

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 21, 2013 at the Shiloh Museum Store.

The Scrambler

Volume 26, No. 6

February, 2013

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, January 17, 2013. Meeting was called to order at 7:10 PM by the President, Bob Stark. 19 members were present,

Chuck Girard, National Director reported that membership renewal is going well. Only 10 members have not renewed. He has been contacted by the NPS, who need historic information and photos for their website about the old Frisco depot.

Bill Longston, the Treasurer, reported that the money market account was unchanged. The checking account current balance is \$2,314. We have \$40 in dues for four new members under our new policy to increase membership, which means that we had to send an additional \$116 to National organization. Discussion clarified that this policy was for the first year only and that the new members would have to pay full dues to continue their membership. The *Scrambler* cost us \$267 in 2012. The auctions brought in about \$10 per month on average. The 1st National Bank of Fort Smith is printing 53 hardcopies for us. It is actually cheaper to mail if they are in envelopes because they qualify for the Post Office's bulk rate. They do not qualify if they are just folded and mailed with stickers to keep them closed.

The latest issue of the *Scrambler* is on the website. Bill Merrifield, the editor, reported that Chuck Girard's First National Bank of Ft. Smith printing allows us to utilize color photography which is a great enhancement.

The President reported that the Program Chair, Dave MacDonald, REALLY wants to be relieved of his duties. There were no volunteers.

Old Business: NWA Train Show Saturday Feb. 23 at the Holiday Inn Convention Center. We need 300 certificates.

New Business: Someone has offered us copies of the *NRHS Bulletin* dating back to the 1930s. A motion was made to refuse them. Discussion brought up the question of why we should take these, when they would be better housed in a museum or library. The suggestion was made that the University Library Special Collections might want them and that will be investigated. Motion tabled.

Train Talk: Bob Oswald said that he knows a good source of railroadians in Pittsburg, KS, but Tim Duggan said that most of that was dispersed in a huge auction and that there would be little of value left. Mike Condren said that the KCS is constructing a new bridge over the Red River. This will be a modern prestressed concrete bridge. There is a 2nd edition of *The First 50 Years of Diesels* by Louis Marre. There are color pictures in this edition, but the price (\$79.95) reflects that. Tom Duggan and Gary McCullough also contributed.

Adjourned 7:50 PM for refreshments, followed by a presentation by Steve Tharp on the St. Kitts 30" gauge RR, rails probably 47 lb/yard. Was designed to haul sugar cane and went all the way around the island, but now hauls tourists less than half way.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Attention: All Hands,

David McDonald has asked to be relieved of his Duties of Vice President and Program Chairman. He just feels he needs a little time off. Al Kaepfel has agreed to the VP duties, but we need a Program Chair. Until we find a Program person, I will try to handle the duties.

David told me yesterday that we don't have a program for this month, February, 2013. Therefore I will make The President's Address: "The State of The Chapter 2013." I hope to be able to show photos from my camera. Assuming I can just plug the camera or the chip into our chapter computer and go from there? Help please!
Dispatcher Bob

Chapter members are reminded of our commitment to the Sugar Creek Model Railroad Historical Society's 10th Annual Show at the Holiday Inn and Convention Center, 1500 S. 48th Street in Springdale, Saturday, February 23, 2013. 9 AM to 4 PM. Other than those working the booths, adults \$7.00, children 12 and under free.

HISTORICAL OPERATIONS

Branson Scenic locomotives moved to Kansas City for tornado damage repair

January 16, 2013

KANSAS CITY, Mo. – The Branson Scenic Railway has moved two locomotives to Kansas City to be repaired after they were damaged by a tornado that struck Branson on Jan. 29, 2012. Following the tornado, the tourist railroad made quick repairs to make the locomotives serviceable, but now the two diesels will undergo a more

thorough renovation. The two locomotives are F9PH No. 98 and GP30M No. 99. They will undergo body repairs at Midwest Locomotive Inc. in Kansas City. Missing air intake grills for the F9PH are being manufactured in Springfield, Mo. Once repairs are complete, the railroad said both would be repainted in a “classic streamliner” scheme designed for BSR. They are expected back in Branson for scheduled service on March 6.



