

# 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 boards the A&M dinner train by reservation before 6:30 PM, December 20

## The Scrambler

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

### CHAPTER MINUTES

Meeting of the Arkansas- Boston Mtns. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. November 15, 2012. Meeting was called to order at 7:00PM by President, Bob Stark. 19 members were present

The minutes of the October meeting were approved.

Chuck Girard, National Director, reported that we have 62 members, 44 primary, 18 family, 4 new, 31 have paid (Shiloh Museum and A&M RR memberships paid by the chapter). There was discussion of the way checks are held to sync with National's billing cycle. *Scramblers* have been mailed.

Bill Longston, the Treasurer, reported that the money market account had \$11,500.43. The checking account current balance is \$1,555.47.

Bill Merrifield, *Scrambler* editor, reported that the latest issue of the *Scrambler* was somewhat mail delayed because the 11th was a federal holiday.

The Archivist (also organizer of our anniversary gala and Xmas outing), All Kaepfel, said we got 62 name tags for \$227, a really good price. Also the total cost of the Clarion dinner was \$1,375, a really good price.

## **OLD BUSINESS**

The Christmas train ride/dinner will be in the parlor car (furnished by A&M at no cost to the chapter) on Thursday, December 20. It leaves promptly at 6:30PM and will not go very far. Cost will be \$20 per person, 33 have paid so far. We may have to park across the street from the depot. 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. Bring gifts (\$10 range) for a game of Secret Santa.

Tom Duggan investigated size and cost of banners: A 5'x7' would be \$200 and a 4'x6' would be \$150. We presently have two, a large and a smaller one, so probably do not need to buy another; but, we do need to get our web address on the small banner.

Our historical sign at Johnson is faded, needs to be replaced. This was discussed at the January meeting (see minutes), and Chuck Girard said he would see about replacing it at that time.

The Children's Train is on Saturday, December 1 and is being sponsored by J. B. Hunt. This not a free activity. Tickets are sold for both children and parents. All proceeds go to several children-oriented charitable activities. A volunteer signup sheet was passed around again because it was felt that more chapter members were needed.

## **NEW BUSINESS**

Bill Merrifield said that NWA Community College contacted him. NWACC will be holding a "History Day" competition in April and wanted to know if we wished to "participate" to the tune of a \$500 sponsorship. So far as he knew we would not have anything to do at the event. The money would be used for prizes in many categories. There are oral presentations and written papers. Tom Duggan said he had judged similar written entries and plagiarism was a major problem.

## **TRAIN TALK**

Mitch Marmel had a list of Christmas activities. Hollister, MO (Depot) Santa Train 1:30 Dec. 9; Polar Express: Banson Scenic Rwy Nov. 8 - Dec. 20; KCS Holiday Express 4:00PM daily, at Ashdown, AR Dec. 4, DeQueen, AR Dec. 5, Mena, AR Dec. 6, Heavener, OK Dec. 7, Noel, MO Dec. 8, Stilwell, OK Dec. 9, Decatur, AR Dec. 10, Joplin, MO Dec. 11, Pittsburg, KS Dec. 12, Drexel, MO Dec. 13.

Mike Condren said the Morning Sun book on the Frisco is out. It has several of his photos not attributed to him. A book on railroads of Cherokee County, OK is now available, too.

Steve Tharp showed some photos of a NG sugarcane railroad on St. Kitts Island that runs for tourists.

Someone commented that hurricane Sandy did a job on the New York City transit system and East Coast railroads in general from southern New England to New Jersey. Service was restored in a relatively short time.

Meeting adjourned at 7:45 for refreshments and a presentation by Mike Sypult on the 1940-2010 *Trains* magazine on DVD and how to search it. Mike has all the back issues and now is wondering what to do with the paper copies.

Malcolm K. Cleaveland, Secretary

## **LOCALLY ON THE BEAM**

### **ABMT Chapter Christmas Dinner Train is a coming!**

On Thursday, December 20<sup>th</sup> 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 and must be firmed by submitting cash or check to Al Kaepfel, 3831 Tara St., Springdale, AR 72762. There will be an inexpensive gift exchange “Chinese” style. Be sure to arrive on time. The train leaves promptly at 6:30 PM.

## **HISTORICAL OPPERATIONS**

### **Former Frisco steamer finds new home in Ohio**

November 19, 2012

CLEVELAND – American Steam Railroad Preservation Association will store and rebuild its former St. Louis-San Francisco Railroad 2-8-2 No. 1352 at Midwest Railway Preservation Society's roundhouse in Cleveland. ASRPA is based in Columbus, but its locomotive is currently stored in Illinois. An agreement between the two organizations will allow ASRPA to conduct its work in the former Baltimore & Ohio roundhouse owned by MRPS.

