

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, March 21, 2013 at the Shiloh Museum Store.

Tom Duggan is the program presenter

The Scrambler

Volume 26, No. 7

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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. February 21, 2013. Meeting was called to order at 7:10 PM by the President, Bob Stark. 12 members were present. Low attendance was due to the bad weather.

Bill Longston, the Treasurer, reported that the checking account current balance is \$2,225, up from \$1,606. The money market account has \$11,508.32, no change except for interest. Bill will be moving, his house is on the market, so we will need a replacement eventually when the house sells. All Arkansas paperwork is current.

The latest issue of the *Scrambler* is on the website.

The President reported that he will assume the duties of the Program Chair from retiring Vice-president David MacDonald. Al Kaepfel will become the new Vice-president.

Old Business: NWA Train Show Saturday Feb. 23 at the Holiday Inn Convention Center in Springdale. Copies of the *NRHS Bulletin* dating back to the 1930s offered to us. A motion was made to refuse them in January, which was tabled while the idea of donating them to the University of Arkansas Special Collections was investigated. No apparent progress has been made. Special Collections seems to be unresponsive. Motion was tabled again.

Train Talk: Al Kaepfel and Bob Stark set up our exhibit for the 100th anniversary of the Boy Scouts of America in Ft. Smith. There were a lot of attendees. Bob talked to a UP crew that were there and was amazed to find out that Little Rock to Van Buren is a crew change interval. Tom Duggan reported that national had a \$50,000 loss on the convention in 2012 and is focused on the Alaska venue for 2013. There is still no meaningful response from the Kansas City crew about participating with us in 2014. Meeting was adjourned 7:35 PM.

A presentation followed by Al Kaepfel and Bob Stark entitled "Do We Care, and Should We Care" on old depots, which are rapidly disappearing as communities grow more ignorant of their railroad heritage. The presentation was specifically about searching out old Kansas City Southern depots in Arkansas. These included the Siloam Springs depot (1915-1991) which was destroyed by fire, but some relics are preserved in the Siloam Springs Welcome Center with some remnants at Gentry, Sulfur Springs and Gravette. The Decatur depot has been preserved and is in good condition but is endangered because it is little used. Peterson Corp. acquired and restored it, then was merged with Simmons Foods. A log cabin was also preserved

Our President, Bob Stark, said that the chapter ought to recognize such efforts at preservation like the depot at Decatur. Also, we might have a chapter meeting at that depot. He also said that we need to recognize service to the chapter with an award, perhaps annually. He will prepare the first award.

Since it was early, we watched some old movies and cartoons from the early 1900s by Edison and others about trains that Mitch Marmel had. 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. Thank you David for your long Chapter service! Dispatcher Bob

Second reminder notices have been mailed out to Chapter members who have not renewed their dues for 2013.

2014 Dues Process: The 2014 dues process is beginning earlier this year!! In April 2013, the Chapter spreadsheets will be emailed to all Chapter Electronic Billing Contacts (EBC's) for reviewing, updating, and to confirm information already submitted. Please report any errors to the appropriate email address noted on the spreadsheet by the deadline that will be provided, and NRHS will make the needed changes. To read more about the 2014 Dues process, please read the article in the latest issue of the *NRHS Telegraph*

Chapter Railfan Excursion

Joplin, Missouri

Saturday, March 23, 2013

We will have a chance to learn about and see something of Joplin's railroad history including the Frisco depot, Joplin Union depot, Mopac roundhouse, Mopac depot

We will depart by car pool as follows:

9:00 AM – A & M Depot in Springdale or

9:30 AM- Bob Hofer residence (5 Breton Lane , Bella Vista , AR)

Questions: Please contact Tom Duggan at 419-9674 if you have questions

Note we need a minimum of eight participants for this activity.

The photograph below was taken by Mitch Marmel after setup at the Springfield show in Monett, MO on Friday 3/15, of the pit wall from the former Frisco roundhouse there.

