

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 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

NRHS Chapter meets at 7:00 PM, February 20, 2014 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

Meeting of the Arkansas-Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. January 16, 2014. Meeting was called to order at 7:02 PM by the President, Bob Stark. 22 members were present, and no guests. Minutes of the November meeting were approved.

Bob Stark presented the Chapter Annual Appreciation Award to Tom Duggan for his long and valuable service to the Chapter in several capacities, the latest as Treasurer and liaison with National for the 2014 Convention. The matter of officers for 2014 was taken up. Chuck Girard was tasked to put together a nominating committee, but it was deemed unnecessary because the current officers were asked if they wished to continue serving and were re-elected by acclamation: Bob Stark, President; Al Kaepfel, V-P; Tom Duggan, Treasurer.; Malcolm Cleaveland, Secretary; Ken Eddy, National NRHS Representative, Chuck Girard, local membership; Gary McCullah and Steve Tharp, National Directors.

Tom Duggan, the Treasurer, reported our total assets as \$13,190. He handed out slips for a refund of the \$12 chapter dues as we discussed in November, although some members are passing up the refund so the chapter can keep the money (defeating the idea of refunding chapter dues as a way of partially reducing the rather large accumulation in our accounts). Chuck Girard, the local membership guy, reported that the deadline for renewals was fast approaching, so those missing the cutoff date will be enrolled as new members and lose seniority. Ken Eddy, the National Representative, attended the winter conference in St. Louis. The big issue was the need to cut expenses, e.g., it cost \$100k to collect dues last year. That's unbelievably wasteful, the NRHS needs a website registration system with a discount as an incentive to renew on line. So far only 10 kids have registered for Rail Camp, but the decision was to press on and try to get more attendees.

The latest issue of the *Scrambler* is on the website. Bill Merrifield, the editor, reported an inadvertent error in editing made it appear that alcohol beverages were served on the children's train instead of our chapter's

Christmas party train. It was strongly suggested that you have the latest version of Adobe Acrobat or Adobe Reader to view the *Scrambler*.

Old Business: Al Kaepfel, the V-P, said that the weather impacted Xmas train attendance considerably. The Great NWA Train Show will occur on Sat. Feb. 22, 9 AM - 4 PM at the Holiday Inn Convention Center in Springdale. The Sugar Creek Club has reserved a spot for us based on what we required last year. Setup begins at 12 noon on Friday Feb. 21. The Secretary (who will have a Z scale layout there) passed around a signup sheet for Friday and Saturday. Admission \$7, \$1 off w/non-perishable food item, children 12 and under free (free to Chapter volunteers, of course).

Tom Duggan reported that there will be many opportunities to volunteer for service at the 2014 Convention and passed around a multi-day signup sheet starting Monday, June 9. There will be opportunities to ride the various excursions, which will require training in safety and other subjects to assist passengers (these volunteers must be registered, \$59, but will be reimbursed by the Chapter. Mike Sypult will give a presentation on the Reader RR, and Mike Condren will give a presentation on the Frisco and A&M Railroads during the Convention. It was suggested that we could get T-shirts to wear at the Convention.

Programs will be by Mike Sypult in February and Bob Stark in March. Train Talk: Railroadiana and model show in Pine Bluff April 5, 2014 at the Arkansas Railroad Museum, 1700 Port Rd (Hwy 65B), Pine Bluff, 870-535-8819, Bill Merrifield will set up booth advertising the NRHS Convention. Dan Griffin talked about Budd Rail Diesel Cars (RDCs), 398 built 1949-62 and used by RRs ranging from the Alaska RR to the Santa Fe. Adjourned 7:30 PM for refreshments, followed by a program (Steam at Baldwin City) by Gary McCullah on a tank engine (Hank the Tank) that can be trucked to locations to give people a taste of steam. Cool.

Malcolm K. Cleaveland Secretary

LOCALLY ON THE BEAM

Great NWA Model Train Show: Mitch Marmel and Malcolm Cleaveland were designated by Bob Stark, our chapter President to coordinate with the Sugar Creek Club details of our participation in the February 22, 2014 Great NWA Model Train Show to be held in the Springdale Convention Center. Admission will be \$7, (\$1 off w/non-perishable food item). Children 12 and under enter free).

Awards our Chapter presented to Peterson Farms and Shiloh Museum recognizing their support and involvement in railroad history preservation



Heavy Lift at Hickory Creek

The normally quiet area of the much diminished Hickory Creek Mobile Home Park was disturbed on Tuesday, January 22, 2014. The cause of the noise was a series of very large crane trucks hovering about the shell of the Budd built ex Rock Island passenger car *Dream Lake*. The *Dream Lake* and a Pullman-Standard built passenger car had been moved to Hickory Creek in 1975 to be part of a restaurant. The cars rested on rails but the restaurant project never materialized. In late 2012 the sea green class windows, some were intact, of the *Dream Lake* were removed as a harbinger of change. The Pullman-Standard car had suffered from heavy rust and a fire in 2012. The car was cut up for scrap.