Photo by Branson Scenic Railway

Kansas Belle Dinner Train to begin operation this month

January 17, 2013

BALDWIN CITY, Kan. – The Kansas Belle Dinner Train is expected to begin operations on Jan. 26, pending a successful test run on Jan. 19. The train moved from Fremont, Neb., last fall, and will operate over the Midland Railway between Baldwin City and Ottawa Junction, Kan., on former Santa Fe trackage. The train includes four cars: the Fontanelle Springs, Maple Creek, and Rose Creek, which are former Canadian National/VIA Rail cars, and the Marais des Cygnes River, built in 1947 for the Illinois Central.

First excursions scheduled for Milwaukee Road 4-8-4 No. 261

By Steve Glischinski

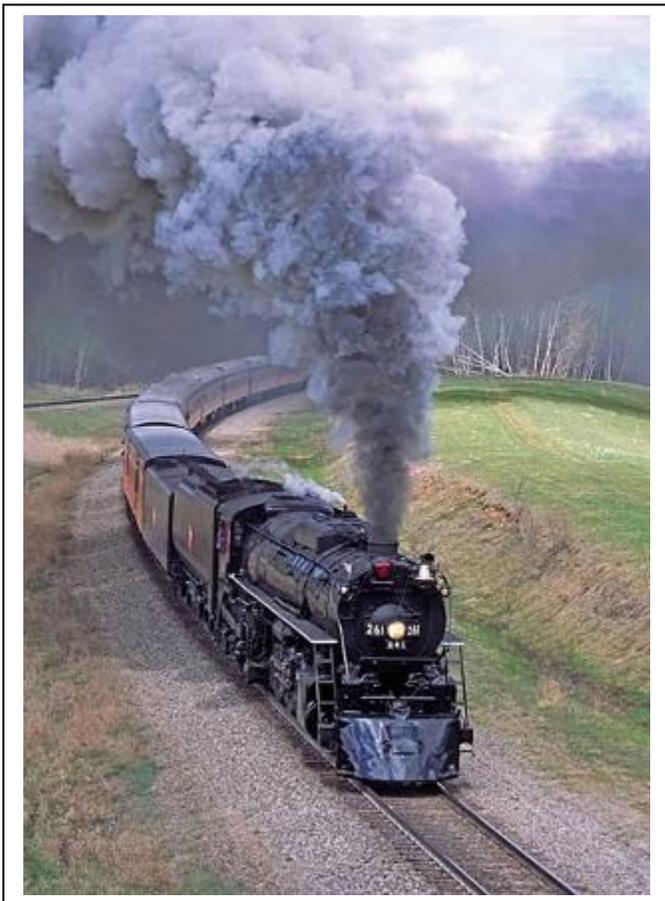
January 18, 2013

MINNEAPOLIS – After a four-year hiatus, Milwaukee Road 4-8-4 No. 261 will pull excursion trains again this spring. The locomotive’s owner, Minneapolis-based Friends of the 261, has released details on the first public trips for the locomotive since 2008. Amtrak and BNSF Railway have given the organization the go-

ahead to operate a two-day steam trip from Minneapolis to Duluth, Minn., on May 11-12. The trip will utilize BNSF's ex-Great Northern Railway Hinckley Subdivision, which saw its last regular passenger service in 1985. The destination for the trip will be the Duluth's Lake Superior Railroad Museum, home to Soo Line 4-6-2 No. 2719. The museum leases the locomotive from the Locomotive & Tower Preservation Fund of Eau Claire, Wis. Plans call for No. 2719 to be under steam as No. 261 arrives in Duluth, and may include a short "side by side" operation as the No. 261 excursion enters the city.

Upon arrival, several cars from the No. 261 consist will be switched out and used on a special No. 2719-powered dinner train departing at 6 p.m. on the museum's North Shore Scenic Railroad. Prior to departure a reception will be held at the museum to celebrate National Train Day. No. 2719 will return to Duluth at 8 p.m., and later that evening both steam locomotives will be used for a night photo session in the museum yard.