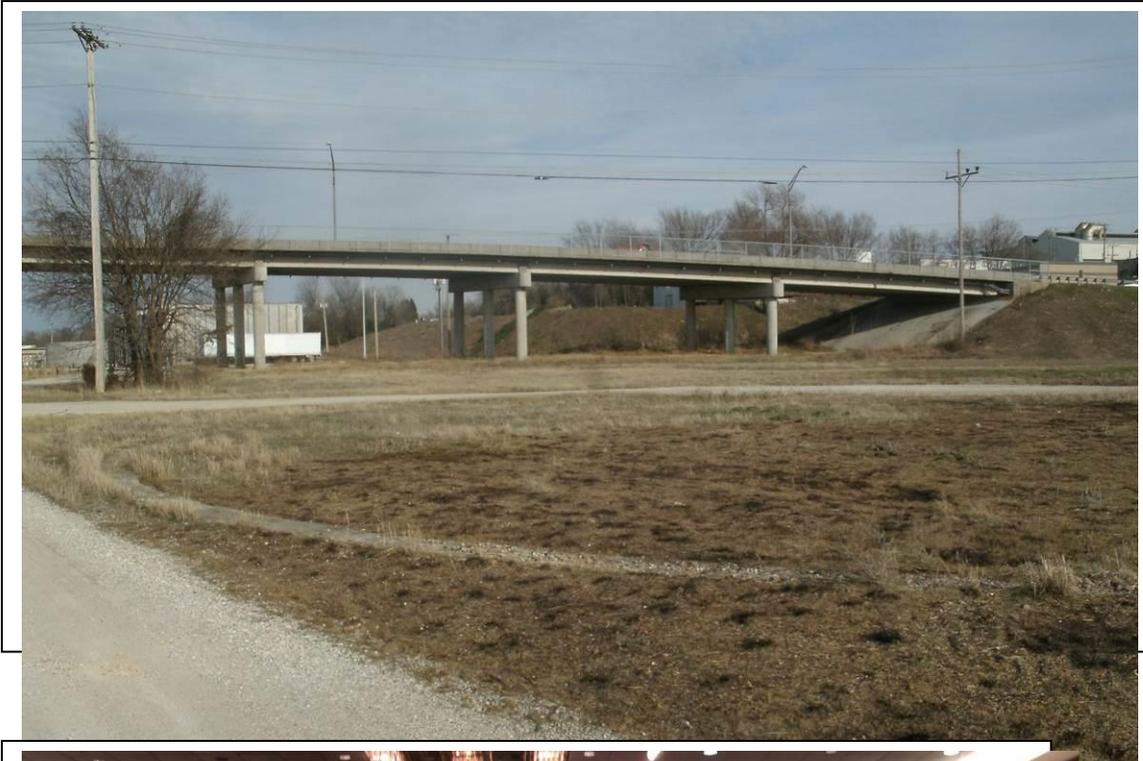


Photo by Gary McCullah

Despite some weather related cancellations of dealers and exhibits, The Great Northwest Model Train show was a resounding success! We found it hard to keep up with the number of children and parents who came to operate our trains!

Our thanks to all the hard working chapter members! Editor

HISTORICAL OPERATIONS

Committee hopes to keep Maine Central No. 470 in Maine

March 15, 2013



Maine Central No. 470 steams into Waterville, Maine, on its final run, a June 13, 1954, excursion. Photo by Waterville Sentinel

WATERVILLE, Maine – A special Waterville city committee plans to submit a proposal to a foundation that has expressed interest in helping the city restore Maine Central 4-6-2 No. 470, build a roof over it and display it in a museum-type setting. No. 470 was the last steam engine used for passenger service on the Maine Central, and made its final run from Portland to Bangor through Waterville on June 13, 1954. It was donated to the city in 1962, but has deteriorated over time because of exposure to harsh weather, unsupervised visitors, vandals and thieves.

Last year, the city sent out requests for proposals to have the locomotive removed or restored and received six proposals. City officials said it would cost about \$1 million to repair and that the city does not have funding for such an effort. A committee was formed to evaluate the six proposals. Each wanted to restore the locomotive and move it out of Waterville. The proposals were from Massachusetts, New Hampshire, Ohio, and Pennsylvania, and only one from Maine.

The city's ultimate goal is to see it No. 470 repaired and housed in an appropriate place in Maine, but officials last year began to think that goal was unrealistic. However, a member of a committee the city formed to evaluate the proposals had a connection with a foundation in Maine and approached that foundation, City Manager Michael Roy says. "They indicated, yes, they'd be interested in talking about it further," he says. "We have to give them a picture of what a display might cost."

"I expect that within a month, we'll approach that foundation again and ascertain if it has enough substance to allow us to go further – if the idea has enough viability to it," he says. "If not, we'd go back to the six proposals and decide what to do from there."