A trio of large truck-mounted cranes from the Ozark Crane Company moved into position to load the *Dream Lake* on to an oversize flatbed truck. The Heavy Lift Division of J.B Hunt Transport was responsible for the project that involved a move of the *Dream Lake* from Hickory Creek to a children's camp called Five Mile Camp located at Quapaw, OK. John Archer, a Baxter Springs KS attorney was the moving force as he owns the Hickory Creek Mobile Home Park and is a supporter of the Five Mile Camp that provides a free camp experience for "at risk" children. The move cost "more than \$50,000" and careful preparation was required since the *Dream Lake* was an overweight, over wide and over height move.

In preparation for the move the car was completely gutted. The 1938 built car was used mainly as a store room while at Hickory Creek. However car did have one jewel that survived the cars transition from long haul passenger service to Chicago commuter service. The large women's lavatory had a perfectly preserved glass light in the Art Deco style. The lavatory also had an intact dental sink. These items have been stored at Five Mile Camp.

The Five Mile Camp serves at risk children without charge. Last summer it served 400 students in the eight-week summer camp program plus an additional 8,000 in after school programs. Students from Springdale have attended Five Mile Camp according to Susan Gantt of Five Mile Camp. The *Dream Lake* will be used as an interactive transportation history information car.



HISTORICAL OPERATIONS

Oklahoma Railway Museum will host Flagg Coal Co. #75 this coming April for SIX big run days!

0-4-0 Number 75, will be coming to Oklahoma Railway Museum exclusively, Saturday April 19th and Sunday the 20th, and the following weekend on April 26 and 27. Departures are 9:15 am, 11:15 am, 1:15pm, 3:15pm

There will be a special opportunity, for those specifically interested in running the locomotive on April 18th and on April 25th. You will be afforded time at the throttle of #75 at the rate of \$125 per half hour running the locomotive only, with no rolling stock. Special Charter trains will be run the evenings of the 18th and 25th, at a cost of \$800 for up to 110 passengers.

Ticket sales begin March 1st, at oklahomarailwaymuseum.org. Submitted by Gary McCullah

Grand Canyon Railway to launch 2014 steam operations in April January 17, 2014



WILLIAMS, Ariz. – The Grand Canyon Railway will fire up its 1923 steam locomotive, No. 4960, a 1923 Baldwin 2-8-2 built for the Chicago, Burlington & Quincy, for regularly scheduled runs from Williams, Ariz. to the South Rim of the Grand Canyon in April 2014. The locomotive will power trains on the first Saturday on every month from April through September 2014, as well as on Presidents Day, Feb. 17; Earth Day, April 19; and on the railroad's anniversary Sept. 17. The railroad operates throughout the year with diesel power.

Tickets start at \$75 for adults and \$45 for children ages 15 and younger. Trips aboard the steam-powered train depart from Williams at 9:30 a.m. and arrive at South Rim at 11:45 a.m. The return trip departs at 3:30 p.m., returning to Williams at 5:45 p.m. For more information, visit www.thetrain.com.

**Railroad preservationist, author Richard E. Thompson dies
February 5, 2014**

CHISAGO CITY, Minn. – Railroad preservationist and author Richard E. Thompson, 72, died Feb. 4, 2014. Born on July 8, 1941, Thompson and his twin brother Robert (who passed away in 2001) were lifelong fans of steam railroads, particularly the Northern Pacific, St. Paul & Duluth, and the Colorado narrow gauge. An excellent photographer, he documented the last years of regular steam in Minnesota on Duluth & Northeastern; NP; and Duluth, Missabe & Iron Range. He was also an avid historian, and in 2005 published an extensive history of the NP’s Taylors Falls branch line with co-author Steven J. Monson.

Thompson was a railroader for more than 40 years, hiring out as a fireman on the Milwaukee Road in 1961. After a tour of duty in Vietnam he was promoted to engineer, and worked for both Soo Line and Canadian Pacific before retiring in 2002.

In 1965 Richard and Robert, along with their friend Doug Alexander, founded the private Ironhorse Central Railroad Museum at Richard’s Ironhorse Farm near Lindstrom. They went on to acquire and restore, with help from friends and family, several wooden passenger and freight cars and the 1895 NP depot from Groningen. The centerpiece of the collection, former Dresser Trap Rock 0-4-0 No. 4, was restored to operating condition for trips over the Ironhorse Central’s three-quarter mile loop, which was completed in 1984. Over the years the museum has grown to include more than 20 pieces of equipment, including Northern Pacific 0-6-0 No. 927, Soo Line 2-8-0 No. 2425, and Baldwin S-4300 diesel No. 2, the final locomotive manufactured by Baldwin-Lima-Hamilton in 1956 (it was featured in Trains “Locomotive” special issue in



Richard E. Thompson and Dresser Trap Rock No 4
Photo by Steve Glischinski

Our thanks to
TRAINS Newswire
for the historical
news items.