ASRSA plans to restore the locomotive to operable condition and use it to pull passenger excursions. The group plans to move small parts to the roundhouse immediately to begin work on them. It will hold a series of events in 2013 to raise funds to move the locomotive itself. The roundhouse already houses MRPS's former Grand Trunk Western Railroad 2-8-2 No. 4070, currently undergoing restoration. Alco built No. 1352 for the Frisco in 1912 as a 2-8-0. The railroad rebuilt it into a 161-ton 2-8-2 during World War II and retired in 1956.

The city of Kansas City, Mo., displayed the locomotive at Swoop Park upon its retirement from active service. Preservationists later moved the locomotive from the park to secure storage in Illinois to prevent vandalism.

### **Shore Line Trolley Museum begins work to elevate its collection**

November 21, 2012

EAST HAVEN, Conn. – The Shore Line Trolley Museum has broken ground for its “Elevating the Collection” campaign, which the state awarded \$1 million to construct two buildings in which to house the museum’s collection, the New Haven Register reported. “We had two feet of water during (Tropical Storm) Irene, three feet of water during (Hurricane) Sandy. And the 100-year flood stage is three feet higher than that,” said Jeff Hakner, president of the Shore Line Trolley Museum.

Hakner said the museum sits on a floodplain and the collection is vulnerable to storms like Sandy and Irene. Hakner said that before Irene, the museum had 60 trolley cars that operated under their own power. Today, after much hard work, Hakner said only 14 cars are currently operational. Flooding ruined the electric motors of the rest.

The two barns will be placed above the 500-year flood line, and hopefully above the reach of the next storm. Hakner said the museum still is looking for donors to help reach the \$2 million needed to build the new barns.

## **Rail historian and photographer William Kuba dies**

November 26, 2012

CEDAR RAPIDS, Iowa –William S. Kuba, a railroad photographer and historian known for his photos of Iowa railroading, died Nov. 23. He was 75. Kuba was born on Nov. 11, 1937, and was a lifelong resident of Cedar Rapids, living in the same home for 75 years. He was a 60-year member of the Iowa Chapter of the National Railway Historical Society, having joined at age 15, and was to receive his 60-year pin at an Iowa Chapter meeting Nov. 25. Kuba was well known for his work photographing railroads in Iowa beginning in the 1950s. Among the various subjects to come before his lens were Cedar Rapids & Iowa City interurbans, Union Pacific's City streamliners, industrials and short lines, and railroad stations across the Hawkeye State.

When the NRHS national convention was held in Cedar Rapids this past summer, Kuba provided a selection of historic photos for the Cedar Rapids Gazette. He continued to photograph railroads until shortly before his death. His work appeared in dozens of books and magazines, including *Trains*.

## **Steam Into History plans historic steam attraction in Pennsylvania**

By Wayne Laepple

December 5, 2012

NEW FREEDOM, Pa. -- Steam Into History has big plans for the Northern Central Railroad corridor between New Freedom and Hanover Jct. By June 1, 2013, a replica 4-4-0 steam locomotive and two coaches will make three daily round trips on 9.9 miles of the historic railway. Robert Gotwols, vice-president of the nonprofit SIH, said this week that the new locomotive, No. 17, under construction at Klope Locomotive in suburban Chicago, "is well on its way. It recently passed the first hydro test." Gotwols said two wooden coaches have been leased for the 2013 season, but by 2014 he expects to replace the leased equipment with two replicas of 1850's-style coaches. The Northern Central line is quite historic, Gotwols said.

President Abraham Lincoln traveled the route in 1861 on his way from Springfield, Ill., to Washington for his inauguration. He stopped briefly at Hanover Jct. on his way to Gettysburg to deliver his immortal Gettysburg Address in November 1863, and, in April 1865, his funeral train made its way slowly up the line.

Plans call for a runaround siding and turntable to be built at Hanover Jct., along with a second turntable, engine shed and car house at New Freedom. Initially, though, the train will operate push-pull with a diesel on the south end of the train. Gotwols said the new operation would have about 10 paid employees, with as many as 80 volunteers helping with all phases of the operation.

## **Union Pacific studying Big Boy restoration project**

December 7, 2012

POMONA, Calif. – Union Pacific may be bringing back the ultimate steam machine, an Alco-built 4-8-8-4 Big Boy, the last of which steamed more than 50 years ago. Company spokesman Mark Davis told *Trains News Wire* that the company has been approached by and is working with a third party interested in restoring and operating a Big Boy. He said the railroad is evaluating the condition of preserved UP Big Boy locomotives and that it believes two might be available for restoration. Davis declined to name the other party or give a timeline for the project. But at least one organization is already talking about its potential to put a Big Boy back on the main line.