"We're excited and honored to have Milwaukee 261 make its first excursion trip to the Lake Superior Railroad Museum," said Lake Superior Railroad Museum Executive Director Ken Buehler. "The route 261 will use is also the route of the proposed Northern Lights Express which is an effort to return rail passenger service between Duluth and the Twin Cities. So in a way, while we celebrate the past, we're also looking forward, down the line if you will, to the future," said Buehler. The train will depart Minneapolis at 9 a.m. on May 11, with an estimated arrival at the Lake Superior Railroad Museum at 3 p.m. The return trip May 12 will depart Duluth at noon with expected arrival in Minneapolis at 5 p.m. Ticket prices are \$399 for Premium Class, \$299 First Class, \$179 Coach, and \$79 for Children's coach, ages 3-12. Tickets for the 2719 Dinner Train are \$140. Night photo session tickets are \$49.95 and are limited to 50 participants.



Milwaukee 261 will make its first excursion trip to the Lake Superior Railroad Museum. The route 261 will use is also the route of the proposed Northern Lights Express which is an effort to return rail passenger service between Duluth and the Twin Cities. The train will depart Minneapolis at 9 a.m. on May 11, with an estimated arrival at the Lake Superior Railroad Museum at 3 p.m. The return trip May 12 will depart Duluth at noon with expected arrival in Minneapolis at 5 p.m. Ticket prices are \$399 for Premium Class, \$299 First Class, \$179 Coach, and \$79 for Children's coach, ages 3-12. Tickets for the 2719 Dinner Train are \$140. Night photo session tickets are \$49.95 and are limited to 50 participants.

