

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, July 17, 2014 at the Shiloh Museum Store.

The Scrambler

Volume 27, No. 11

July, 2014

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

CHAPTER MINUTES

Editors note: Due to personal events beyond my control, the Scramblers for May and June were not published. No Meeting was held in June because of the National Convention held in Springdale.

Minutes of May Meeting: Meeting of the Arkansas-Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. May 15, 2014. Meeting was called to order at 7:05 PM by the President, Bob Stark. 20 members were present and no guests. Minutes of the April meeting could not be approved because the *Scrambler* was not issued. The Editor's wife has been moved to hospice care and Bill Merrifield could not put out the newsletter. Our thoughts and prayers are with him and his wife.

Ken Eddy, the National Representative, will attend the Spring conference May 25-27 in Lewisburg, PA. The NRHS finances are challenging, but both Eastern and Western Railcamps are now fully subscribed, which is encouraging. The Convention next year will be in Vermont.

Chuck Girard, local membership, was not present but sent word everyone has renewed.

Tom Duggan, the Treasurer, reported our total assets as about \$12,191, with several expenditures of \$256 for T-shirts and \$295 for reimbursement of the five convention volunteers required to register for the convention. Tom is also coordinating volunteers for the Convention and we need more, especially for the help desk and Amtrak train.

New Business: Ray Toler asked about places that could transfer VHS tape to DVD. Walgreen's and Bedford were suggested. The Veteran's Administration is holding an event at University of Arkansas Student Union on Saturday, June 28. The Sugar Creek Club is going to display model RR equipment.

Train Talk: Mitch Marmel had a trolley. Tom Duggan reported that the A&M has acquired a Budd Diner/Lounge with a full kitchen. Bob Stark passed around a 1919 Frisco annual report, talked about continuing the Ozark & Cherokee RR research. Tom Duggan said there was a Tulsa spring train show that might be worth attending. Steve Tharp talked about

Hank the Tank Engine (steam) restored by a father-son team and small enough to be trucked around the country giving people the opportunity to experience steam up close.

Programs: June no meeting. Mitch will give a program in July. There are several program openings. We need programs, especially for August and October.

Meeting adjourned 7:45 PM.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

NRHS convention features A&M ALCOs

By A Trains Staff Report

June 13, 2014

Much of the draw for this year's National Railway Historical Society convention happens to be in-service Alcos working on the Arkansas & Missouri Railroad as they are in so few other places. Until recently, A&M was famous for keeping a roster of only American Locomotive Co. and Montreal Locomotive Works diesels in revenue service. The Schenectady, N.Y., and Montreal, Quebec,-built locomotives are physical reminders for railfans and historians of a time when dozens of railroads vied for North American freight with a plethora of locomotive makes and models.

Trains News Wire's Scott Hartley reported on Thursday that more than 230 people boarded a six-car A&M train bound for Fort Smith, Ark., a 72-mile ride, one way. The train was led by two Alco Century 420 engines. Hartley says trips during the Monday through Sunday convention will cover nearly the entire A&M system from the headquarters at Springdale, Ark., north to Monett, Mo., and Bentonville, Ark. Shorter trips along the line on Sunday will repeat portions of the passenger mileage for those who were unable to attend during the week. Visitors to the short line railroad also enjoyed main line photo freights, night photo shoots, and a side trip to Branson, Mo., to inspect a two-foot gauge system at locally famous Silver Dollar City. They also visited the tourist railroad Eureka Springs & North Arkansas and the Fort Smith Trolley Museum



Two ALCO Century 420s wait to haul an Arkansas & Missouri passenger train at Mountainburg, Ark., on June 12. Photo by Scott Hartley

Frisco Fest Event

All Hands;

I am trying to get our younger members involved to be able to carry the ball forward in the future.

One of our old-timers like me gave me heck yesterday for not having lined up this Event.

Dana Mather with Downtown Rogers is the contact person.

We need to know are we invited this year and the location if so. We need to be close to electricity.

