in 1960. No. 257 became Burlington Northern property in 1970.

The museum moved the operational car into its Draper Maintenance Building to be reworked for service as a concession/bar car on the North Shore Scenic Railroad between Duluth and Two Harbors, Minn. It has not yet been determined what colors the car will be painted, but the museum said it would likely be Pullman green.

Our thanks to Trains Newswire for the above preservation news items

TRAINS THROUGH MEMORY

Pullman: Though the factory is gone, the community remains

An internet blog from Jim Wrinn editor of Trains Magazine:

CHICAGO - I visited the fabled Pullman Palace Car plant on the south side of Chicago on a recent weekend. It was the Historic Pullman Foundation's 39th annual tour of homes, a chance to step inside some of the row houses where 12,000 railroad passenger car workers lived in a factory community that was so nice to live in that it was once labeled America's "most perfect town."

It also was a chance for me to visit one of the landmarks of American railroading, the place where George M. Pullman decided to build the sleeping cars known for their high quality and smooth ride — and which made him a household name. I'm not a passenger car guy, but the trip by car from Milwaukee felt like a pilgrimage. We all owe a lot to the history that took place here. This was the epicenter of the dispute between Pullman and his workers that became the infamous Pullman strike of 1894, which led to a nationwide boycott, bloodshed, and the start of the modern labor movement.

That was on my mind as I pulled off Interstate 94 and onto a city street. Soon, I noticed the two buildings left from the factory complex. The administration building soars into the sky and one wing of the erecting shop and a portion of the car shop remain. You can tell that once, starting in the 1880s, this was a much more expansive site, filled with shop buildings, storehouses, and the like, sandwiched between the Illinois Central and the Rock Island.

I had lunch at a makeshift café inside the erecting shop, where an arts show was under way. The vaulted ceiling, metal support beams, and exposed brickwork spoke of the day when craftsmen prepared the sleeping cars of the day. Arched doorways told of the day when a transfer table moved new Pullman cars out of the shop for the first time. Photos made the images come to life. I stepped outside to take a picture on this rainy day, and in cruel irony, a Southwest Airlines 737 was on takeoff from nearby Midway Airport.

The village was more upbeat. A jazz band played from the front porch of one of the manager's row houses. A software designer and his wife occupied one of the three-story homes. I spent a few minutes inside, but the interior was nothing like it would have been in the 1880s. It was an eclectic mix of styles and tastes. I also went into some of the homes of the workers: Most have been heavily altered from the day when machinists, carpenters, welders, and hundreds of other skilled trades lived here. At least people still live here and appreciate what a special place this is in American history.

As I walked around the village, I was impressed with the buildings that were preserved: the stables, the marketplace, the Hotel Florence (under restoration and set to reopen in 2013). This must have been an amazing place in its day.

Before I left, a northbound Amtrak train on Canadian National's Illinois Central rails came by. It was a single-level train with one unit. There was not a sleeper in sight. I got back in my car and retraced my trip back to Milwaukee as more planes leaving Midway roared overhead.



The Pullman Palace Car Plant in south Chicago.