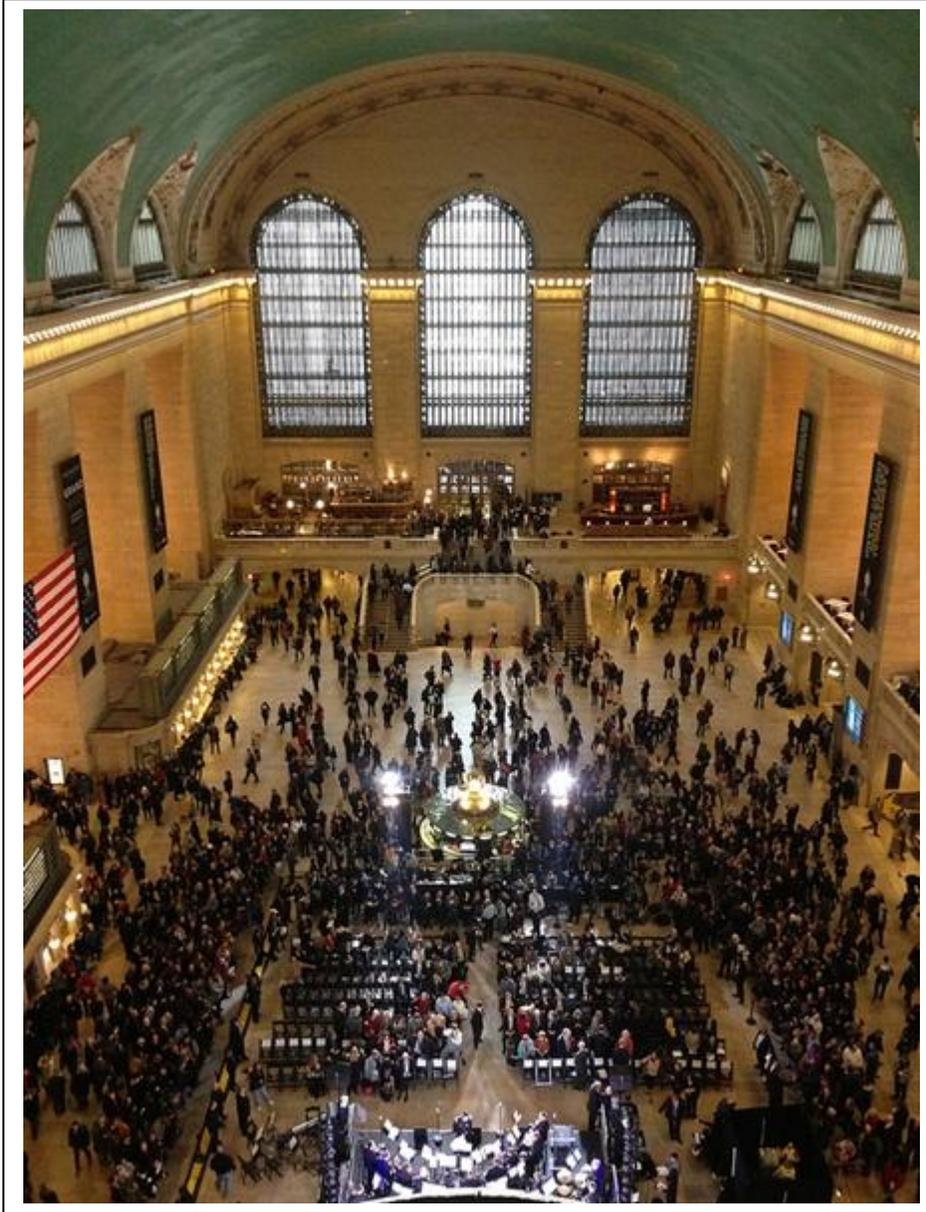
To order tickets go to www.261.com

Milwaukee Road No. 261 heads south at Brook Park, Minn., on BNSF Railway's Hinckley Subdivision on May 19, 2002.

New York City says happy 100th birthday to Grand Central Terminal

February 1, 2013 by Matt Van Hattem

NEW YORK — Train stations hold special meaning for every community across the United States, and for New York City, Grand Central Terminal is no exception. And so, 100 years after the day it first opened, residents from the city and throughout the entire New York-New Jersey-Connecticut region crowded the terminal's iconic Main Concourse to say "happy birthday" and "thank you."



"It's not easy to last 100 years in a city of constant change," said New York mayor Michael Bloomberg, at the opening of today's birthday ceremony. "Even though Grand Central has become a city within a city ... at its heart, this is a commuter train station. The icon is a testament to the people who designed it and built it ... It's a symbol of all that is great about our city."

Bolt causes cable car accident, hospitalizes seven

February 7, 2013

SAN FRANCISCO – An accident yesterday on San Francisco's famous cable car cause serious injury to several passengers, according to a report in the San Francisco Chronicle. Preliminary investigations have revealed the

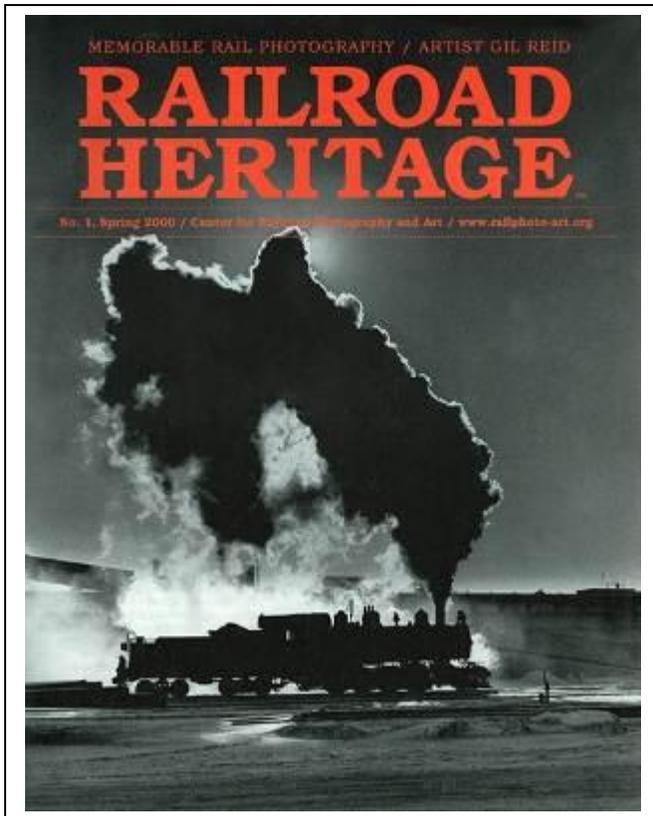
cause to be a loose bolt. An inbound car on the Powell-Hyde cable car route jolted to a halt this at Powell and Washington streets, on Nob Hill, around 10:15 a.m. yesterday morning. The car had 40 people on board and was traveling at 9 mph downhill at the time. The car's two operators and five passengers experienced significant injuries and were transported to local hospitals. An additional three passengers were treated at the scene for minor injuries. The cause appears to be a bolt that was found lodged in the trackway. The bolt is 1.5 inches long. Its origin is unclear, but an official from MUNI, which operates the cars, has stated that it does not seem likely to have come from the cable cars themselves. No other vehicles were involved in the accident. The cable cars employ an alarm system that is set to detect obstructions in the trackway. It is unclear why the alarm system did not detect the bolt. A different cable car had passed the same spot only ten minutes prior to the accident.

