

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2010 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	Al Kaoppel
Secretary	Malcolm Cleaveland
Treasurer	Bill Longston
Program Director	open
National Director	Ken Eddy
Board Director	Larry Cain
Editor	Bill Merrifield



Our website address is www.arkrailfan.com

NRHS Chapter meets at 7:00 PM, May 16, 2013 at the Shiloh Museum Store.

Mike Syputl is the program presenter

The Scrambler

Volume 26, No. 9

May, 2013

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

CHAPTER MINUTES

Minutes: Meeting of the Arkansas- Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. April 18, 2013. Meeting was called to order at 7:00 PM by the President, Bob Stark. 23 members were present. Minutes of the March meeting were approved.

Chuck Girard, the local membership guy, reported that membership renewal is going well. Ken Eddy, has become the National Representative, had nothing to report yet.

Bill Longston, the Treasurer, was absent.

The latest issue of the *Scrambler* is on the website. Bill Merrifield, the editor, commented that he'd learned a lot about max file size that he could attach to his e-mail, so the *Scrambler* had to be reduced to 4 pages from 8.

Old Business: Someone has offered us copies of the *NRHS Bulletin* dating back to the 1930s through Mitch Marmel. Shiloh Museum doesn't want them, we have no need for them. We need follow-through Mitch to see if the University Library will accession them. Motion tabled for fourth time.

Motion to take action on the President's proposal to make an annual award to the people or organization who has done an outstanding job of preservation, historical research, etc. Motion passed. He suggested that the first award go to Simmons Corp. (successor to Peters) for preservation of the Decatur depot, but research has revealed that the company no longer owns the building. Other candidates will be selected. Another annual award

proposed by the President goes to a chapter member who has done notable service for the chapter. Bob Stark presented the first award, a handsome plaque, to Rose Hofer for her superb refreshments.

Programs: May: Mike Sypult on the Reader RR. June short tutorial on making the computer connect to the projector. July: Mike Condren. August: Steve Tharp.

Joplin trip Saturday mentioned in the March minutes. Car pool from Springdale and Bella Vista.

New Business: Mitch Marmel suggested outreach at the Steampunk Convention in Springdale August 23-25, but this will probably conflict with Frisco Fest.

Train Talk: Invitation from Van Buren to attend National Train Show celebration Sat. May 11. Several remembrances of bad experiences, no takers. Railroad Day at 3 Rivers in Muscogee same day (?). Martin Post has had knee surgery. Barb Gavron suggested that we do something jointly with the Sugar Creek Model RR club.

Ray Toler described a mystery machine so we could guess what it was. No one guessed and Ray didn't tell. Mike Condren pointed out that the March/April issue of *The Cowcatcher* featured an article on the A&M. There is a pamphlet from the Ark. Historical Preservation people, *Pulling Into the Station: Arkansas Railroad Depots on the National Register of Historical Places* that is very interesting.

The Clinton Library gift shop is in the old Rock Island depot or part of the division HQ. Adjourned 7:40 PM for refreshments, followed by presentations by Mitch Marmel of a DVD of films made 1897-1906 from Library of Congress archives.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM



Our chapter members and guides Ned Mayes and Brad Belk are assembled for their field trip on the grounds of what remains of Joplin, Missouri Union Station.



Sadly in decline, the Joplin Union Depot has seen better days. Built in 1911, it served KCS, KS, KATY, SF, M&NA RRs.



The ticket office still remains but is left unprotected from vandals.



Some of the original architectural beauty remains intact over a portico.



Originally the Frisco stub-in terminal and office building; now an upscale senior center.



This is what is left of the Missouri Pacific roundhouse.



Yard trackage was unidentified. An excellent prototype for model railroaders.

HISTORICAL OPERATIONS

Town parks dump truck on tracks to stop tourist railroad

April 29, 2013

KINGSTON, N.Y. – Late last week, a New York judge blocked the Catskill Mountain Railroad from moving two passenger cars into Kingston for restoration work. Following the court order on Friday, the mayor of Kingston had a dump truck parked on the tracks. The court order and dump truck are the latest developments in a dispute between the tourist railroad and Ulster County, which wants to turn the former New York Central branch line into a hiking trail. Kingston Mayor Shayne Gallo sought a court order after learning CMR may move two passenger cars to Kingston for restoration.