Rogers Museum also would like Mitch and Malcolm to set up as previous years.

The Fest is August, 24! We need a volunteer sign up sheet ready July Meeting.

Dispatcher Bob

Tom Duggan asked that I assign teams to get our Frisco Interview project underway.

Fort Smith- Chuck, Tom, David. Fayetteville- Mike S., Mitch, Malcolm.

I believe these teams will work to get equipment, location & other important first tasks completed before we can schedule interviews. Our timing is very critical as we have already lost valuable historical records with the passing of Bob Lunden & Fred Lewis.

This is just the beginning. Next step will be preparing the format for interviewing etc .which is well beyond my job description.

Dispatcher Bob

Railway Heritage Initiative Planning Calendar

Quick Website Links

[National Railway Historical Society](#)

[Email Us!](#)

To add a link, please send an email to:

RHICalendar@nrhs.com

Event Status Codes

Firm: Contracts & Financial commitments in place

Planned: Date is firm; formal commitments not yet signed

Proposed: Working date & location subject to finalization

[Join Our Mailing List!](#)

For changes to an existing event, to add a new event listing, cancellations, updates or corrections, please e-mail the information to: RHICalendar@nrhs.com by the 25th of each month to be included in the next edition.

To submit an item, please use the following format:

Date - Organization - Event

Location:

Event Type:

Event Status: (firm, planned, etc.)

Contact Information

We continue to look for **YOUR** help to expand the distribution of this list and the number of events listed. Please see the section below titled "What You Need To Do:"

Sponsorship: This planning calendar is sponsored by the Railway Heritage Initiative, an informal cooperation among many groups, organizations, publications and individuals interested in the preservation of our railway history and heritage. As one of the members of the initiative, the National Railway Historical Society (NRHS) agreed to lead and support this calendar project.

Purpose: The members of the Initiative recognize the need for more active sharing of information among our widespread and diverse community of interest. Traditionally, the various organizations have operated in isolation from each other. One result of that isolation has been the scheduling of meetings and events on conflicting dates. Another problem has been missed opportunities for organizations and individuals to interact because they were simply not aware of each other's plans and gatherings.

The Railway Heritage Planning Calendar is intended as a forum for sharing of information among the community regarding the scheduling of meetings, conventions, educational pro-

grams and other events of interest. The goals of this project are simple:

- To reduce the number of unplanned scheduling conflicts within the railway heritage community,
- To increase awareness within the community of each other's activities.
- To encourage greater cooperation and interaction among the members of the community.

Please note that this calendar is offered for information and planning only. The sponsors are not here to assign dates, resolve conflicts or force cooperation among the various groups and activities. Rather, it is our hope that the various organizations will cooperate among themselves to avoid conflicts and broaden participation.

Also, please note that this is not intended as a comprehensive list of excursion trains and railfan events. Listings of such events are already available. Two good sources are:

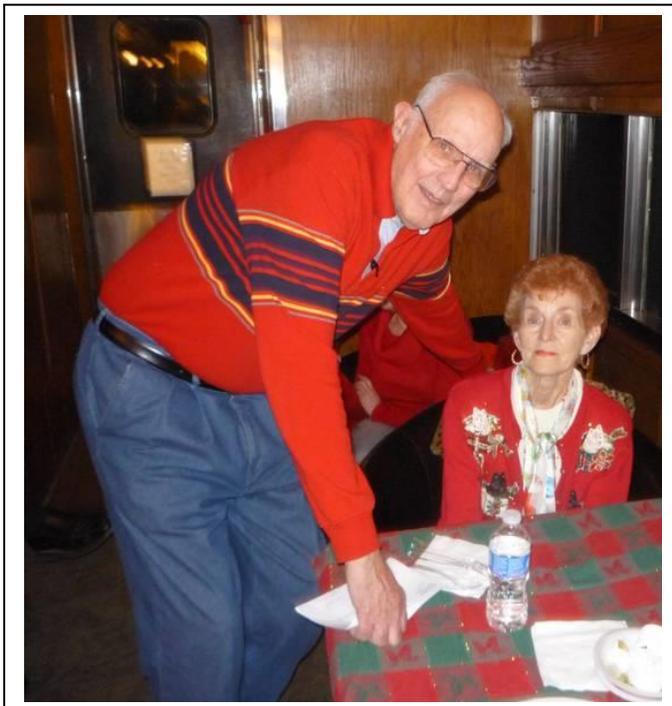
http://www.railserve.com/events/railfan_excursions.html