The more committee members talked about the engine, the more they really did not want to see it leave Maine, Parks & Recreation Director Matt Skehan says. "None of us really wanted to see it leave Waterville," he says. "It was the most important thing for all of us. We really need to exhaust all possibilities before we can think of handing it over to some outside group."

Branson Scenic Railway F9PH back in service

March 13, 2013

BRANSON, Mo. – The Branson Scenic Railway has placed F9PH No. 98 back into service following rebuilding by Midwest Locomotive Inc. in Kansas City. The locomotive and GP30M No. 99 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 for the summer season, and then moved them to Midwest Locomotive in Kansas City for more extensive repairs this winter. No. 98 arrived in Branson on the evening March 6, was test run on March 7, and went into service on March 8.

This year marks the 20th anniversary of operation for the Branson Scenic Railway. The railroad will be hosting the Railroad Passenger Car Alliance Conference in Branson in January 2014.

Clover Valley Lumber 2-6-6-2T No. 4 makes first public runs

March 11, 2013

SUNOL, Calif. – Clover Valley Lumber Co. 2-6-6-2T No. 4 made its first public runs this past weekend since restoration work was completed. The locomotives pulled excursions on California's Niles Canyon Railway. Built in 1924 by Baldwin, No. 4 was one of 36 logging Mallets Baldwin built, and was one of the first split tank versions that would become the most popular model. The locomotive is the only remaining tank Mallet built for service in California. One similar engine operates in the U.S., former Weyerhaeuser Timber Co. No. 110 at South Dakota's Black Hills Central.

No. 4 had worked out of Loyalton, Calif., near Portola. Feather River Lumber Co., which purchased the logging company in the late 1950s, kept the railroad in operation until late 1957, closed the line, and sent No. 4 to Reno, Nev., for stationary boiler service. The Pacific Locomotive Association acquired the engine in 1973, made repairs, and placed the locomotive into service at the association's operation at Castro Point, Calif. in 1978. The engine last ran in 1985.



Restored Clover Valley Lumber 2-6-6-2T No. 4 pulls a train on the Niles Canyon Railway.
Photo by Martin E. Hansen

Center for Railroad Photography & Art elects new leadership

March 4, 2013

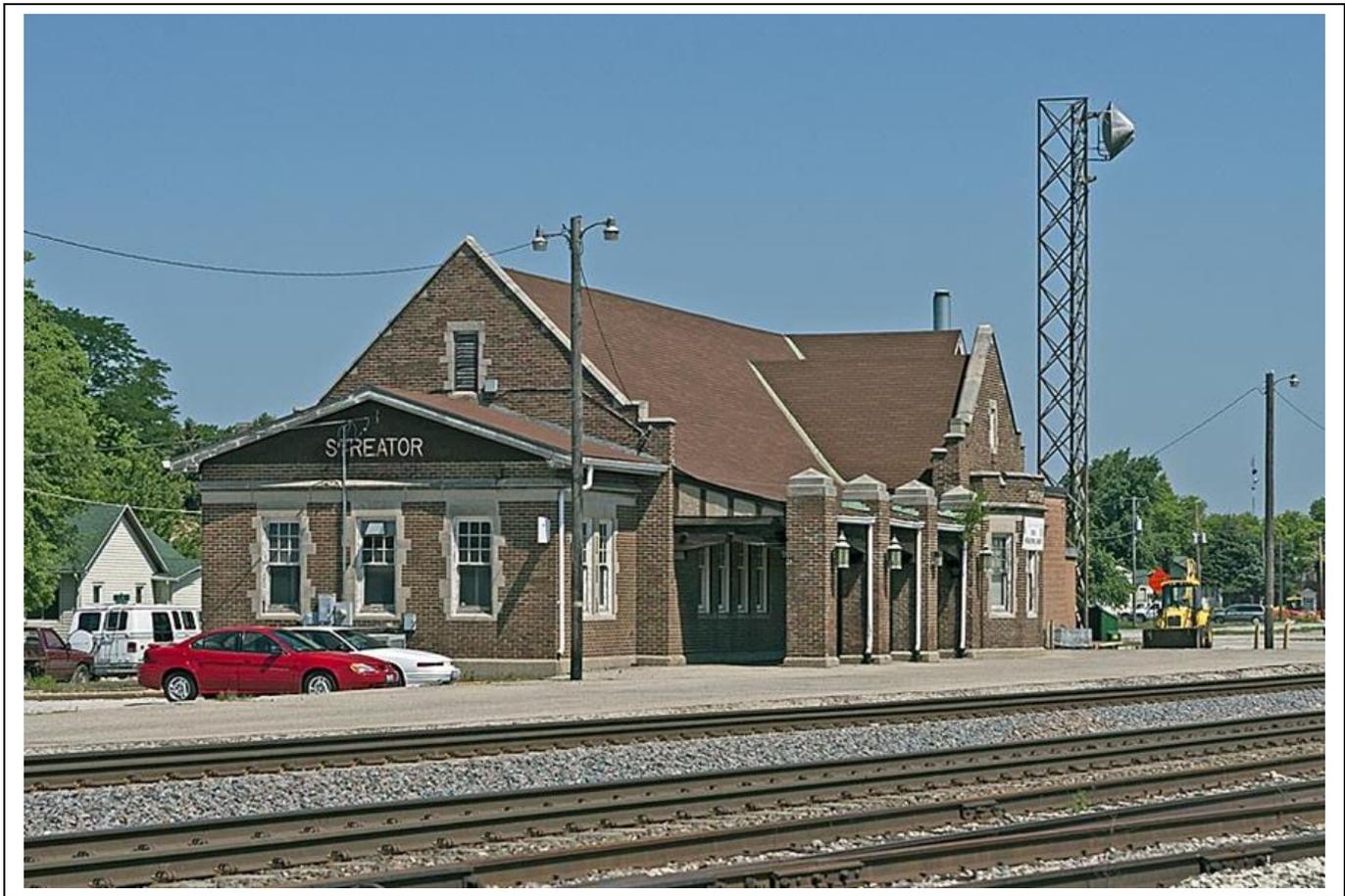
MADISON, Wis. – The Center for Railroad Photography & Art’s twelve-member board of directors has decided, by unanimous vote, to install Scott Lothes as the organization’s president. Scott, who will guide the organization following the end of founder John Gruber’s presidency on March 1, has been the executive director since August 2011. The board also created a new position, chairman of the board, to which it elected T. Bondurant “Bon” French. Gruber, who will remain on the group’s board and active in several projects, says, “Bon French’s support of the center has been an inspiration. He is dedicated to railroad photography and understands the center’s mission. He is highly qualified to serve as the center’s first chairman of the board.”