The treasurer of the Southern California railroad club that owns a displayed Union Pacific Big Boy 4-8-8-4 says his group hopes to learn more Saturday about a UP offer to acquire No. 4014 for restoration and operation. In an

exclusive interview with Trains News Wire, John Mastrobuoni from Prescott, Ariz., said the Southern California Chapter of the Railway & Locomotive Historical Society is eager to find out if the railroad can meet its requirement that a replacement piece take the place of the Big Boy at the Los Angeles County Fairgrounds in Pomona.

The engine is one of eight survivors of the 25 locomotives that Alco built beginning in 1941 for freight service between Cheyenne, Wyo., and Ogden, Utah until the last steamed in 1959. Mastrobuoni said he participated by phone in a meeting Tuesday in which Ed Dickens, who manages UP's fleet of historic operating steam and diesel equipment, appeared at a chapter meeting in California to pitch the idea. He said Dickens is expected to provide more details about what UP would offer and called discussions "preliminary." The idea is already controversial, as some board and chapter members consider the Big Boy as the centerpiece of the club's exhibit. The 4014 was donated to the chapter in 1962. The exhibit also includes a UP DD40X Centennial diesel No. 6915, UP 4-12-2 No. 9000, Southern Pacific 4-10-2 No. 5021, and Santa Fe 4-6-4 No. 3450. "If we can come to an agreement with the railroad, an operating Big Boy is better than one on display," Mastrobuoni said. "We'd lose the engine for display, but we'd be known everywhere as the group that helped make one run again." He added that rebuilding the No. 4014 would take several years with the aim of operating for the 150th celebration of the completion of the first transcontinental railroad in 2019. The coal-burning engine would be converted to oil firing.

The railroad has not publicly announced plans to expand its operating steam locomotive fleet, which includes the never retired 4-8-4 No. 844, which made an extensive system-wide tour this year for the company's 150th anniversary of its founding, and 4-6-6-4 No. 3985, which is undergoing a major overhaul. Contrary to Internet reports that UP has vetted the other seven Big Boys, representatives of the National Railroad Museum in Green Bay, Wis., the Forney Museum of Transportation in Denver, and the Steamtown National Park Service site in Scranton, Pa., said Friday that none have been officially contacted. On its face, the engine in southern California, with its dry climate, would be among the best condition.

In addition to 4014, the following UP Big Boys are still in existence: 4004, in Holliday Park, Cheyenne, Wyo.; 4005, Forney Transportation Museum, Denver, Colo.; 4006, Museum of Transport, St. Louis, Mo.; 4012, Steamtown, Scranton, Pa.; 4017, National Railroad Museum, Green Bay, Wis.; 4018, Museum of the American Railroad, Dallas, Texas; 4023, Kenefick Park, Omaha, Neb.

SHOREVIEW, Minn. – Trains News Wire recently interviewed Steve Sandberg, chief operating officer of the Friends of the 261, regarding the possible restoration and operation of a Union Pacific 4-8-8-4 Big Boy. The group is finishing up a four-year rebuild of Milwaukee Road 4-8-4 No. 261. The group fully restored the locomotive in the early 1990s, returning it to mainline excursion service in 1993. "I don't see any reason why the [Big Boy] can't be operated," says Sandberg. "I would think Union Pacific and Ed Dickens [head of UP's steam program] are the most qualified people to rebuild it." He adds, "Obviously it's a massive locomotive, and there are concerns like turning radius and the types of curves it can operate around."

Probably the biggest hurdle the railroad might face, Sandberg said, is devising a proven method of oil firing the locomotive. UP conducted an experiment with oil firing on one of its Big Boys in regular service, but it was unsuccessful. "With today's technology you can probably come up with some sort of a twin burner to allow the locomotive to run on oil," Sandberg said. With the huge firebox area of a Big Boy, a single burner likely would not be able to distribute the oil to a large enough area to evenly heat the firebox, requiring a second burner.

Another factor to consider when converting a Big Boy to oil, Sandberg says, is that a steam locomotive operating in the 21st century is running in a vastly different environment than when they were in regular service. “Everyone looks back and says ‘the oil fired Big Boy didn’t meet their performance standards when they tried it.’ But that was when they were pulling mile-long freight trains over Sherman Hill or the Wasatch [Mountains] with the throttle wide open and all the way in the corner. But it’s never going to do that again. Back then, UP wanted huge performance enhancements and huge performance results, which they didn’t get. If a Big Boy were to be restored, it’s not going to run 28 days a month, 12 months a year. Now, steam engines don’t run that often and are well cared for, even babied. So comparing the performance of an oil fired Big Boy from their days in regular service to what could be done today is really comparing apples to oranges.”

Which engine to restore? Climate can be one factor, and may play into the choice of the 4014 at Pomona. “Moisture is the great destroyer of steam locomotives, Sandberg said. “When we were rebuilding 261, you could always tell from the condition of the boiler which side of the engine faced the sun. On the side that was in the shade, if moisture or water was against the boiler on that side, the sun could never dry it out.” He said moisture results in deterioration that can thin the metal on the boiler so it can’t be restored, or be subject to even more expensive repairs. So while any overhaul conducted today will be a huge undertaking, the degree of deterioration during its display years can make a big difference.

