

# ARKANSAS-BOSTON MOUNTAINS CHAPTER

## NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



### 2010 DIRECTORY OF OFFICERS

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



Our website address is [www.arkrailfan.com](http://www.arkrailfan.com)

NRHS Chapter meets at 7:00 PM, July 18, 2013 at the Shiloh Museum Store.

## The Scrambler

Volume 26, No. 11

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

### CHAPTER MINUTES

Minutes: Meeting of the Arkansas- Boston Mountains. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. June 20, 2013. Meeting was called to order at 7:05 PM by the President, Bob Stark. 20 members were present.

The membership officer, Chuck Girard, reported that 3 or 4 members have not paid their dues and will have to obtain membership from scratch, losing their seniority.

Tom Duggan, the Treasurer, reported that the money market account had \$11,515.47. Checking account current balance is \$1,476.94. Total: \$12,992.41.

Malcolm Cleaveland, the Secretary, apologized for missing the May meeting.

Bill Merrifield, *Scrambler* editor, reported that the latest issue of the *Scrambler* is not available electronically until after the return of Mike Sypult who is presently traveling.

### OLD BUSINESS

Tom Duggan and National Director Ken Eddy: NRHS staffers visited to do reconnaissance and liaison for the 2014 National Meeting in NW Arkansas. It will take place June 10-14 (Tuesday to Saturday) with a possible

extension to Sunday, June 15. Our role is basically to provide warm bodies, that is, volunteers. There will not be any Kansas City participation. Tom and Ken made several suggestions that may be considered later.

Tom Duggan reported that the EMD F-7 on display in Decatur needs to be repainted.

Members were reminded of Frisco Fest coming at the end of August.

## **NEW BUSINESS**

Tom Duggan reported that the A&M is interested in setting up a non-profit, 501c(3) museum that we could contribute to. It needs a focus, but A&M hasn't decided yet.

Meeting adjourned for show and tell about the Hawaiian RR, Rocky Mountain Express, an Imax film about a resurrected Canadian Pacific steam locomotive on the famed "Southern Route" through some of the most spectacular scenery on the planet, Portland Maine 2' gauge RR, a Lionel booklet from 1935 brought by Mitch Marmel, and B&O, C&O Fathers Day presents to Bill Merrifield.

Clare and Gary McCullah did a hands -on presentation on how to set up the computer and projector. They made up an instruction sheet and labeled the connections for the cables.

Malcolm K. Cleaveland, Secretary

## **LOCALLY ON THE BEAM**

All Hands;

Since our head tariff clerk, Bill Longston, didn't show for his retirement party, we had to send his service award by Railway Express. We'll try to get a picture for you later. Just a little busy around depot today; lots of trains coming through. Dispatcher Bob

Chapter Member, Ruth Merrifield, is facing very serious health concerns. I would appreciate your prayers on her behalf. Editor

### **Arkansas & Missouri purchasing first EMDs**

By Chris Guss

July 1, 2013

SPRINGDALE, Ark. – Arkansas & Missouri's all-Alco locomotive roster will end later this year when the railroad accepts delivery of three SD70ACes from EMD. The 139-mile short line operates between Monett, Mo., and Fort Smith, Ark., and is famous for its fleet of Alco's hauling tonnage over the Ozark Mountains.

EMD is selling three of its demonstrator SD70ACes to the short line, Nos. 1201-1203. SD70ACe No. 1201 is the EMD demonstrator painted in Caterpillar colors that was unveiled at Caterpillar's exhibit at MINExpo this past fall in Las Vegas, Nev.

Arkansas & Missouri's Chairman Reilly McCarren tells Trains News Wire that the railroad had looked into acquiring AC locomotives in the past, but could not justify their acquisition until now.

The 139-mile railroad was originally part of the St. Louis-San Francisco Railroad that became part of Burlington Northern. Burlington Northern sold the line to A&M in 1986. The railroad's south end has grades that reach 2.7 percent, making AC traction attractive to A&M. McCarren says the new units will come equipped with distributed power, allowing the railroad to increase tonnage on its existing trains without exceeding the drawbar limits on the grades.

