

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	Al Kaoppel
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

NRHS Chapter meets at 7:00 PM, October 17, 2013 at the Shiloh Museum Store.

The Scrambler

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

CHAPTER MINUTES

Minutes of the August meeting were not in the *Scrambler*, due to a software glitch that prevented the Editor from receiving them. A paper copy was circulated during the meeting. **The following are those August minutes:**

Meeting of the Arkansas- Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. August 15, 2013. Meeting was called to order at 7:02 PM by the President, Bob Stark. 19 members were present.

Minutes of the July meeting were approved, with one correction to Ray Toler's Train Talk question about the steam powered Delta Queen: As the minutes read, "... what steam-powered vehicle has a 28" hi-pressure cylinder and a 42" lo-pressure cylinder and wooden walking beams?" "wooden walking beams" should have read "Pittman Arms", although Ray did mention wooden walking beams in his presentation.

Chuck Girard, the local membership chairman, had nothing to report.

Ken Eddy, the National Representative, had nothing to report about the 2014 national convention.

Tom Duggan, the new Treasurer, reported our total assets as 3,103.30 (we earned \$1.47 in interest). Also Bill Longston, the previous treasurer, expressed his appreciation to Tom for the award the chapter gave him, which will occupy a prominent place in his new home.

The latest issue of the *Scrambler* is on the website. Bill Merrifield, the editor, due to family illness was absent.

Old Business: Vice president, Al Kaepfel, said so far only 3 had signed up for Frisco Fest, which is not enough. He passed around another sign-up sheet.

Mitch Marmel said that he was making arrangements to have some trains running at the Steampunk Convention in the Springdale Convention Center August 24, although he will attend Frisco Fest. He inquired about handouts about the NRHS that could be distributed at the Convention, but was told there are only membership applications.

The President enumerated candidates for the first annual preservation award: 1. Shiloh Museum for its support of the chapter and service to the history of NW Arkansas; 2. Ozark MoPac Museum; 3. Ft. Smith Trolley Museum; 4. the St. Joe Depot, and somewhat out of the area, the Missouri and N. Arkansas Depot (in Wheaton, MO?), and the KCS Depot in Stilwell, OK.

Tom Duggan reported contact with Peterson Farms in Decatur about some rehabilitation work on the Depot displays, especially the locomotive and caboose, which seem to be developing rust problems. The locals say the Boy Scouts are maintaining the displays and do not seem to welcome outside help.

Programs: September: Tom Duggan, October: Mike Condren, November: Show and Tell, December: Christmas Party.

New Business: No new business.

Train Talk: Ray Toler asked a question about a large vessel, 729' long with a 75' beam, which turned out to be the Edmund Fitzgerald, a Great Lakes bulk carrier lost in a storm with all hands.

Adjourned 7:40 PM for refreshments, followed by presentation by Steve Tharp about a trip to the SW including Santa Fe and Chama, featuring the first run of the Gene Autry locomotive, No. 463.

Malcolm K. Cleaveland, Secretary

September minutes:

Meeting of the Arkansas- Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. September 19, 2013. Meeting was called to order at 7:04 PM by the Vice-President, Al Kaepfel. 21 members were present and one guest, Babette Allen. Fred Lewis is now doing well.

Tom Duggan, the Treasurer, reported one expenditure, \$150 for our annual fee to the service provider that hosts our website. We have \$13,076.44 in our checking account and \$11,518 in the long-term investment account. The Secretary will send the minutes to Mike Sypult and Mike will see if he can get them to the Editor. Chuck Girard, the Local Membership person, reported that he had fail to bill the chapter-only members. Ken Eddy, the National Representative, was not present.

Old Business: Al Kaepfel, the V-P, said Frisco Fest, said that there were sufficient volunteers to make our participation a success, but no excess. The crowds were down, using the number of certificates we gave (~250) as a metric. We got a new blue lawn chair somehow.

New Business: Met with rep of national, we will be strained providing the volunteers for the National Convention. There will be buses to Branson for the Conference participants. There will be no UP passenger train because someone from National offended UP. Mike Condren has friends at UP, will try to see what he can do.

Programs: Oct. Mike Condren, Nov. Show and Tell, Dec. Party.

Chuck Girard has a list of train shows. Some of them are: Great NWA Train Show, Sat., Feb 22, 2014, 9AM-4PM at the Springdale Convention Center; Wichita Train Show and Swap Meet, Feb 8-9, 2014 at the Cessna Activity Center, 9-6 Sat, 11-4 Sun. Many others. Dave Kerr, representing the Clayton House (N 6th and F) will have a presentation by Mike Condren on 22 Sept.