<http://svsfilmm.com/diary/>

Serious Problems Ahead For NRHS noted by Tom Duggan: I picked up a copy of the NRHS telegraph newsletter today. Highlights include continuing loss of members to less than 12, 000 , loss of \$272,00 in 2012 and estimated loss of \$72,000 in 2013. The NRHS is facing heavy legal expenses in connection with the DUI conviction of a Rail Camp leader involved in an accident that injured a Rail Camp attendee. The Telegraph article stated the NRHS is facing a serious threat to its mode of operation and future. It sounds very serious.

The NRHS cannot sustain the level of activities that currently exist. [Note-The NRHS Railway Preservation Grants (\$50,000 in 2014) are funded by donations made by individual members, not with NRHS dues]. A simpler and less expensive dues collection system needs to be implemented .The service agreement with the Fernley & Fernley organization is slated to expire on June 30, 2014. There were performance issues with Fernley & Fernley.

Longtime chapter member, Bonnie Ruth Merrifield, passed away May 19th.



Ruth and Bill
under happier times
aboard the A&M,
Christmas Party
Train, 2010.

Anonymous donor honors departed members: The Chapter has received a check from an anonymous donor who requests their identity remain undisclosed. The check is a memorial to the following members no longer with us: Juanita Toler, Tom Stark, Fred Lewis and Bonnie Ruth Merrifield. Thomas S. Duggan, Treasurer

Illness Changes Chapter Members Rail Plans: Due to illness Chapter members Larry and Marilyn McCain were unable to finish their long planned Amtrack adventure this summer. We understand that Marilyn is doing better now.

Railroad Historical Societies Joint Meeting: The joint meeting with this group, Frisco.org and the Missouri Pacific Historical Society will be held in Joplin, MO, on October 9 - 12. We will have activities from Thursday afternoon through Sunday morning. This will be a unique opportunity for members from the two groups to get together and share time learning more about their favorite railroad(s). Given the close geographical relationship between the two roads, the vast majority of attendees will find all the activities interesting and worthwhile no matter which one is their favorite.

HISTORICAL OPERATIONS

B&O Railroad Museum roundhouse to receive renovations

July 15, 2014

BALTIMORE – The roundhouse of the B&O Railroad Museum is expected to upgrade its topmost architectural features, including the building’s clerestory and lantern this August. The Baltimore Business Journal says the museum budgeted nearly \$400,000 for the project, which will begin early next month with the installation of preliminary scaffolding. The museum will remain open during the repairs and the work should not affect visitors’ experiences. The roundhouse’s entire roof, clerestory, and lantern were repaired 10 years ago after record snowfall collapsed the roundhouse roof. The restoration completed in November 2004 cost \$15 million in total. The relatively new slate roof is still in excellent condition, the museum’s Executive Director Courtney B. Wilson says.

The clerestory is a circular bank of elevated windows that are mostly made of wood. “The quality of lumber is not near in terms of density of what it was when the building was constructed in 1884,” Wilson says. Structural lumber available commercially today is often slightly smaller than its stated dimensions and is typically from younger trees that were part of third, fourth, or even fifth-generation forests grown specifically for lumber. Original roundhouse timbers likely came from older trees in unmanaged forests that had tighter growth rings and were therefore denser and stronger. In order to retain its status as a National Historic Landmark, the museum must use wood for the renovations. On this round of renovations, the museum will use a denser lumber for the work, extending the life of the repairs.