Over the course of the past few years, the Center has enjoyed a robust expansion in both scope and practice. The coming “Faces of Chicago’s Railroad Community: Photographs by Jack Delano” exhibition at the Chicago History Museum represents a substantial advancement in the Center’s efforts to showcase the role of railroad photography in public history. In addition, another “Conversations about Photography” conference is slated for Lake Forest College this April 12-14. For more information visit www.railphoto-art.org.

Former Santa Fe Streator depot upgraded

February 28, 2013

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



Former Santa Fe depot at Streator, Illinois.
Photo by Steve Glischinski

STREATOR, Ill. – The former Santa Fe passenger depot has been upgraded by BNSF Railway, which uses the building to house local signal and maintenance-of-way departments.

The building received a new roof, brickwork, tuck-pointing, and new windows. More upgrades including new lighting are being considered for this year.

The depot was built in the 1920s and was served by numerous Santa Fe passenger trains. The last passenger train to serve the building was Amtrak's Southwest Chief, which was rerouted off the ex-Santa Fe between Chicago and Galesburg in 1996.

During World War II the station housed a canteen that served soldiers and sailors passing through on troop trains. The canteen was open from November 26, 1943, to May 29, 1946, and served an estimated 1.5 million members of the armed forces. Volunteers boarding the train while it was serviced would feed the troops. A monument statue to honor the canteen volunteers was unveiled at the station on Nov. 11, 2006.

TRAINS FROM MEMORY

**WHAT MEMORIES.. WHEN A CAR WAS A CAR
AND A TRAIN WAS A TRAIN.**



Heber City, Utah. Union Pacific 2-8-0 #618 and a 1953 Buick Super.

This has to be the classic of classic photos! It defies time itself. When I saw this photo, I was transported back to those wonderful days when life was full of simple pleasures, back when we were satisfied with less and happy to walk instead of ride.

This photograph was taken on February 6, 2007 when time and eternity intersected at this crossing. And to think that you and I, and others, once had a stage like this every day for the greatest performance ever. Oh! What the generation of today has missed! Great Memories!

Submitted off the internet by Mitch Marmel. We don't know it author but it should speak to a lot of us! Editor