Center for Railroad Photography & Art president, founder resigns

February 11, 2013

MADISON, Wis. – John Gruber, the principal founder of the Center for Railroad Photography & Art, will resign as president of the organization, effective March 1. He will remain on the Center's board of directors and continue to serve as a volunteer.

A native of Prairie du Sac, Wis., Gruber graduated from the University of Wisconsin-Madison and spent much of his professional career in its publications department. He has been a freelance railroad photographer and writer since 1960, and he served as the editor of *Vintage Rails* magazine from 1995-99. He received a lifetime achievement award for photography in 1994 from the Railway & Locomotive Historical Society. Gruber is a founding member of the center, having signed the incorporation papers in 1997. Since then he has served as its only president and editor of its scholarly journal, *Railroad Heritage*.



Under Gruber's leadership, the Center has grown to become a nationally recognized art and education nonprofit organization devoted to railroading in North America, the only such institution. Its programs serve the substantial community of railroad photographers, both amateurs and professionals, on the North American continent. Its traveling exhibitions have appeared in railroad and art museums across the country, including the Haggerty Museum of Art at Marquette University, Milwaukee; the California State Railroad Museum, Sacramento; and Grand Central Terminal in New York City.

John Gruber launched *Railroad Heritage*, the journal of the Center for Railroad Photography & Art, in 2000 and served as editor for its first 31 issues. His photograph of a Duluth & Northeastern steam locomotive at Cloquet, Minn., in 1962 appeared on the cover of the first issue.

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

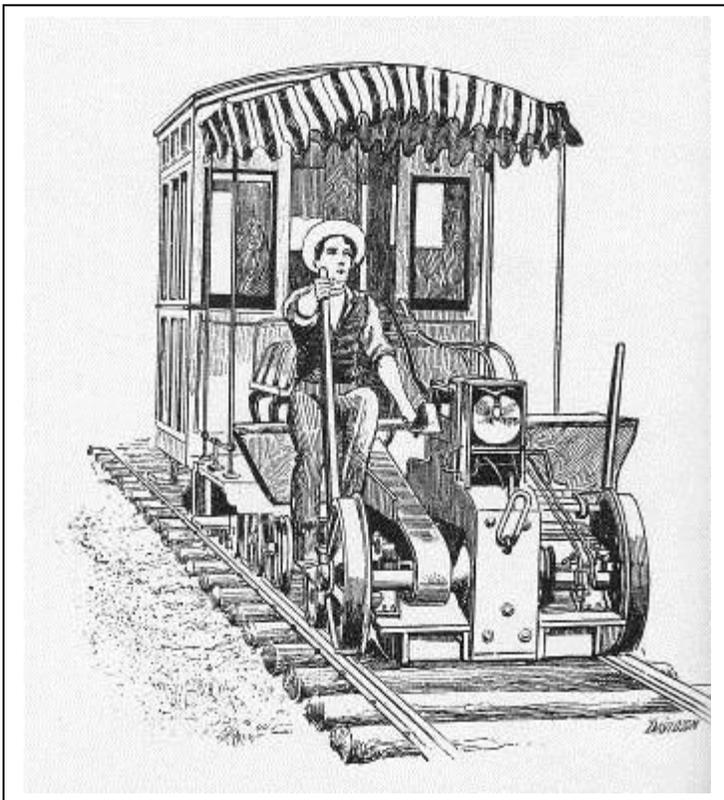
TRAINS THROUGH MEMORY

Edison electrifies the rails. Adapted by the editor from Clarence P. Hornung's Wheels Across America. A. S. Barnes and Co, New York, 1959.