Seashore Trolley Museum lights 75 candles By Dan Howard

July 7, 2014

KENNEBUNKPORT, Maine — The Seashore Trolley Museum in Kennebunkport is celebrating its 75th anniversary in style. On Saturday, an open house hosted by the museum attracted almost 500 members and visitors. The festivities included trolley trivia contests, a caricaturist, live music, and a classic Maine Shore Dinner in the evening. Following a ceremony that included an official delegation from Canada, the main event was the narrated trolley parade with more than two dozen trolley cars, electric locomotives, interurbans, subway cars, and work equipment all operating under their own power. Three Connecticut Co. cars were in the parade, a nod to the 100th anniversary of the opening of the Yale Bowl, to and from which the Connecticut Co. shuttled thou-

sands of football fans over the years. Other parade vehicles included 1906 Atlantic Shore Line freight locomotive 100 running on “home rails”; 1904 Portsmouth, Dover & York Street Railway Post Office trolley No. 108; and Chicago, North Shore and Milwaukee Railroad 755. The parade was led by the Biddeford & Saco No. 31, which in July 1939 was the first trolley car privately preserved by the museum’s founders.



Boston streetcar museum vandalism

July 11, 2014

BOSTON – Transit police officials said they have identified the person who vandalized two historic streetcars housed at the Boylston Street Massachusetts Bay Transportation Authority stop. The two cars are part of a museum display at the Green Line’s Boylston Street stop. In January, officials found black-and-white markings covering the vehicles. Police said the incident happened sometime between 1 a.m. and 5 a.m. PCC car No. 3295 was nearly covered with graffiti from top to bottom in the mid-section of the streetcar. It was one of 50 purchased by the Metropolitan Transit Authority more than half a century ago. During the early 1980s, the car was restored to its original condition for display by the “Friends of 3295,” a MBTA volunteer group, to commemorate the Riverside Line’s 25th anniversary. The car is still owned by MBTA. The subway car, No. 5734, was donated for display by the Seashore Trolley Museum. The Brill Car Co. built it for Boston’s subway system in 1924. The last of these cars ran in 1959. No. 5734 had less damage to its exterior but was still marked by white lines and tags.

Days after officials discovered the vandalism on the cars, crews spent an entire night scrubbing the graffiti off the cars with high-powered machinery and special cleaning supplies.

New operator to take over operation of Cass Scenic

July 1, 2014

CASS, W.Va. — The famed Cass Scenic Railroad may soon have a new operator. Officials with the West Virginia Department of Natural Resources have met with Cass Scenic Railroad officials Tuesday to discuss the leasing of operation and equipment to the West Virginia Rail Authority, a source close to the matter tells Trains News Wire. The lease would be effective in November at the end of the 2014 operating season. The specifica-

tions of the contract remain undisclosed. The agreement with the Authority will allow it to seek an operator for the railroad. The Authority already has an agreement with the Durbin & Greenbrier Valley Railroad to operate other state-owned rail properties.



The Cass Scenic is known for its fleet of historic geared locomotives. Photo by Wayne Laepple

Our thanks to TRAINS Newswire for the historical news items.

TRAINS FROM (recent) MEMORY

Our national railroads are a MESS by Fred Frailey. Sun, June 29, 2014. Submitted by Tom Duggan. I don't recall ever seeing so much of the railroad industry in such disarray. Examples are everywhere you look. Tens of thousands of new vehicles sit on lots in Detroit and Toledo, waiting for rail cars to take them to dealers. Canadian National and Canadian Pacific strain under their government's edict to move grain to ports faster. BNSF Railway is so far behind delivering Powder River Basin coal to its customers that stockpiles at some locations are down to a few days. Chicago is as plugged up as ever, and you can no longer blame winter weather; everywhere you look around the city's outer perimeter, expect to see parked trains. BNSF and CP are under U.S. government notice to do a better job of clearing last year's grain crops out of country elevators. Amtrak's long-distance trains are now hours rather than minutes late, due primarily to freight railroad congestion. Terminal dwell times for freight cars are way up at most railroads versus this time a year ago, and average train speeds are way down.