The condition of the locomotive when it was put on display can also play a role, particularly firebox condition, both Sandberg and Robert Franzen, president of Steam Service of America, agree. If the firebox had been overhauled prior to being placed on display and is in good condition, that can save considerable expense. If the firebox needs replacement on a locomotive the size of a Big Boy, replacing it would be very expensive.

Of the seven surviving Big Boys, the engine being considered for restoration, No. 4014 in Pomona has the second fewest miles. It was officially retired in December 1961 with 1,031,205 miles, according to the book *Big Boy* by William W. Kratville. The existing locomotive with the fewest miles is No. 4023 landlocked in Omaha’s Kenefick Park with only 829,295 miles, likely owing to the fact it was built in 1944, while the other six survivors were built in 1941. “It’s just an amazing machine.” Sandberg says. “I look at it and I think ‘what kind of guys thought about building this thing.’ It’s like a locomotive on steroids. Everything is bigger, better, and there’s more of it.”

POMONA, Calif. – Restoring a Union Pacific 4-8-8-4 Big Boy to operating condition, as currently being proposed by Union Pacific, would not be extraordinary difficult, but like the locomotive itself, would be a huge undertaking, said steam experts interviewed by Trains News Wire. “I think it’s very doable. My philosophy has always been man made it, man can rebuild it or fix it,” says Robert Franzen, president of Steam Service of America, which handles contract rebuilding of steam locomotives and other railroad equipment. Franzen, who also serves as project manager for steam on the Iowa Interstate Railroad, says the biggest thing is “having the money, having the time, and a facility to do it.”

Franzen said the project would probably be done in three phases: preparing the engine and moving it, rebuilding it, and operation. A lot of preparation work would be required to get the engine ready to move, he says. “They would need to look at the roller bearings on the main drivers, pull the side rods off the drivers, clean all the crankpins and the rods, put all that back on and put new grease in it.” Franzen says all the mechanically moving parts have to be checked, freed up and cleaned up so the engine could be towed. “You’re going to be a couple of months prepping this thing depending on how extensive you get into the prep,” Franzen says. “Then it could be a week or so towing it back to Cheyenne if that’s where they go.”

If Cheyenne is the location of the rebuild, Franzen says, there's not a lot of space to work with. "They would probably have to move the Challenger or one of the engines out to make room, and disassemble the engine. They would possibly need to use the roundhouse to store some of the parts as the rebuild goes on," he says.

One of the hurdles he says, is everything is double. "Take a typical 4-8-4 rebuild, and then double the amount of drivers, double the number of lubricators, double the amount of spring rigging and piping. It's just bigger." He says its going to cost about 50 percent more to do a Big Boy rebuild than it would cost to rebuild a 4-8-4. But Franzen says, he doesn't see a lot of issues in the rebuild, since UP has been through it before with the No. 3985. "If they do a Big Boy rebuild, they are probably going to have to hire a second crew in Cheyenne, because you won't have enough people to do all that work, and keep the steam program going at the same time."

"I think it's a great project, and a fun project, and all the people in the steam fraternity would love to see something like this run," says Franzen. "It's going to be a highly visible project, but the UP has knowledge and experience to do it"



No. 4014 climbing Wyoming's Sherman Hill on June 25, 1949.  
Photo by R.H. Kindig

## New railroad park to be created in Silverton

December 13, 2012

SILVERTON, Colo. – The Durango Railroad Historical Society has entered into an agreement with the San Juan County Historical Society to create the Silverton Railroad Historical Park, the Association of Tourist Railroads and Railway Museums reports. It will be centered on the San Juan County Historical Society's Silverton Northern engine house, which the Durango group currently leases.

A track connection to Durango & Silverton rails has been re-laid, along with a 1700-foot demonstration track that parallels the D&S in the right-of-way of Cement Street from 7th Street to 10th Street. For the park, the engine house will be restored, upgraded with full utilities, and used to house and restore equipment. A car storage pavilion will be built next door.

Besides Denver & Rio Grande 2-8-0 No. 315, which has been restored to operating condition, the Durango Railroad Historical Society has restored D&RGW side-dump gondola No. 871, and is in the midst of restoring another gondola. Volunteers are also well into a rehabilitation of the Emma Sweeny, a movie prop replica of Rio Grande Southern 4-6-0 No. 20. Both appeared in the 1949 movie *Ticket to Tomahawk*. The Durango group also owns a wood-bodied motorcar named the Casey Jones, is restoring a Silverton Northern caboose, and has other pieces in need of restoration.



Denver & Rio Grande 2-8-0 No. 315  
Photo by Jim Wrinn

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