Most of us in our 80s are the last generation to have direct contact with grandparents and great-grandparents who experienced the early development of electricity in rail transportation. Through all the technological developments that we are familiar with, we are often surprised to discover how obscure and overlooked the early history of such rail transportation has become. We are familiar with the inventive genius of Thomas Edison whose electrical devices and their industrial applications are still with us in many forms. What we may not be familiar with is Edison's very early applications of his electric generators and motors in rail transportation.

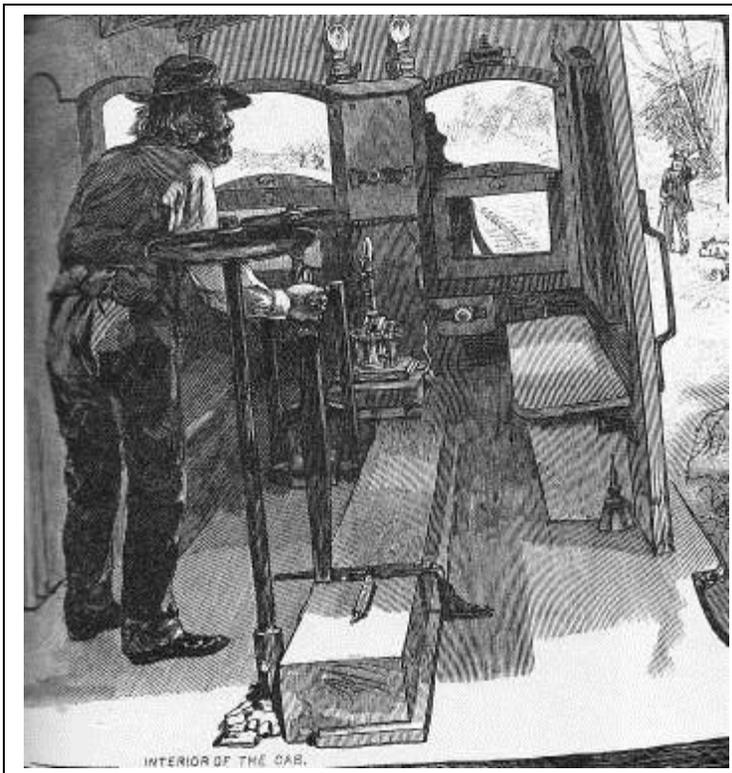
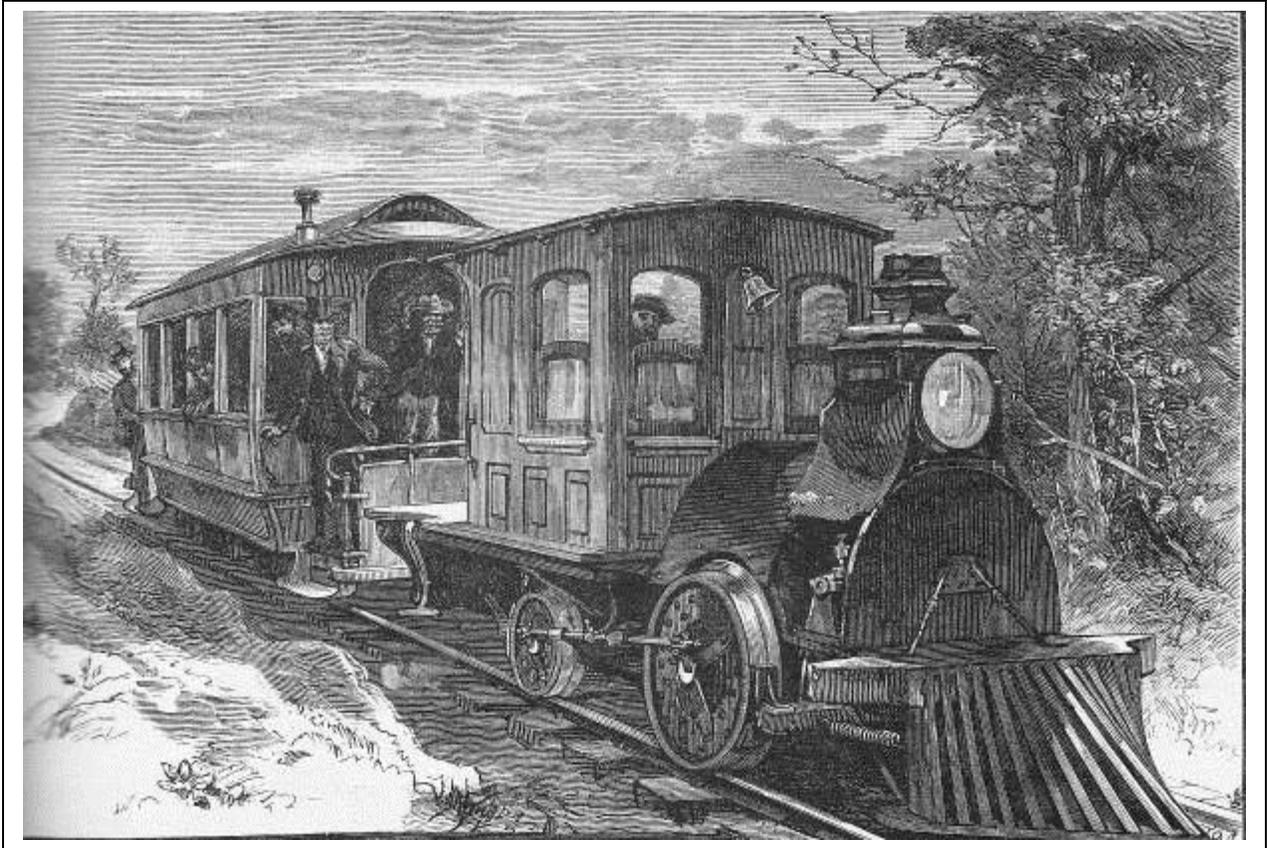
Before 1880 the prospects of utilizing electricity in rail transportation seemed dim. The June 5, 1880 edition of the *Scientific American* observed, "Before the experiments of Dr. Siemens in Berlin in 1879, and in the present extended experiments of Mr. Edison's, the practical application of electric current – as a motive power for railways – seems never to have had a prospect of success." The difficulties were great and the costs of experiments were a deterrent to most inventors. But, as the article pointed out, "Mr. Edison, more fortunate in this way than many of our experimenters, has not been hampered by monetary difficulties. Having ample means for carrying out his ideas he's been enabled to develop his inventions more rapidly perhaps than any man living."