The Catskill Mountain Railroad was established in 1983 and has restored parts of the line between Kingston and Phoenicia ever since. The railroad operates a 5-mile round trip excursion between Mt. Tremper and Boiceville and a shorter run within the city of Kingston. The group's long-term goal is to restore rail service through the Catskill Mountains.

“This is what the [railroad] has been up against for years, now everyone can see it,” says railroad Chariman Harry Jameson. “Because we make no political contributions to any politician in Kingston or Ulster County, and focus on our job, bringing visitors to Ulster County and Kingston to spend their dollars here, this is the reward we get.”

Jameson says the railroad will follow the court order, but expresses surprise over the fact that the city parked a dump truck on the tracks. Ulster County owns the tracks, which are leased to the railroad. The lease expires in 2016 and the county has plans to turn much of the rail line, including the section through Kingston, into a trail. The railroad has started a campaign to build a trail and preserve the railroad at the same time.

Pennsylvania museum starts fundraising for streetcar restoration

May 1, 2013

SCRANTON, Pa. – The Electric City Trolley Museum is moving forward with the restoration of an historic streetcar with local roots. May 1, the Scranton museum will host a “Fiesta for 505” Cinco de Mayo party to kick off fundraising for the restoration of Scranton Railway Company No. 505.

Built in 1929 by the Osgood Bradley Car Company of Worcester, Mass., No. 505 is one of the only remaining trolley cars used in Scranton. In December 1954, after the final runs of the Green Ridge Suburban trolley line, the ten “Electromobiles” used on the line were stored until all of them, except No. 505, were burned for scrap metal. Fate had a different plan for the survivor and a New York collector purchased it before being sold in the mid-1960s to the Magee Transportation Museum in Bloomsburg. Although the museum started restoring the No. 505, it was never completed. The trolley again changed hands in the 1970s, but the long-awaited restoration never occurred and the car fell victim to the elements.

Last year, the Electric City Trolley Museum formed a committee and in November the remains of No. 505 arrived in northeastern Pennsylvania. Although the car isn't much more than a shell, the group is positive they will be able to restore it to operating condition.

Second "Trails & Rails" program to launch on Southwest Chief this month

By John Kelly

May 9, 2013

CHICAGO – Every day at 3 p.m., Amtrak's Southwest Chief departs the south concourse at Chicago Union Station. For the first 1.5 miles out of the station, the train travels due south, then makes a sweeping right turn under Canal Street and heads out through Chicago's western suburbs. Soon, an announcement is made over the train's public address system, "Good afternoon, on behalf of Amtrak and the National Park Service, welcome aboard the Southwest Chief."

On May 18, that greeting will be the start of the latest Trails & Rails partnership program between the National Park Service and Amtrak, providing rail passengers with educational opportunities that foster an appreciation of a selected region's natural and cultural heritage. Gaining support for another Trails & Rails program was not easy. Co-sponsor of the new program is Texas A&M University's Department of Recreation, Park, and Tourism Sciences. The new program on the Southwest Chief became a reality when the railroad-themed Depot Inn & Suites in La Plata agreed to provide lodging for the volunteer docents.

Although the Southwest Chief currently has one Trails & Rails program operating between La Junta, Colo., and Albuquerque, N.M., a second Trails & Rails segment was developed in cooperation with the American Passenger Rail Heritage Foundation, a nonprofit organization in La Plata, Mo., that maintains exhibits relating to passenger rail history in America. The president of the Foundation and La Plata coordinator is Bob Cox. The Chicago-La Plata Trails & Rails program will operate four days per week for the 2013 season, May 18 through September 22. Guides will ride westbound from Chicago on train No. 3 Thursdays and Saturdays and eastbound from La Plata on train No. 4 Fridays and Sundays.