Children's Train will be Sat, Dec 7 and will run all day.

Train talk: Dick Hovey showed pics and videos of the new A&M locomotives. Ray Toler presented a funny poem. Mike Condren announced that UP will retire the Challenger, No. 3985, once the Big Boy is running. Mike Sypult said we have

lost a number of historic depots lately, including the Mt. Pleasant, TX Cotton Belt Depot and the Muscogee Station. There is a presentation tonight in Rogers on the Harvey House that was located there. Al Kaepfel said there's a new museum for Woody Guthrie in Tulsa and a park, Guthrie Green. Dick Hovey, the BNSF depot at Dumas, TX is in excellent condition.

Adjourned 7:40 PM for refreshments, followed by presentation on street cars, with special emphasis on the PCC (President's Coordinating Committee) that fast-tracked technological improvements, including a better truck, 2 piece wheels with rubber between the pieces, welded rail. Photos of many cities' light rail were presented by Tom Duggan. Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

We were happy to see Fred Lewis was in attendance at the September 19 meeting. He was in good spirits and free of the deep yellow jaundice he had while at Washington Regional. Fred was discharged from Washington Regional and transferred to the Pat & Willard Walker Hospice in Fayetteville. He spent some time there and then was transferred to a nursing home in Prairie Grove. He did not like it there and after two days called for his wife to pick him up and return to Witter, AR.

Perhaps miracles do happen in this age of secularism. Thomas S. Duggan

Ruth Merrifield is slowly making progress as the amputation heals. Thank you for your prayers for her. Editor

Our large scale modelers will be saddened to hear that Polk's Aristocraft Trains will cease 80 years of business operations on December 31, 2013.



HISTORICAL OPERATIONS

Log truck smashes into tourist train; one killed

By Trains Staff Report & Chase Gunnoe

October 11, 2013

CHEAT BRIDGE, W.Va. — An 18-wheeled log truck that failed to stop at a grade crossing on U.S. Route 250 and plowed into the side of the popular Cheat Mountain Salamander tourist train this afternoon, leaving one dead and nearly two-dozen injured, West Virginia emergency authorities said.

The last two passenger cars on the consist were struck broadside, overturning both. Five passengers are in critical condition in nearby hospitals.

The accident took place about 1:30 p.m. in Pocahontas County, W.Va., on Durbin & Greenbrier Valley's former Western Maryland line between Elkins, W.Va., and Spruce, according to West Virginia news media reporting locally. The consist was being pulled by Durbin's Baltimore & Ohio-painted GP7 No. 6644 and Chesapeake & Ohio-painted F7-A No. 7094. The passenger consist was headed to Cheat Bridge from Elkins, W.Va., as part of fall foliage passenger excursions through the Shavers Fork of the Cheat River in rural West Virginia.

Several fire departments and police agencies responded. Pocahontas County officials said two passenger cars overturned in the accident. The train often uses two F-units, a power car, and three coaches.



Durbin & Greenbier Valley's Cheat Mountain Salamander operates at Cheat Bridge, W.Va., in May 2013.
Photo by Jim Wrinn

Steamtown excursions canceled due to government shutdown October 10, 2013

SCRANTON, Pa. – Steamtown National Historic Site’s annual Fall Foliage Tours are canceled because of the federal government shutdown. One of the scheduled trips would operate from Scranton to East Stroudsburg on Oct. 12, coinciding with the borough’s Oktoberfest. A trip scheduled for the past week weekend was also canceled, and an Oct. 20 trip from Scranton to Tobyhanna will also be canceled if the government shutdown has not ended by then.

TRAINS FROM MEMORY

ALBUQUERQUE, N.M. – The New Mexico Steam Locomotive & Rail Road Historical Society held an open house Sept. 28 to allow the public to see restoration progress on Santa Fe 4-8-4 No. 2926. Visitors will be able to blow the locomotive whistle, ring its bell, and meet the crew working to restore the 4-8-4.

Baldwin built No. 2926 in 1944 as part of the last group of steam passenger locomotives constructed for the Santa Fe. The 2900-class were the heaviest 4-8-4s built in the U.S. and among the largest. The railroad used the locomotive in both fast freight and passenger service, accumulating over one million miles before its last revenue run on Dec. 24, 1953. The locomotive and a caboose were donated to the city of Albuquerque in 1956 and placed in Coronado Park. On June 23, 2000, No. 2926 was towed out of the park for restoration.

The non-profit, all-volunteer society was formed in the mid-1990s to restore No. 2926 to operation. The society has a goal of operating break-in trips with the engine in 2015.

Our thanks to Trains Newswire for the historical news items.