Edison was convinced that the motor-generator that he had developed was quite capable of powering rail transportation. To this end he built a half-mile electric railway at Menlo Park and later extended it to a mile circle. Below is an illustration of the electric locomotive and one open car that he developed.



The railway was built on natural ground with no regard for curves or grades and little or no grading. The motor was precisely like Mr. Edison's electrical generator and the motive power was supplied by his stationary engine, the power being converted into electrical energy by a single generator. The current thus created was conveyed to the track by two copper wires one connected to each rail. The machine was managed like a steam locomotive as it displayed considerable power.

Many among the first 12 or 14 passengers recalled years later that the early trial to which Mr. Edison had invited them had scared them almost to death. They traveled at breakneck speed up and down grades, around sharp curves over humps and bumps at a terrifying speed of 25 to 40 miles an hour. A reporter for the scientific journal commented: "our experiences were sufficient to enable us to see the desirableness of a smoother road and to convince us that there was no lack of power in Mr. Edison's machine."



Two years later, the engineer's cab was enclosed and had a contrivance in front to carry a headlight, giving a steam locomotive look to the DC electric powered engine.

“Without puffing or snorting, without smoke or cinders,” reported an impressed visitor, “the train left the shed and was switched on to the main track, taking the curve into Menlo Park woods with no noise except that made by the running of the wheels.”