McCarren says, due to the high utilization of their road power, the three new SD70ACes will handle the road freight duties for the entire railroad. Current operations have a turn starting in Springdale in the early morning, making a round trip to Monett and back. Later in the evening, the road power off the Monett turn heads south from Springdale making an overnight turn to Fort Smith, returning in time for the power to begin the cycle again.

With new locomotives will come a new paint scheme. McCarren says the corporate colors used on the existing locomotive fleet will not change, but the design will. A&M employees requested a more modern look for the locomotives, which will be applied to the EMDs. Road numbers for the new locomotives will be Nos. 70-72 and are expected to arrive in September. Once delivered, A&M plans to retire a number of Alcos in its fleet.

All three SD70ACes have been sent to Progress Rail's Mayfield, Ky., shop for installation of distributed power and painting prior to delivery to A&M.

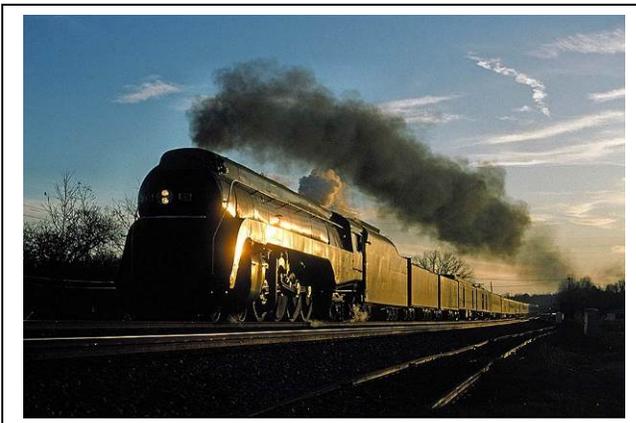
EMD SD70ACe No. 1201 will become part of the Arkansas & Missouri locomotive fleet later this year.

## **HISTORICAL OPERATIONS**

### **Norfolk & Western Class J No. 611 will steam again – if the money is there**

June 28, 2013

ROANOKE, Va. – Famed Norfolk & Western Class J No. 611, one of the most famous 4-8-4s in American railroad history, will steam again — if a \$3.5 million fund raising campaign is successful. The Virginia Museum of Transportation announced today its intention to return the iconic Roanoke-built locomotive to excursion service.



N&W built No. 611 in its Roanoke shops in 1950, and the engine was in regular service until its retirement in 1959. It was placed on display in Wasena Park in 1962 and withdrawn in 1981 for overhaul and mainline excursion work for Norfolk Southern from 1982 to the conclusion of its steam excursions in December 1994. NS announced its return to a limited excursion program in 2010 and trips began in 2011.

No. 611's last run at Kings Mountain, N.C., in 1994. Photo by Steve Glischinski. TRAINS NEWSWIRE

## **TRAINS FROM MEMORY**



Alexandria VA.  
circa 1926.  
Southern Rail-  
road's 1396  
Crescent Limited  
An American  
Locomotive Co.  
4-6-2.  
Do you know  
where its sister  
locomotive 1401  
is located today?

### **Crescent Limited Sets Up Records Washington Post, May 7,1933**

Running on a faster schedule than in any previous year, the Crescent Limited, ace of the Southern Railway System's passenger train service between New York, Washington, Atlanta and New Orleans, broke all records for on-time performance in the year ended April 25, 1933, the eighth of its operation.

Out of the 365 trips in each direction the Crescent Limited reached Atlanta on time southbound on 360 days, or 98.6 percent, and reached Washington on time northbound on 357 days, or 97.9 percent. This brought the on-time performance for eight years up to 98.3 percent southbound and 96.4 percent northbound. On April 25 the Crescent Limited was placed on a schedule of 15 hours and 5 minutes between Atlanta and Washington, 20 hours and 10 minutes between Atlanta and New Your, and hour having been cut from the running time in each direction between Atlanta and Washington.

The Crescent limited was operated over the Pennsylvania Railroad between New York and Washington, the Southern between Washington and Atlanta, the West Point Route between Atlanta and Montgomery and the Louisville & Nashville between Montgomery and New Orleans. Source: SHORPY. Thanks to Mitch Marmel