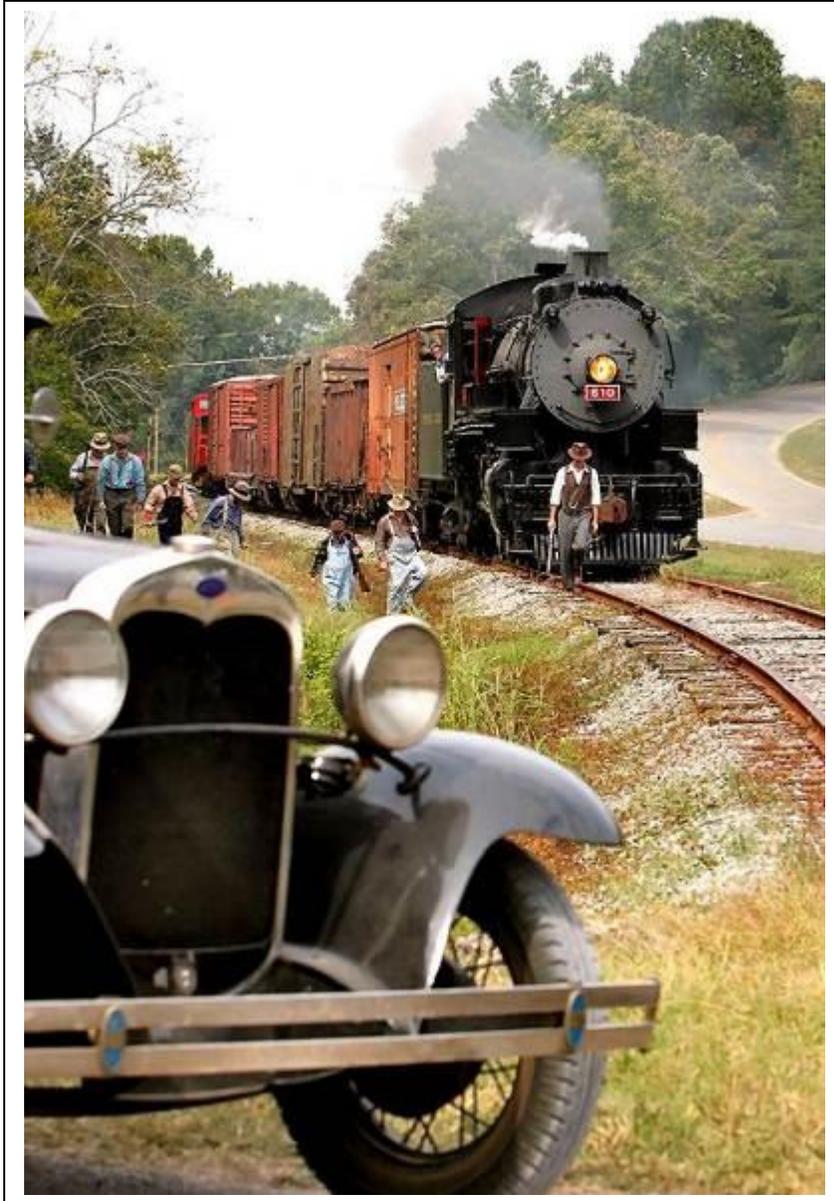
In March, the new Trails & Rails group met in Chicago along with docents from Indiana Dunes National Lakeshore Park, who volunteer on the Trails & Rails program aboard Amtrak's Wolverines. Susan Scott, instructor and internship coordinator at Texas A&M, and Anne McGinnis from Amtrak conducted the joint training session. The morning session included Amtrak's mandatory safety course, covering various types of emergencies that might occur while on Amtrak trains. That was followed by Scott's Interpretation Training Module, teaching docents how to facilitate a connection between the interests of the passenger and the significance of the landscape and history outside the window. McGinnis led the afternoon training, explaining the National Parks Service's Volunteer in Parks program. Volunteers and Parks Service personnel are part of the National Park Service mission, which aims to preserve "unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education and inspiration of this and future generations." Robert and Kandace Tabern, Chicago coordinators for the La Plata group, made concluding remarks.

