

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

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Vice President	Al Kaepfel
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Our website address is www.arkrailfan.com

NRHS Chapter meets at 7:00 PM, September 19, 2013 at the Shiloh Museum Store.

The Scrambler

Volume 27, No. 1

September, 2013

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

CHAPTER MINUTES

Due to an odd sender-receiver software glitch, we were unable to access the August Chapter minutes. We will try to distribute copies of the minutes at the September 19th meeting. Editor

LOCALLY ON THE BEAM

Chapter Member, Ruth Merrifield, had to undergo a second surgical amputation involving the lower left leg along with other serious complications. Please remember her in yours prayers. Editor Bill Merrifield

Mitch Marmel and Bob Hofer report that Chapter member, Fred Lewis, has shown enough progress to be moved from hospice to a rehab facility in Prairie Grove. Please remember Fred and Jean in your prayers, also.

All Hands;

The Chapter had a great Frisco Fest yesterday.

Dispatcher wants to thanks those that helped:

1. Al Kaepfel, who was in charge & set up work details etc.
2. Tom Duggan, who printed out the certificates.
3. Gary McCullah, who always does much of the really heavy lifting.
4. Larry Cain, another heavy lifter. Without Gary & Larry it would be almost impossible for us to get our supplies and equipment moved and set up.
5. Bob Hofer, who always quietly comes and does what is required.

6. Doc Denman who works so well with Tom and had so much fun he even came back after lunch to help. One of his greatest accomplishments was telling the Moms that they could help the Kids with train running.
7. David McDonald, who drove up from Fort Smith to work the afternoon shift.

I am sure Al will give the team a final report at the next meeting.

For those that didn't make it you missed out on some fine discussion on such subjects as where the OCC RR road bed was, is GPS positioning good, one lane road bridges in NWA, what beer is being served in the beer garden, and who was the best looking Mom to come by our set up. There were lots of other great info passed out but the Dispatcher could not hear it as a talent show was in progress behind our location.

P.S. Mitch & Malcolm set up in the Rogers Historical Society lobby.

Dispatcher Bob

The M&NA Days event is scheduled for Saturday, October 12, 2013. The event will be at the Boone County Heritage Museum at Central and Cherry Streets in Harrison. Doors open at 12:00PM with program to be presented at 2:00PM. ADMISSION is FREE. It is worth the trip just to visit the M&NA museum.

Chuck Girard

2013 Late Dues Payments: The deadline for chapter membership renewals is now past. All members who had not renewed by June 1st have been dropped from the active rolls of the NRHS

Renewing a late member: If a chapter has anyone who would like to renew, those members will have to be submitted as new members using the New Member Spreadsheet.

2014 Dues: Invoices will be mailed to all members within the first two weeks of September!

Chuck Girard

HISTORICAL OPERATIONS

Flooding swamps Colorado rails, service stopped

September 13, 2013

DENVER – Railroads are the latest waterlogged victims of late summer storms ravaging Colorado this week. As of 11 a.m. Friday, Amtrak is detouring both the eastbound and westbound California Zephyr via Union Pacific's Overland Route through Green River, Wyo., and Ogden, Utah, but is accepting reservations for Saturday and later over the regular route through the Moffat Tunnel.

The detour began Thursday, but owing to a Union Pacific track outage north of Denver, passengers from westbound train No. 5 were bussed to Cheyenne, Wyo., where the equipment of eastbound train No. 6 was turned to accept passengers as train No. 5. That westbound Zephyr departed Salt Lake City this morning more than 7 hours late, but is set to continue to Emeryville so it can be properly serviced.

Union Pacific's Moffat Tunnel route is shut down for about 35 miles west of Denver, according to railroad spokesman Mark Davis. The railroad shut the line down due to concerns with rock slides and has no estimate for when it might reopen. UP is fixing minor washouts as they appear along the Colorado Springs and Greeley subdivisions, according to Davis, but traffic is still moving on those lines. The railroad does not have damage cost estimate at this time.

Sources close to the scene report that the railroad is dumping ballast on the Moffat line and sent a spreader out on Friday afternoon to help remove debris near the tracks. A local report indicates two bridges are washed out on UP's Fort Collins line. One bridge near La Salle and the other is at Fort Collins. There is no estimate for when the branch, which serves a cement plant near Fort Collins, might reopen.

BNSF Railway is reporting a washout to its customers on the Front Range Subdivision near Boulder that has damaged about 25000 feet of track. Railroad spokesman Andy Williams tells Trains News Wire the line hosts about eight trains a day. The railroad has not provided information on detour routes, however local sources indicate trains are detouring via Alliance, Neb. BNSF is operating normally on its ex-Santa Fe main line across New Mexico. The Southwestern Railroad is reporting a washout affecting about 1 mile of track near Lakewood, N.M., about 25 miles north of Carlsbad. The short line began operation of a former BNSF line between Clovis and Loving, N.M., in 2004. Local news media reports of a train crew stranded by flood waters. Trains News Wire is awaiting further comment from the railroad.

The Durango & Silverton Narrow Gauge railroad in the southwest part of Colorado is out of the flood zone, however the railroad has seen significant rainfall in the past week, according to a spokesperson.

BNSF's East Yard in Longmont is seen submerged under water on Sept. 13.
Photo by John Crisanti.

TRAINS newswire



TRAINS FROM MEMORY

Soo Line No. 2719 makes last run

September 16, 2013



DULUTH, Minn. – On Sept. 14, Soo Line 4-6-2 No. 2719 made its last scheduled trip between Duluth and Two Harbors on the Lake Superior Railroad Museum’s North Shore Scenic Railroad. The locomotive was due for its federally mandated 1,472-day inspection and overhaul at the end of July, but the Federal Railroad Administration granted a 60-day extension for the locomotive.

The American Locomotive Co. built No. 2719 in 1923. It pulled the last steam-powered train on the Soo Line on June 21, 1959, and was donated to the city of Eau Claire, Wis., in 1960 for display. The Eau Claire-based Locomotive & Tower Preservation Fund removed it from the park, overhauled the locomotive and returned it to service in 1998. In 2006 it was leased to the Lake Superior Railroad Museum and moved to Duluth for operation on the North Shore Scenic. It made its first trips on the North Shore Scenic in 2007.

On Sept. 8, for the museum’s Railfan Weekend, the engine was re-lettered for the Duluth, Missabe & Iron Range as No. 403. Its headlight was changed out and replaced by the headlight from Duluth & Northeastern 2-8-0 No. 28, which was originally a DM&IR locomotive. The locomotive made over a dozen photo run-bys on North Shore Scenic’s ex-DM&IR trackage during a Duluth-Two Harbors round trip. There are no firm plans to immediately overhaul No. 2719.

Our thanks to TRAINS newswire.