**Actress Shirley Temple's rail connection By Steve Glischinski
February 11, 2014**

LOS ANGELES – In 1937, the Los Angeles Railway was putting its first PCC streetcars into service, and was looking for a way to publicize their arrival. From 1935 to 1938 Temple was the nation's top box-office draw, and the railway scored a major coup when it was able to get her to appear when it introduced the first car. On March 23, 1937, Los Angeles Mayor Tom Shaw and Temple unveiled Nos. 3001 and 3002, in a ceremony in front of city hall. Temple donned a conductor's hat and served as the first "fare collector" on the car. Public reaction to the PCC cars was favorable, and Los Angeles ultimately purchased a total of 165 PCCs between 1937 and 1948. After a long diplomatic career, Shirley Temple Black passed away this past week at the age of 85.



Shirley Temple Black became an exceptional public-minded woman. My contact with her came as a sophomore in high school when she at seventeen toured the country selling war bonds during WW II. Later, her openness about her breast cancer mastectomy gave a pioneering voice to a cause that today is a major force in searching for a cure. Editor

A newspaper clipping of Shirley Temple with PCC No. 3002.

Car No. 3001 was used until the abandonment of all streetcar service in 1963, the year it came to the Orange Empire Railway Museum. It has been restored to its as-delivered color scheme, which it wore from 1937 until repainted by the Los Angeles Transit Lines in the late 1940s.

**Public television to broadcast 'The Rise and Fall of Penn Station'
February 12, 2014**

NEW YORK – Feb. 18, PBS will air "The Rise and Fall of Penn Station" as part of its "American Experience" series. The show is based in part on the book *Conquering Gotham: Building Penn Station and Its Tunnels* by Jill Jonnes. The one-hour program will cover the station's construction and ultimate destruction. (This notice comes a little late but you can buy the hour long program. Segments of it would make a dandy program for our Chapter. Editor)

In 1910, the Pennsylvania Railroad accomplished the enormous engineering feat of building tunnels under New York's Hudson and East rivers and building Pennsylvania Station. The station covered nearly eight acres, extended two city blocks, and housed one of the largest public spaces in the world. But just 53 years after the station's opening, the monumental building that was supposed to last forever was destroyed. On the morning of Oct. 28, 1963, the demolition began; it took three years to dismantle the station.

Colorado Springs streetcar group plans to make bid on property for museum February 13, 2014

COLORADO SPRINGS, Colo. – The Pikes Peak Historical Street Railway Foundation, a nonprofit group that wants to put streetcars on Colorado Springs streets, is nearing a deadline to acquire downtown property for a museum, offices, storage, and maintenance space. The foundation will submit a bid for a large parcel of land by Friday, the Colorado Springs Gazette reports.

“We’re going to try to finalize an agreement with the seller,” Dave Lippincott, president of the foundation tells the Gazette. “He wants us to make a bid on it.” But the foundation does not currently have enough money to pay for the property.

“If we are successful in negotiating a satisfactory price, we would be asking for six months in order to raise the funds to close, but with a nominal amount, maybe 10 percent of the purchase price as a down payment to hold it for that period of time,” Lippincott said. The all-volunteer group is funded from memberships; museum donations; and small, locally funded grants.

The group makes its home now at 2333 Steele Drive, just south of Fillmore Street, where it has offices, storage for trolleys, a maintenance area to restore the cars and a small streetcar museum. The foundation continues to acquire streetcars. The transit agency in Denver, recently gave the group six historic vehicles,” Lippincott says.

The city’s proposed City for Champions project has raised hope for streetcar supporters. Although it’s not a done deal, the \$250 million project includes four venues: an Olympic museum, a sports and event center, a university sports medicine center, and a visitors center for the Air Force Academy.

Lippincott says a streetcar system will boost tourism and ease parking problems. “I’m glad to see it happening,” he tells the Gazette. “I believe that what we hope to do on the east side of downtown will complement what they are doing on the west side. We have had some indication from property owners that, yes, they would like to see a streetcar system serve their properties.”

TRAINS FROM MEMORY

Random Council Bluffs, Iowa Rail History Thoughts ~ Dick Wilson Submitted by Gary McCullah

Rail transportation came to Iowa in the late 1840's. By 1860, Iowa had approximately 655 miles of track in operation and 2,683 miles by 1870. This mileage grew to nearly 9,200 by 1900 and peaked with more than 10,500 roadway miles of track prior to WWI. One historian labeled the maze a "spaghetti plate full" but it was true that depots for loading were within a farmer delivering a load and returning home in a day's time.