You can explain this any number of ways, but to my way of thinking, railroads have become victims of their own success. They are running out of capacity. Intermodal shipments reach all-time records each week lately, and intermodal trains having priority, capacity gets sucked up like a sponge. Many other commodities are above their 2006 highs, the big exception being coal (eastern coal, specifically). With so little wiggle room, it's hard if not almost impossible for railroads to get their mojo back when huge events like an abnormally bitter winter occur. (Climate change could bring us more such winters, too.)

Financially, the railroads don't appear to be suffering from their troubles. But railroad customers must be beside themselves. Every parked train means heartbreak for 100 shippers.

Against this backdrop, let's turn and look ahead. The view of the near future is no prettier. Nobody has a plan to debottleneck Chicago, that is, unless carriers begin interchanging traffic in places like St. Louis or Memphis, and only a limited amount of that is feasible. There is today a desperate shortage of high-horsepower locomotives. But according to reports I have read, as of January 1, Caterpillar's Electro-Motive Diesel will cease domestic production until at least 2017 because it will not have a product that meets the Environmental Protection Agency's Tier 4 emission limits. General Electric is testing a couple of Tier 4 locomotives, but it is not assured that GE's emissions technology will be certified in time, either. Remanufacturing of older locomotives may all but cease, for the same reason -- there is a lot of uncertainty on this last point.

Locomotives, or rather the lack of them, will be a dire problem by next year, yet nobody talks about it publicly. But soon enough, they will. A business cannot grow without the prime ingredients.

Meanwhile, highway truckers are quickly building infrastructure that will allow them to convert their tractors from diesel fuel to liquefied natural gas. Their costs will go down significantly, by roughly 15%, putting rail intermodal at a distinct disadvantage. Jason Kuehn, of transportation consultant Oliver Wyman, told clients of brokerage Stifel Nicolaus last month that once truckers get LNG, the distance for rail intermodal to be competitive with the highway will jump from 500-600 miles to as many as 750 miles. True, railroads are testing LNG locomotives but only in a very limited manner so far, because the Federal Railroad Administration won't revise its ban against putting an LNG fuel car in a locomotive consist.

Kuehn, by the way, had some observations about the intermodal business that you may find interesting. He says intermodal is now 50-50 between international and domestic shipments, versus 60% international before the 2008-2009 recession. The intermodal network in the west is becoming mature, with growth the past four years at a 5% annual rate at BNSF and a 4% rate at Union Pacific. In contrast, he notes that eastern railroads CSX and Norfolk Southern are expanding their intermodal lanes aggressively as they become more adept at competing over shorter distances. The intermodal growth rates are 6% for CSX and 7% for NS. The real battleground between highway and railroad, he says, is in the 500-1,000 mile markets, and those are primarily in the east.

The intermodal franchise has been growing a percentage point or two faster than gross domestic product (GDP). Kuehn says that for even this pace to continue will require two to three new intermodal terminals to open per year. That's been occurring, but just barely. He also says a growth rate that is twice that of GDP, or 7% annually, is commercially feasible, but it would require not only roadway capacity expansion but also at least four new terminals a year at a total cost of as much as \$600 million. Kuehn characterizes the railroad intermodal network today as very near its capacity.

That 7% growth rate would also require a lot more locomotives, and this gets us back to our starting point. Yes, our railroads are a mess, congested as all get-out. BNSF at least admits it got behind the growth curve. Meanwhile, Wall Street remains adamantly enamored of low operating ratios. To some degree, spending to expand capacity and achieving low operating ratios are incompatible. Not every railroad may need expanding as much as BNSF. But as I've tried to explain, there will be consequences for standing still. Long term, pissing off your customers is not a viable business strategy. — Fred W. Frailey