The Taberns researched and wrote *Outside the Rails*, the route guide to be used by Trails & Rails volunteers between Chicago and La Plata. The script covers all the highlights both general history and railroad history including information on Galesburg, home of Carl Sandburg the American poet, to information on the mighty Mississippi River at Fort Madison, Iowa. And yes, there are plenty of facts for the railfans onboard including short history of the suburban depots between Chicago Union Station and Naperville, including Berwyn, Riverside, Brookfield, and Highlands. Guides also discuss history of Atchison, Topeka & Santa Fe, including the BNSF Railway merger.

Our thanks to TRAINS NEWSWIRE for the above preservation news items.

TRAINS FROM MEMORY

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



Can you guess what these men are doing on and or near the track?
(Hint) At least Hollywood can recognize the value of keeping a period in the past alive! There is a movie gaff in this picture and you have to be at least 65 years old to spot it. (Hint) Its something about the highway and it also tells you something about my age. Editor
Anyone recognize the railroad where No. 610 belongs?

Memories of the Reader Railroad from a post card collection by Ray Toler

Some time ago Ray Toler passed the editor a group of post cards highlighting the last railroad in Arkansas operating under steam exclusively. Since Mike Sypult's May program is on the Reader Railroad, it seemed like a good time and place to use them!



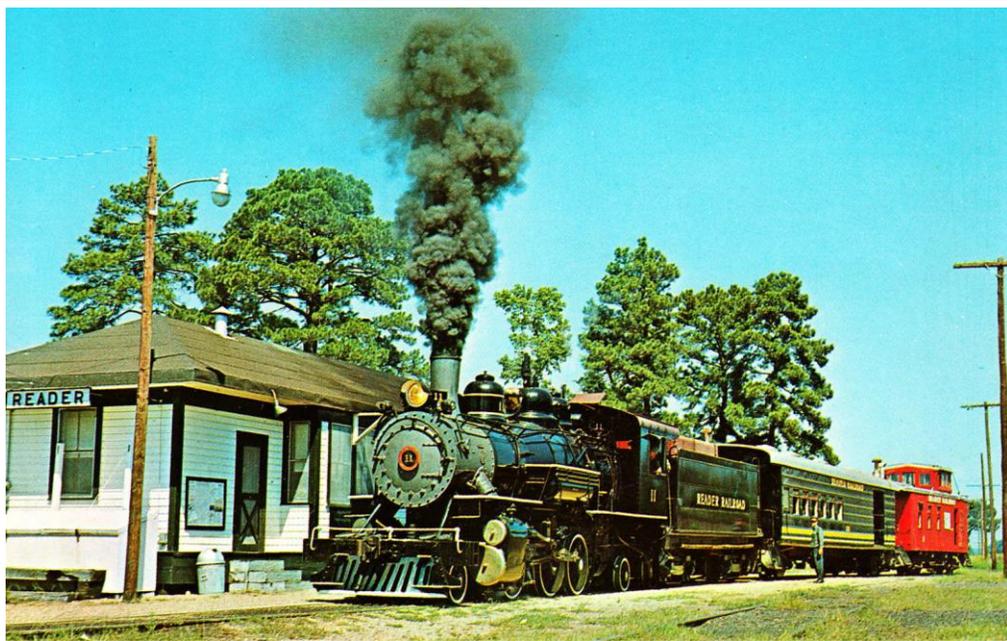
No. 108, a Baldwin built Prairie type locomotive with a Saturday mixed train, blows for the crossing at Ames, Ark. November 1969. At that time the Reader had the only regularly scheduled mixed train in Arkansas powered exclusive by steam.



A mixed train with two regular passenger coaches and a combine departing from Reader, Arkansas. Is the locomotive burning oil or coal?



A mixed train with regular passenger coach and a combine has just departed Reader, Arkansas and was now crossing Highway 4 at Ames heading for Waterloo, Arkansas 23 miles away.



What type of locomotive was No. 11 and what is the unusual red box on top of the tender (It can also be seen in the upper photos)?