Although there were several small railroad operations in an around Iowa river towns, the first railroad to cross the Mississippi River was the Mississippi and Missouri Railroad in 1856. This railroad was the forerunner of Chicago, Rock Island and Pacific Railroad (Rock Island) which would eventually serve 14 states. The RI reached Council Bluffs in May 1869. The Rock Island filed for bankruptcy in 1975 and was eventually ordered to liquidate by the bankruptcy court in June 1980. Much of the former Rock Island system in Iowa was acquired by the former Chicago & North Western with the exception of the Rock Island main line across Iowa from Chicago to Davenport to Council Bluffs. That exception is now operated by the Iowa Interstate Railroad.

In 1867, the Chicago, Iowa and Nebraska Railroad, which later became the Chicago & North Western, was the first line to build tracks across Iowa that reached Council Bluffs from the east in Jan. 1867. As time progressed, the North Western would not only acquire the before mentioned portions of the Rock Island but also absorb/merge with the Minneapolis and St. Louis (Nov. 1, 1960), Chicago Great Western (July 1, 1968) and two former interurbans in late July 1968...the Fort Dodge, Des Moines & Southern and the Des Moines & Central Iowa Railway. The North Western merged with the Union Pacific in April 1995

The Chicago, Burlington and Quincy Railroad (now part of the BNSF) and the Illinois Central Railroad (later Illinois Central Gulf) both completed their rail lines across Iowa by 1878. Regular service at Council Bluffs for the Burlington was established through Pacific Junction, IA over the rails of the St. Joseph & Council Bluffs Railroad in Dec. 1870. The Illinois Central tracks didn't reach Council Bluffs until May 1899. In Dec. 1985 the Illinois Central Gulf (ICG) sold all its Iowa trackage to the Chicago, Central and Pacific Railroad (Omaha Jack Haley's CC&P) and in Jan 1995, got back all that trackage by acquiring the CC&P. The ICG changed its name back to the Illinois Central in 1988. The IC was later merged with the Canadian National.

In 1874, the Milwaukee and Mississippi Railroad became the Chicago, Milwaukee and St. Paul Railroad and in late 1882 reached Council Bluffs. (Pacific was added when the railroad reached the Pacific in the early 1900's.) The Milwaukee filed bankruptcy late in 1976 and was split into two parts: the "operating core" and the "non-operating core". Early in 1986 the Milwaukee "operating core" was sought by the CN&NW but merged into the Soo Line Railroad Company, a subsidiary of the Canadian Pacific Rail system. The "non-operating core" was liquidated with portions either being abandoned or going to other railroads.

Two other rails of note also reached Council Bluffs. The Council Bluffs and St. Louis Railway (reorganized Omaha & St. Louis Railway) built from Council Bluffs to Pattonsburg, MO in Oct. 1879 to connect with the parent line, the Wabash. The Wabash eventually became part of the Norfolk & Western which later expanded to the Norfolk & Southern (follow the herd) system. For a time a shortline operation existed on the Wabash Council Bluffs tracks but the yard is now owned by the Iowa Interstate Railroad. The Chicago Great Western (the Corn Belt Line) entered Council Bluffs in 1903 and in July 1968 was merged into the C&NW system.

By the early 1900's, Council Bluffs could boast of 8 roundhouses and 8 freight houses. The nickname for Council Bluffs at this stage was the "city of depots."

Iowa's rail system has experienced extensive change and restructuring since 1975 as a result of railroad bankruptcies and rail line abandonments. As late as Dec. 31, 2001, Iowa had permanently lost approximately 6,505 miles of track. Of these about 3,800 miles were lost after 1974. The bankruptcies of the Rock Island and the Milwaukee railroad companies in the mid-1970's caused the state to lose a significant amount of trackage and service. Today, Iowa reportedly has 3,905 miles of roadway track in operation.

In 2012, Iowa is served by 5 class 1 railroads: the BNSF, Canadian National, Canadian Pacific, the Norfolk & Southern, and the Union Pacific Railroad; one Class 2 railroad, the Iowa Interstate Railroad; and 11 class 3 railroads; the Appanoose County Community Railroad, the Boone & Scenic Valley Railroad, the Burlington Junction Railway, the CBEC Railway, the Cedar Rapids and Iowa City Railway, the D&I Railroad, the D & W Railroad, the Iowa Northern Railroad, the Iowa Traction Railroad, the Iowa River Railroad, and the Keokuk Junction Railway. Amtrak provides passenger service via the BNSF between Chicago and Omaha. These railroads serve 5 principal gateways or interchange points in the Midwest: Chicago, Minneapolis-St. Paul, Omaha, Kansas City, and St. Louis.